

Heritage Valley

SERVICING CONCEPT DESIGN BRIEF



Office Consolidation June 2015

THE CITY OF
Edmonton PLANNING AND
DEVELOPMENT



Heritage Valley Servicing Concept Design Brief

Office Consolidation June 2015

***Prepared by:
Current Planning Branch
Sustainable Development
City of Edmonton***

The Heritage Valley Servicing Concept Design Brief (SCDB) was approved by resolution by Council in April 2001. In June 2015, this document was consolidated by virtue of the incorporation of the following amendments:

April 10, 2001	Approved by Resolution (to adopt the Heritage Valley SCDB)
January 13, 2005	Approved by Resolution (to separate Nghbd 7 into Nghbds 7A and 7B)
May 11, 2005	Approved by Resolution (to amend the southern boundary of Rutherford to incorporate a portion of the future Town Centre to the south)
February 11, 2008	Approved by Resolution (to incorporate the Chappelle NASP)
February 25, 2008	Approved by Resolution (to remove the commercial designation located in the southwest corner of Richford)
December 16, 2009	Approved by Resolution (to realign LRT; revise the overall transportation concept within the H.V.T.C and revise the arterial roadway network; revise the overall land use concept of the H.V. Town Centre by introducing new land uses and amending the boundary of the H.V.T.C and Chappelle; and updates figures and statistics)
September 13, 2010	Approved by Resolution (to amend the land use stats to reflect land use changes in the Chappelle NASP)
November 8, 2010	Approved by Resolution (to incorporate the Desrochers NASP)*
November 8, 2010	Approved by Resolution (to redesignate 0.61 ha from residential to institutional use in Rutherford, to reflect the 2010 TOR and updates to the Capital Region Growth Plan)
November 8, 2010	Approved by Resolution (to amend relevant figures and statistics to reflect land use change in Allard and to reflect updates to the Capital Region Growth Plan and the MDP)*
April 4, 2011	Approved by Resolution (to update the land use stats and figures in the SCDB to reflect the relocation of the Mixed Use Site and the reconfiguration/relocation of SWMF and park uses in Chappelle)

* All references here within to "111 Street" have been deleted and replaced with "James Mowatt Trail" as per Resolution, November 8, 2010

May 16, 2011	Approved by Resolution (to update land Use stats to ensure consistency between the Heritage Valley SCDB and the Heritage Valley 7A NASP)
August 29, 2011	Approved by Resolution (to divide Neighbourhood 12 into two [Neighbourhood 12 and 13], add 2 parks sites and a SWMF with the adoption of Neighbourhood 12)
August 29, 2011	Approved by Resolution (to update the land use statistics to reflect the proposed residential use redesignation within the Allard NASP)
March 12, 2012	Approved by Resolution (to update the land use statistics and transportation network throughout the Heritage Valley SCDB and to reflect the proposed land use redesignations within the Chappelle NASP. A separate administrative amendment was also approved to reflect the approved neighbourhood name "Cashman" and to update the Land Use and Populations Statistics)
April 16, 2012	Approved by Resolution (to update the SCDB to reflect the adoption of the Hays Ridge NASP)
January 21, 2013	Approved by Resolution (to amend the Heritage Valley SCDB, based on the associated adoption of the Graydon Hill NASP)
April 8, 2013	Approved by Resolution (to amend the Heritage Valley SCDB to reflect the reconfiguration of the school/park site in the Chappelle neighbourhood and to update the land use statistics to correspond with the revised area densities in the Chappelle NASP)
June 17, 2013	Approved by Resolution (to amend the Heritage Valley SCDB to reflect the relocation of SWMF and park uses in the Chappelle NASP and to update the land use statistics)
July 15, 2013	Approved by Resolution (to incorporate the Cavanagh NASP)
November 4, 2013	Approved by Resolution (to amend the Heritage Valley SCDB to reflect the reconfiguration of a SWMF in the Chappelle NASP)
December 9, 2013	Approved by Resolution (to amend the Heritage Valley SCDB to reflect the removal of the special study area in the Cavanagh NASP)
January 27, 2014	Approved by Resolution (to amend the Heritage Valley SCDB to reflect the removal of the mixed use designation and replacement with community commercial and residential land uses in the Chappelle NASP)
February 24, 2014	Approved by Resolution (to amend the Heritage Valley SCDB to reflect the removal of a mixed use designation and replacement with community commercial and residential uses in the Desrochers NASP and to reflect the removal of one major neighbourhood access, and the relocation of a major neighbourhood access and potential retail location in the Allard NASP)
May 12, 2014	Approved by Resolution (to amend the Heritage Valley SCDB to apply the approved neighbourhood name Paisley to Heritage Valley Neighbourhood 12 by updating Map 8)
June 9, 2015	Approved by Resolution (to amend the Heritage Valley SCDB to revise Table 3 Land Use and Population Statistics to reflect the changes to land use designations in the Chappelle NASP)

Editor's Note:

This is an office consolidation edition of the Heritage Valley Servicing Concept Design Brief as approved by resolution by City Council on April 10, 2001. This edition contains all amendments and additions to the SCDB.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

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

City of Edmonton
Sustainable Development

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Editor

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PREFACE

Heritage Valley is located in southwest Edmonton, specifically west of Calgary Trail (Highway 2) between the Transportation and Utility Corridor and the southern City boundary (41 Avenue SW). It is separated from the Windermere community to the west by Whitemud Creek. *When fully developed, it will accommodate approximately 93,731 persons on 2,090 ha of land.* As detailed in this Servicing Concept Design Brief (SCDB), Heritage Valley is planned to be a uniquely liveable community, heralding a new, more sustainable approach to suburban development in the City of Edmonton.

Resolution
November 8, 2010
August 29, 2011
April 16, 2012
January 21, 2013
July 15, 2013
December 9, 2013

The SCDB Plan Preparation Process

The preparation of the Design Brief has followed an extensive evaluative and consultative process, as summarized in the diagram below.

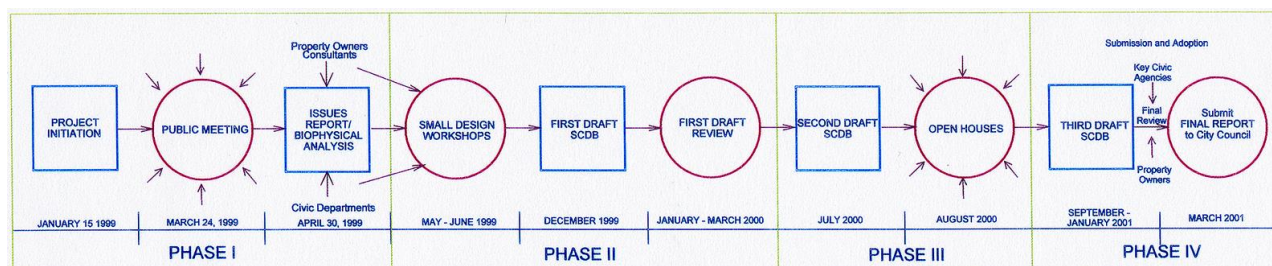
The **first phase** involved initiation of the project through endorsement of the Heritage Valley SCDB Terms of Reference by the City of Edmonton, Technical Review Committee and the Subdivision Authority. A public meeting was also held on March 24, 1999 to advise stakeholders of the planning initiative and solicit preliminary development expectations. This phase also involved a detailed examination of the biophysical, social and economic elements, and statutory requirements.

The **second phase** reflected the culmination of the analytical processes and the generation of preliminary concepts, policies and directions. The first draft of the SCDB and an alternate framework land use plan were then "tested" by key Departments, consultants and property owners. As a result of their deliberations, in particular the long term requirements of the Transportation and Streets Department to link adjoining communities from a regional basis, a new roadway pattern, and consequently, a new land use plan and associated policy changes were required.

During the **third phase**, the second draft of the SCDB was presented to the public at two Open Houses in August 2000. More than 350 persons attended the public meetings. Many shared their ideas, opinions and concepts with the planning team. This information is captured in a document entitled "Open House Summary" dated September 2000 and was used to shape the final draft Plan which was completed in January 2001.

The **final phase** involves minor revision to the final draft and the adoption of the plan by Resolution. This is accomplished after a non-statutory public hearing is held by City Council to allow stakeholders to make final comments on the Plan.

Figure 1. Summary of the Heritage Valley SCDB Preparation Process



Stakeholders' Preferences

The input and feedback of the community, civic agencies and interested stakeholders throughout the planning process was vital to the shaping of the Design Brief. Most of the recommendations and development aspirations of the various stakeholders are incorporated in the Design Brief.

Distilled from the results of the public participation process, the residents have provided a list of values and preferences that they envision within the community of Heritage Valley. A summary of responses is listed in Appendix 1. As a result of this public input, the preliminary recommendations were modified and additional recommendations were added during the Design Brief preparation process. The list of residents' values and preferences is provided here as a guide for future actions:

Residents' Value:

- *Neighbourhoods with a sense of community and pride*
- *Natural open spaces*
- *Recreational facilities and amenities for all ages*
- *Walking and bicycling trails*
- *A choice of housing*
- *A safe and clean environment*
- *Schools and recreational facilities for all age groups*

Residents' Preference:

- *Town centres and village greens or central park*
- *Shops, civic buildings, public plazas*
- *Places of worship*
- *Architecturally coherent and interesting pattern*
- *An identifiable edge and a centre*
- *Walkable and pedestrian-friendly neighbourhoods*
- *Landscaped boulevards and public open spaces*
- *Mix of housing for all income levels*
- *Small shops and civic buildings*
- *Schools - successful, well-connected and safe*
- *Good transit service*
- *Easy access into, out of and within the community*

Organization of the Design Brief

This document is organized into eight sections. [Section 1](#) explains why the SCDB was prepared and briefly outlines site features and development considerations that influence the planning area. [Section 2](#) reflects a collective community vision for the future development of Heritage Valley, while [Section 3](#) details the design principles supporting the vision. Application of these principles through design workshops resulted in the development concept described in [Section 4](#). [Section 5](#) details the planning framework and specific objectives and development policies/requirements regarding various elements of the Plan. [Section 6](#) discusses implementation and monitoring initiatives that will bring the vision and development concept to fruition. Finally, [Sections 7 and 8](#) provide statistical and supporting material used in developing the Design Brief and for the planning and design of the new neighbourhoods of the community.

1.0 INTRODUCTION

1.1 Area Context

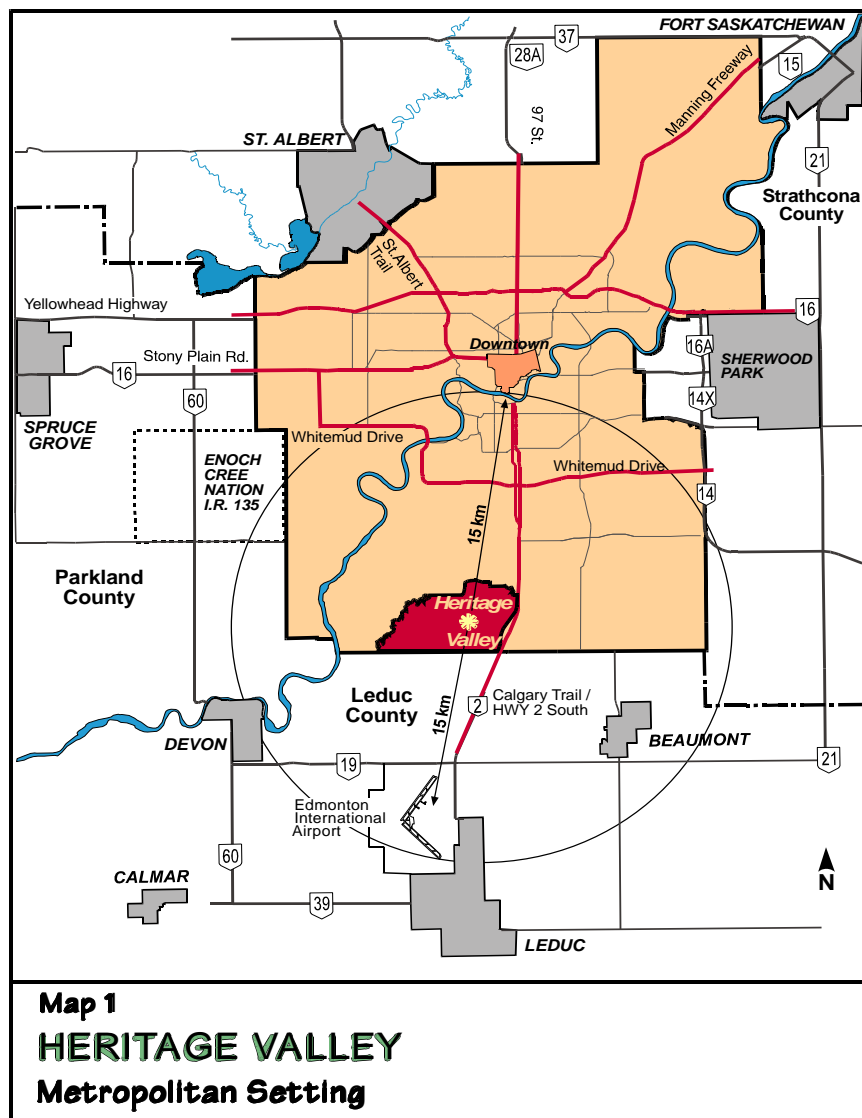
To facilitate long-term planning, *Plan Edmonton*, the City of Edmonton's Municipal Development Plan designated the area between Highway 2 and the North Saskatchewan River and between the City Boundary and the Transportation and Utility Corridor as a "Suburban" area suitable for urban development. This area is comprised of the communities of Windermere and Heritage Valley, together totalling over 4,400 hectares. This Design Brief deals only with Heritage Valley, the eastern portion of this area.

(a) Metropolitan Setting

As illustrated in Map 1, Heritage Valley occupies a strategic location on the southern edge of the City. Halfway between downtown Edmonton and the International Airport, the area is framed on the east by Highway 2 and on the north by the Transportation and Utility Corridor (Anthony Henday Drive). The importance of Highway 2 as a north-south trade route and a quick link to the Airport (8-10 minutes) strongly influences the land uses planned for the eastern edge of the Heritage Valley community.

Leduc County, abutting the southern boundary of the Plan area, has and will continue to have a major influence on the land use and economic activities of the Heritage Valley area. Increased accessibility and inter-municipal co-operation in watershed management and land use planning initiatives will benefit both jurisdictions.

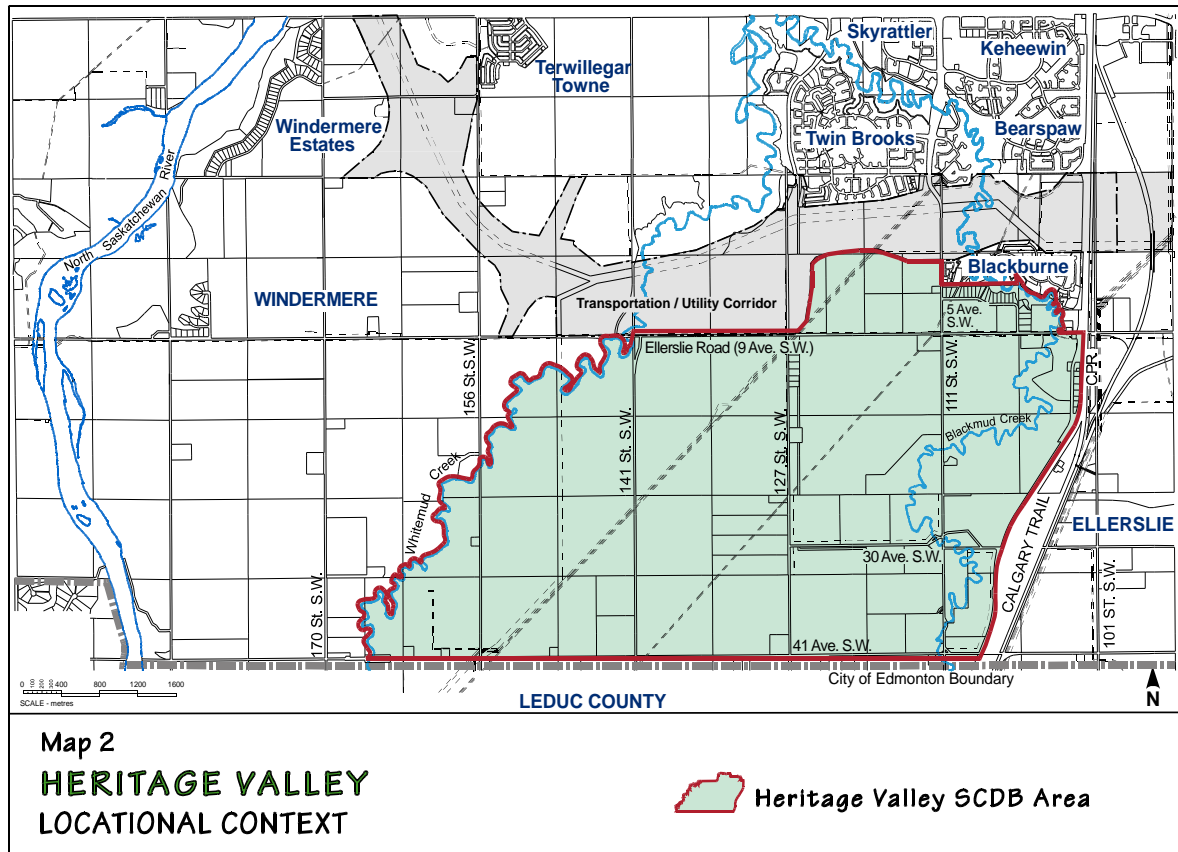
Anthony Henday Drive, once built, will provide superior vehicular access to other sections of the City. The planned arterial network and future LRT connection will facilitate employment mobility and access to major institutional and entertainment facilities not provided in the Heritage Valley community. The City's Transportation Master Plan identifies several major arterials that will be constructed over time to integrate Heritage Valley with adjacent communities.



(b) SCDB Plan* Area

Heritage Valley, the subject of this design brief, covers approximately 2,117 ha of land. As illustrated in Map 2, the Study area is bounded on the east by Highway 2, on the south by 41 Avenue SW (City Boundary), on the west by Whitemud Creek and on the north by the Transportation and Utility Corridor. This corridor will contain the future Anthony Henday Drive and a number of regional utility services.

Resolution
December 16, 2009
April 16, 2012

**(c) Purpose of the SCDB**

The purpose of the Heritage Valley SCDB is three-fold. The first is to establish a generalized framework for land use planning and the associated provision of municipal infrastructure and services within the Heritage Valley area. The SCDB provides direction for the preparation of more detailed Neighbourhood Area Structure Plans (NASPs), which will be designed and developed in conformance with the policies, strategies and principles established by the SCDB. The second is to respond to the development pressures and aspirations of property owners and developers in the Plan area in a positive manner. The third is to advance and make provisions for new planning initiatives that will create more liveable communities within the City of Edmonton.

The ideas and recommendations presented within these pages should not be treated as being cast-in-stone, but as the starting point for building a more beautiful and sustainable community. The basic community structure and land use pattern illustrated in the following sections form a sound framework upon which to construct a variety of liveable neighbourhoods.

* The terms SCDB, Design Brief and the Plan are used interchangeably throughout this document.

(d) Administrative Context

As outlined in the *Plan Edmonton*, the City's Municipal Development Plan (MDP), the City's development growth strategy in suburban areas is to provide for a 30-year supply of residential, commercial and industrial land for urban development. The MDP also proposed a number of strategies to ensure new growth in suburban areas will be developed in a fiscally responsible manner. The wide range of City and Provincial strategies, policies and regulations relevant to the planning of Heritage Valley are summarized in Appendix 2.

Prior to the designation of Heritage Valley as a "Suburban" area by the MDP, there were development pressures to accommodate a variety of land use activities in the area. As a result of this private-sector demand, two NASPs have already been approved in the Plan area (Blackmud Creek in 1998 and Richford in 1999). There are also three neighbourhood plans in the preparation stage. Given this situation, the Planning and Development Department undertook the preparation of this SCDB to provide clear policy and design directions for urban development.

The Heritage Valley SCDB is a land use plan similar in scope and content to an Area Structure Plan, but with an emphasis on servicing. It provides an alternate planning framework for the design, servicing and development of new suburban communities in Edmonton. Since an SCDB is not a statutory plan under the provisions of the Municipal Government Act 1994, City Council must adopt the SCDB by **Resolution** to make it an effective planning instrument. Such approval will provide the context for the subsequent preparation of Neighbourhood Area Structure Plans.

To ensure that the communities of Windermere and Heritage Valley could be successfully woven into the fabric of southwest Edmonton and the adjacent communities, it was necessary to examine the land use and transportation conditions, plans and requirements within the southwest sector and determine future development possibilities.

A preliminary Transportation and Land Use Framework Plan was established for the areas of Windermere and Heritage Valley. This Plan, which is illustrated on Map 3 on the following page, takes into account the completion of the southwest portion of Anthony Henday Drive and the development opportunities brought about by the area's proximity to this regional transportation network.

This framework plan has been approved in principle by the Transportation and Streets and Planning and Development Departments. It rationalizes the long-term regional arterial roadway network in the southwest, including Anthony Henday Drive and north/south penetrators to Leduc County. This preliminary development framework forms the basis for the planning and design of the Heritage Valley and the Windermere communities, with final approval to be given by City Council.

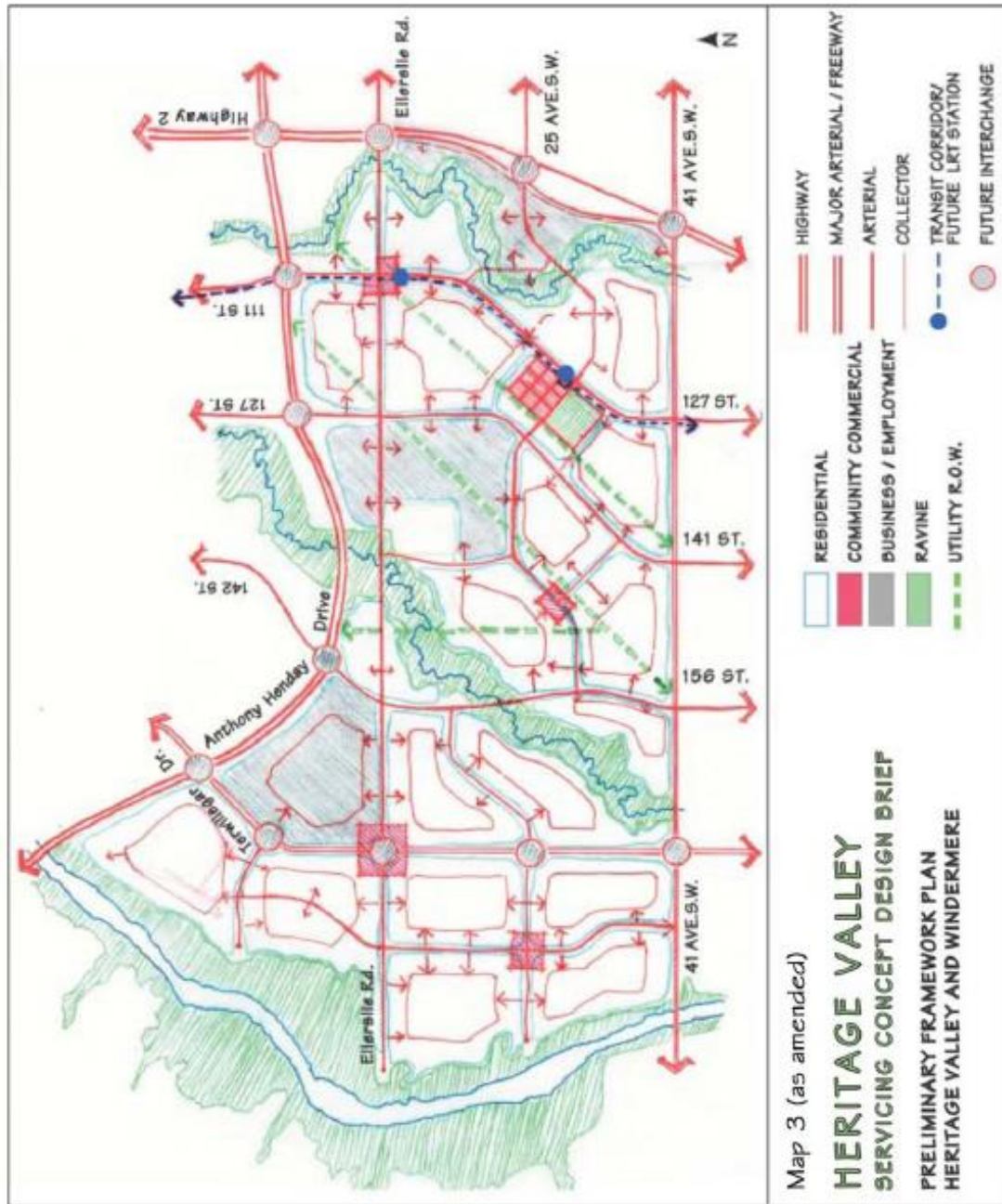
(e) Land Ownership

The land ownership pattern for the Heritage Valley area is shown on the following page (**see Map 4**). Appendix 3 provides an inventory of the property owners as of December 15, 2000.

The majority of land (81%) is held by property owners with large holdings (greater than 20 ha). Owners of smaller land holdings (less than 20 ha) account for 19% of the area. This includes new residential lots created during the last two years in the Richford and Blackmud Creek neighbourhoods. As development proceeds to the south and west, developers are expected to assemble and develop some of these smaller holdings.

A major feature of the land ownership pattern is the sections leased by the University of Alberta Experimental Farm west of 127 Street SW. The lease arrangement with the Province and continuing use of the land for research and development may affect the timing of development south and west of this property.

The location and configuration of certain existing non-residential parcels such as churches, golf courses and commercial properties might affect the efficient design and servicing of neighbourhoods in the future.



Resolution
February 25, 2008

**"This is a conceptual illustration of the Preliminary Framework Plan and the actual Framework Plan may differ."*

Resolution
December 16, 2009



THE CITY OF
Edmonton **PLANNING AND DEVELOPMENT**

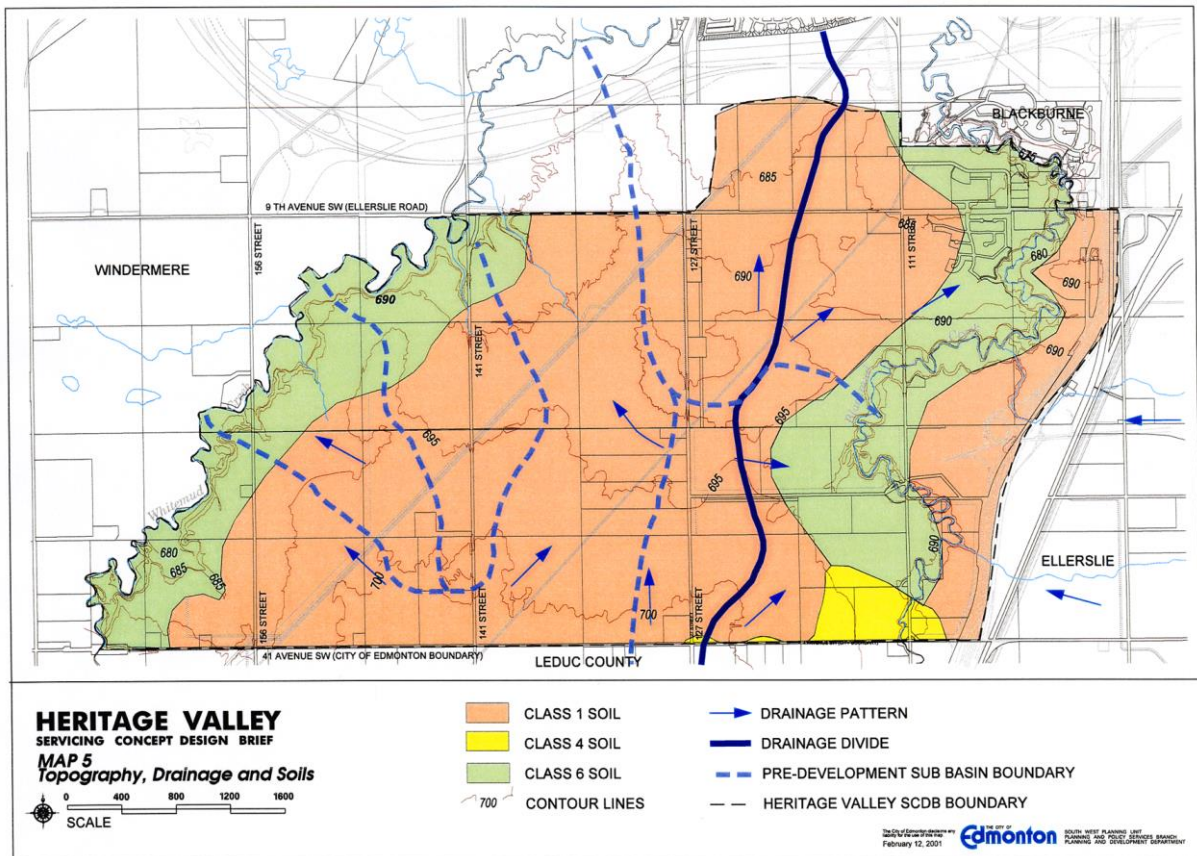
1.2 Site Features/Development Considerations

(a) Topography, Drainage and Soils

Heritage Valley has a flat to gently rolling topography with elevations that rise gradually from north to south, culminating in heights of just over 703 m adjacent to 41 Avenue SW (See Map 5).

The tablelands are deeply incised by Whitemud Creek ravine and somewhat less so by Blackmud Creek ravine. The Whitemud Creek and Blackmud Creek divide, located east of 127 Street SW will have implications for storm drainage design. Subsidiary ravines connecting to the creeks create localized drainage patterns that should be respected as much as possible as development proceeds.

Soils on the tablelands are predominantly chernozemic soils of the malmo clay silty loam variety. These soils are deep, fairly well drained and are excellent for agriculture. They should pose no physical constraints to development. Alluvial soils in the regosolic group and lacustrine materials within and bordering the creeks, ravines and steep slopes may not be suitable for intense urban development.



(b) Natural Environment

An environmental study conducted by Westworth Associates Environmental Ltd. as part of the SCDB planning process documents that a wide variety of vegetation and wildlife has survived the area's agricultural period. Heritage Valley is home to at least 177 vascular plant species; large and small mammals including deer, moose, beaver, porcupine, hare and squirrels; and at least 71 species of birds, including the great horned owl, Alberta's provincial bird. These flora and fauna primarily inhabit the riparian areas of Blackmud and Whitemud Creeks and remaining natural areas, woodlots and windbreaks (see Map 6).

In light of this rich natural heritage, the Westworth report advocates a conservation-based approach to urban development in Heritage Valley. It assesses the potential effects of development on 14 natural areas. These effects include the following:

- Loss or alteration of natural vegetation communities, particularly old growth or rare cover types.
- Loss or alteration, fragmentation or isolation of natural areas, reducing the amount and quality of wildlife habitat.
- Creation of barriers to wildlife movement.
- Disturbance of wildlife during construction and from human activities following construction.
- Temporary degradation of water quality, aquatic habitat and aquatic communities in Whitemud and Blackmud Creeks.

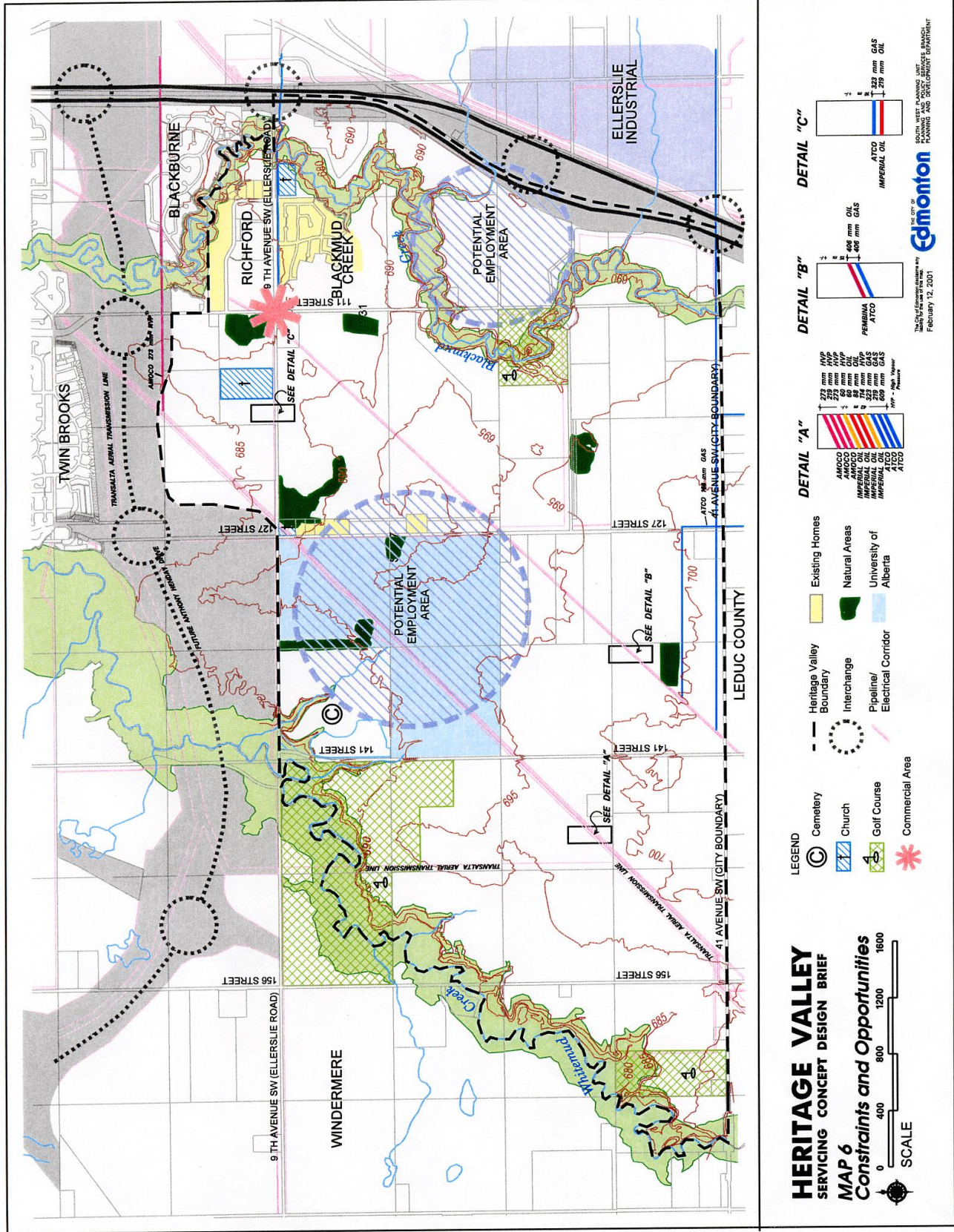
The report identifies a number of mitigative measures intended to maintain or improve the sustainability of the natural areas in Heritage Valley. It also recommends that natural areas be linked through an inter-connected system of greenways. Greenways facilitate wildlife movement, enhance neighbourhood liveability, provide recreation and outdoor education opportunities, and may raise the value of adjacent properties.

(c) Archaeological and Historical Resources

Heritage Valley is considered to have moderate to high historical resource potential. Intact buried deposits may exist in the area, especially near Whitemud and Blackmud Creeks. A high number of known archaeological sites exist on similar terrain within 1 km of the study area. All development applications in Heritage Valley should be referred to Alberta Community Development for review.



Whitemud Creek, deeply incised.



(d) Existing Land Uses

Existing land uses in Heritage Valley are illustrated in **Map 7**. Agricultural land uses currently predominate. Multi-lot residential subdivisions exist within the Blackmud Creek and Richford neighbourhoods, and along 127 Street SW south of Ellerslie Road. Various single-lot residential uses and farmsteads also exist throughout Heritage Valley. Their presence will effect the location of major roadways and neighbourhood boundaries within the area. Incorporation of these scattered residences into the urban fabric should be considered in the preparation of subsequent NASPs.

The University of Alberta Experimental Farm conducts important research in several agriculture-related areas. The sensitive nature of some of this research should be considered in plans for development adjacent to the farm. The large land area and distribution of buildings may affect future land uses and alignment of arterials within the northern section of the plan.

A number of highway-oriented commercial businesses exist along Highway 2. These presage more comprehensively planned commercial uses envisioned in the SCDB. These commercial uses will have a strong influence on future land use designation in the area.

A number of recreation-related uses exist in the area, including three golf courses (one of which is currently under construction), the Klondike Campground, a private day-use area adjacent to Blackmud Creek, and the Ellerslie Rugby Park.

Other land uses in Heritage Valley include *three religious assemblies* located south of Ellerslie Road on 141 Street SW.

Amended by
Editor

Resolution
January 21,
2013

Two major utility corridors containing oil and gas pipelines and power transmission lines transect Heritage Valley in a southwest to northeast direction. These corridors offer the opportunity to provide recreational amenities in the form of green spaces and pedestrian and bicycle linkages to other communities and places of interest. Sensitive land uses such as schools and health care facilities should be kept away from the corridors, in accordance with established standards.

(e) Surrounding Land Uses

(i) Transportation and Utility Corridor

The Transportation and Utility Corridor (TUC), established in the 1970's at the northern boundary of the Heritage Valley area will contain an outer ring road (Anthony Henday Drive). The first lanes of this roadway are planned to be constructed by 2005. The ring road will ultimately include grade-separated interchanges at Calgary Trail, James Mowatt Trail, 119 Street SW, 156 Street SW/Rabbit Hill Road, and Terwillegar Drive/170 Street SW.¹ Plans for the TUC also include utility lines and segments of a multi-use trail. Completion of the outer ring road between Calgary Trail and the existing Anthony Henday Drive will enhance the accessibility and desirability of land in Heritage Valley.

(ii) Ellerslie Area Structure Plan area

The Ellerslie ASP area lies east of Calgary Trail. In addition to the highway, Heritage Valley is linked to Ellerslie by several existing and planned arterials, including 41 Avenue SW, Ellerslie Road and 25 Avenue SW. Perhaps the strongest planning influence on Heritage Valley is the designation of light industrial business and high technology uses east of Calgary Trail. This provides an opportunity to foster further employment opportunities taking advantage of the proximity and access to the Highway.

(iii) Leduc County

South of Heritage Valley and 41 Avenue SW (City Boundary) lies Leduc County. The County's Municipal Development Plan designates land abutting Heritage Valley primarily for agricultural uses.

¹ All references here within to "111 Street" have been deleted and replaced with "James Mowatt Trail" as per Resolution, November 8, 2010

Land immediately southeast of Heritage Valley is designated for industrial business uses. This land is covered by the Highway 2 Industrial Area Structure Plan.

(iv) Edmonton International Airport

The Edmonton International Airport is 13 km south of the City of Edmonton boundary. Provincial Airport vicinity protection area regulations may affect land uses in the southeast corner of Heritage Valley. See Appendix 2 for additional information.

(v) Windermere

West of Whitemud Creek and south of the TUC lies the Windermere community. This area encompasses over 2,250 ha. There are no ASPs or NASPs governing this area. Existing developments such as Windermere Estates, recreational facilities (golf and country clubs) and farmsteads were developed prior to annexation, or allowed to proceed under the County of Strathcona Land Use Bylaw.

With the designation of this area for suburban development in the MDP and the proposed construction of Anthony Henday Drive within the next 5 years, there is development pressure to allow small-scale developments and country residential estates to proceed. However, there are no urban services available to allow large scale urban development in this area for another 20 to 30 years.

1.3 Policy & Social Considerations

(a) Policy Considerations

There are a number of plans, studies, policies and regulations that were referred to in the preparation of the Heritage Valley SCDB, such as Plan Edmonton, North Saskatchewan River Valley Area Redevelopment Plan and Highway 2 Design Guidelines. These documents are summarized in Appendix 2. Neighbourhood Area Structure Plans, subdivisions and development plans must incorporate relevant policies, objectives and requirements from these documents. As these may be amended from time to time, owners and developers should contact the Planning and Development Department for current policy requirements.

(b) Population Forecast

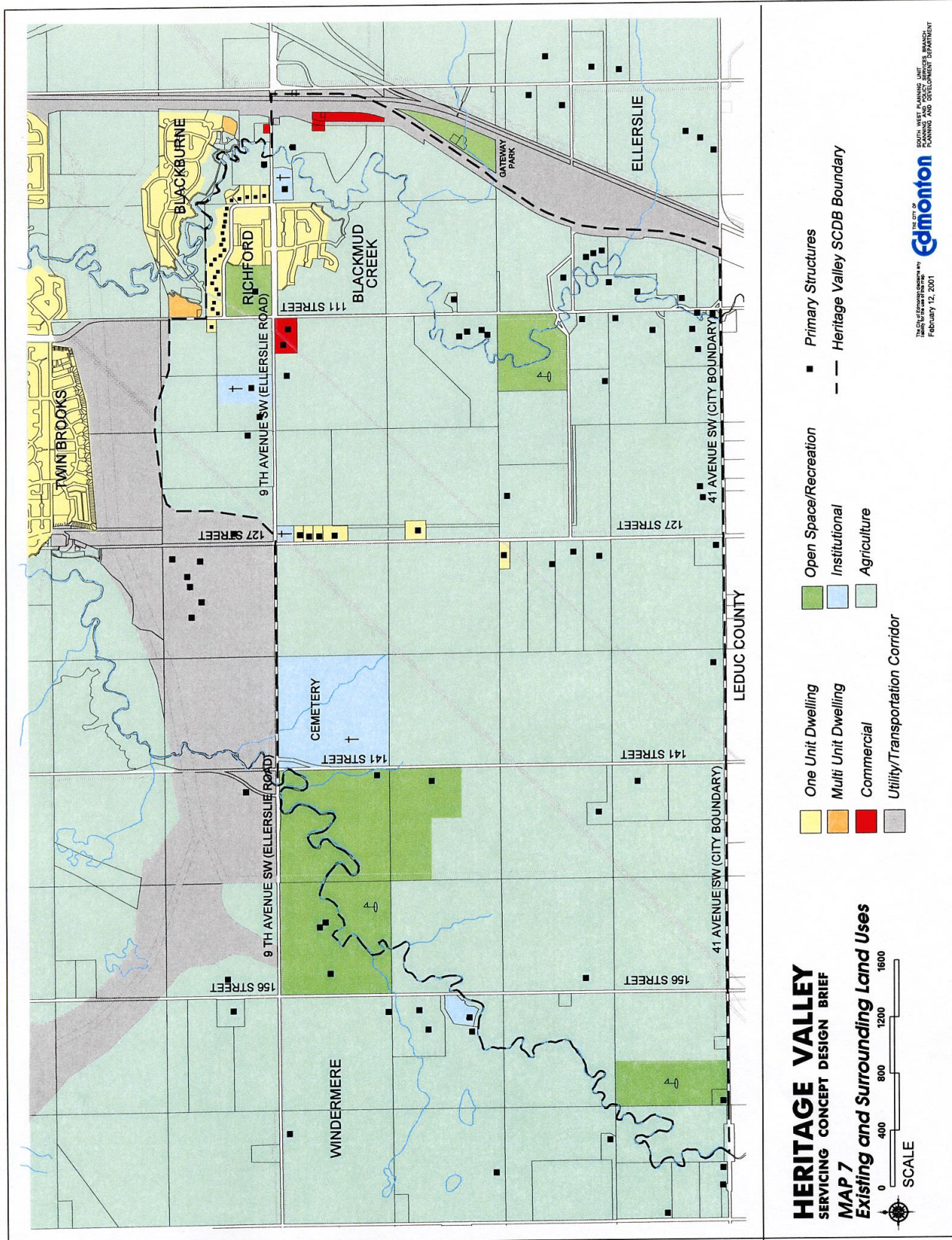
Edmonton's population is expected to increase at an average rate of 1.3% per year over the next five years for a total of approximately 44,000 persons. This growth will translate into new household formation and housing starts. As the "baby boomers" (those born between 1947 and 1967) age, demand for a wider variety of housing forms and tenures is expected to increase. Furthermore, the trend to a greater percentage of non-traditional household types (i.e. single parent/non-family) is expected to continue.

(c) Lot Servicing Forecast

Southwest Edmonton is forecast to service approximately 620 lots per year over the next five years. Since Twin Brooks is substantially complete, further pressure for new neighbourhood approvals in Heritage Valley is anticipated.

(d) Business/Industrial Land Requirements

Plan Edmonton Strategies recognise the need to maintain an adequate supply of land for industrial and employment needs (Strategy 1.1.5). The Heritage Valley area provides an opportunity to maintain lands for employment and business uses. The provision of lands for employment uses in this area will partially offset the recent reduction of industrial land in the Ellerslie Area Structure Plan.



2.0 COMMUNITY VISION

2.1 Introduction

The City of Edmonton is committed to the creation of more sustainable communities. *Plan Edmonton* commits us to “plan for urban development which is environmentally and fiscally sustainable in the long term” (MDP Strategy 1.1.13). Consistent with the policies and strategies of *Plan Edmonton*, the Heritage Valley SCDB is designed to achieve a more sustainable and balanced form of suburban development. It incorporates new planning and design ideas and tested practices to guide development effectively in the 21st Century.

The following **vision** describes how the community will have developed when it is approximately two-thirds built out. It reflects a synthesis of the ideas and concepts gathered during the public consultation process.

2.2 Vision Statement - Heritage Valley 2030

By the year 2030, Heritage Valley has become a vibrant, dynamic community of integrated neighbourhoods designed to meet the requirements of an urban population that practices a sustainable lifestyle. The population has grown to more than 45,000 as more residents realize and desire the benefits of a sustainable community.

The community is easily identified by its compact land use pattern, pleasant environment and walkable, linked neighbourhoods that focus on the Town Centre, neighbourhood centres and other community focal points. The pride of the community is a vibrant multi-use Town Centre that is visible for miles. Environmentally-friendly high-speed transit links the community to the International Airport and to the City's Downtown in a landscaped multi-use corridor.

The Town Centre is the heart of the community. Its architecture reflects elements of traditional prairie downtowns and new futuristic designs. Entertainment, social and cultural activities supplement a viable commercial centre that is the focus for the community and a destination point for tourists and nearby communities.

Main Street is alive as residents and shoppers stroll along the pedestrian-friendly street lined with shade trees, shops and the glitter of architectural lighting. Wide sidewalks and a central pedestrian spine provide safe and convenient access to various facilities and amenities. Shoppers, tourists and residents take in the festive atmosphere as they shop, dine at sidewalk cafes or attend free concerts at urban squares and plazas.

Heritage Valley is easily distinguished by its collection of mixed-use liveable neighbourhoods that reflect an eclectic mix of architectural and building styles. Everyday necessities are within easy walking distance of every resident. Friends and neighbours congregate along streets, boulevards and points of interest to socialize.

Each neighbourhood reflects a unique image and character linked by inviting streetscapes, walkways and enhanced open spaces. A variety of active and passive parks, from large open meadows to tiny manicured pocket parks, are strategically located throughout the neighbourhoods, creating a sense of community. Recreational activities and diverse amenities are easily accessible. Schools and other public institutions are constructed as architectural icons in the neighbourhoods.

Tree-lined streets, houses that are intimately related to the sidewalk and wide walkways create a very comfortable pedestrian setting. The neighbourhood centres are linked to the residences through a network of local and collector roads, greenways and bike paths that are heavily used by residents, old and young alike. People gather to socialize at the neighbourhood centre and activity places.

Sustainable employment, shopping and services are located in the compact Town Centre and several neighbourhood and village centres that are highly accessible and walkable. Employment and clean industries create the basis for mixed-use areas, while business and research parks are within easy commuting distance within the community. Employment areas and buildings are designed to be compatible with adjacent residential uses and encourage car-pooling, transit and other modes of travel. The proximity to the International Airport and provincial highways strengthens and diversifies the local economy.

The neighbourhoods are alive with activity. Land use patterns, street layouts and higher densities around transit stations have made public transit viable. Interconnected multi-modal transit facilities form the hub of a balanced transportation system as more people walk or ride to work along dedicated pathways. Roadways are pedestrian-friendly and provide direct connections to local destinations. Well-spaced landscaped arterials, connector streets and linkages facilitate travel within neighbourhoods and outside the community. Pedestrians, cyclists and transit share the streets with cars.

Servicing is provided in an efficient and environmentally-friendly manner. The community is an example of how green infrastructure is incorporated into the engineered urban systems. The natural systems of the area are utilized and enhanced to provide aesthetic and recreational value. Wet and dry ponds and constructed wetlands are found throughout Heritage Valley, providing amenity to the community while effectively and naturally managing stormwater.

Preservation and enhancement, recycling and beautification of the environment are diligently practised. The natural scenic areas along the Whitemud and Blackmud Creeks have been preserved and enhanced to form the backdrop for a shared trail system used by scores of people for cross-country skiing, jogging, walking, biking and roller-blading. Rest areas and look out points contain recreational amenities that are actively used. Looking closely, one can find native flora and fauna in a protected sanctuary-like setting. Biking and walking trails complete the linkages to places of interest and destinations in each neighbourhood. Old growth natural forests and other natural areas remind us of our heritage and act as pearls in the open space system.

Careful attention to design and landscaping has invited nature into neighbourhoods and subdivisions that stimulate, refresh and delight the senses through interconnected paths, woodlands, riparian areas, lakes and community gardens. Recycling and energy conservation is scrupulously practised. Incentives established to reduce energy consumption and improve the environment have resulted in a new and visible green architecture and lifestyle.

3.0 COMMUNITY DESIGN PRINCIPLES

The vision expressed in the previous section reflects the direction in which Heritage Valley will be designed and developed in the future. It offers an opportunity for landowners and developers to employ an array of best practices in designing neighbourhoods that are sensitive to the environment and market demands. It will be supported by new planning principles and design requirements that will lay the foundation for a more sustainable and liveable urban environment, in keeping with the goals and objectives of Plan Edmonton.

The following statements have been established as key principles for the development of Heritage Valley. These will be used to guide the preparation and evolution of subsequent neighbourhood plans and their amendments to ensure that the goals of the community are met.

3.1 A Compact, Integrated Community

By incorporating the elements of daily life in a compact, integrated form, Heritage Valley can develop into a walkable community.

1. *Promote sustainable community design. For environmental and economic reasons, the planning of new communities should involve minimizing the amount of land consumed in urban development. Urban intensification by design makes better use of land and infrastructure and supports transit systems. Sustainable communities can be achieved through mixing land uses, creating smaller lots and clustering medium to high density developments around amenities and transit stations.*
2. *Design complete and integrated communities. Creating sufficient opportunities for employment, recreation, shopping, schools, parks and civic facilities linked by roadways and green spaces will make Heritage Valley a more diverse and dynamic community.*
3. *Create a compact, pedestrian-oriented community. Human scale architecture, short blocks and compact precincts distinguish a pedestrian-oriented community. It should have pedestrian routes that link to important civic, commercial and recreation destinations. Designing communities that encourage residents to walk to places of interest will reduce the number of trips by vehicles and promote health and interaction by neighbours.*
4. *Encourage a sense of community. Each neighbourhood should be designed to have a unique character that will foster a sense of identity and place. The character of each neighbourhood should also reflect geographic and cultural characteristics, topography, climate, historical origins, cultural values and social integration.*
5. *Develop a community focal point. A compact mixed-use Town Centre will act as the community's main gathering place. It will provide for an active street life and a sense of urbanity at the centre of this suburban community. The combination of multi-family housing, retail commercial, civic, cultural and recreational uses will provide for a strong strengthen the community core.*
6. *Provide for a broad mix of land uses. A diversity of land uses and economic activity will strengthen the image of the area as a sustainable community. Residential, employment, recreational and cultural opportunities in close proximity can reduce travel costs and enrich community life.*

3.2 Liveable Neighbourhoods

Neighbourhoods provide the building blocks of our communities. Heritage Valley will build on the past, and embrace future planning and design concepts and principles that will help create unique and liveable environments.

1. Encourage innovative designs and urban patterns in the built environment. *Innovation often leads to better design and savings in cost and energy. Alternatives to standard neighbourhood and subdivision design include those associated with New Urbanist and transit-oriented communities.*
2. Provide adequate urban services, facilities and amenities in accordance with the planning principles outlined in this SCDB and the requirements established through existing city policies. *Neighbourhood facilities, urban services and amenities support the social, economic and physical well being of its residents. These services can be designed and located to cater to more than one neighbourhood.*
3. Provide for a mix of compatible land uses. *Mixed-use at the neighbourhood level enhances sustainability by strengthening the work-live concept, local employment and choice in transportation modes.*
4. Establish a linked system of public open spaces. *The neighbourhood should contain an ample supply of specialized open spaces in the form of squares, greens and parks whose frequent use is amplified as a result of their placement, design and linkages to other facilities and amenities.*
5. Provide a diversity of housing types in each neighbourhood. *A variety of housing options offers choice of style, size and cost so that a diverse range of residents can be accommodated.*
6. Support housing at increased densities in support of the City's intensification strategies and to encourage the use of transit. *Higher density housing results in better use of municipal infrastructure and facilities. To reduce the impact of higher densities, a good mix of recreational facilities and amenities should be provided within or in close proximity to areas of high density.*
7. Getting around easily and safely. *Providing for a range of choices in mobility can foster movement to, from and within the neighbourhood in a safe and environmentally manner.*

3.3 An Attractive, Well Designed Community

Heritage Valley will be easily distinguished by its street pattern, unique buildings, superb landscaping and specially designed places that are comfortable and attractive for people to live, work and play.

1. Establish a unique character and sense of place in each neighbourhood. *Creation of special places or a distinctive theme for a neighbourhood that reflects the area's natural beauty or history can engender a sense of ownership and pride.*
2. Ensure that each neighbourhood is designed with a focal point. *A neighbourhood centre, park or school that offers a range of convenience commercial uses, services and/or amenities can function as a gathering place for neighbourhood residents. The focal point should be activity oriented and combine uses and services that draw people to the area.*
3. Design for direct linkages (pedestrian, bicycle, vehicular) from the surrounding communities to the neighbourhood centre and amenities. *An integrated and useable linkage system provides a non-vehicular alternative to access public spaces.*
4. Design for an attractive environment. *A variety of urban spaces, landscaped areas and architecturally designed features can contribute to a rich and human scale living environment. Attention to design and detail should be encouraged, particularly in the construction of public places and the built environment.*

3.4 Sustainable Employment

Heritage Valley will not be simply a bedroom community. Residents will have the opportunity to work within the very area that they live.

1. Provide a range of employment opportunities within the community. *A diversity of employment opportunities in the community will strengthen the local economy and result in reduced travel times and a more dynamic and sustainable community.*
2. Locate employment areas and light industrial business uses at the periphery of the community. *This development will facilitate access to the freeways, reduce transportation and environmental impacts on adjacent residential neighbourhoods while at the same time offering the opportunity for employment within the community.*
3. Strengthen existing and emerging employment areas. *Existing nodes of employment will be integrated in the overall land use pattern and may be subject to design controls that reduce negative impacts on adjacent developments.*
4. Design employment areas to be more environmentally responsive and pedestrian-friendly. *Good architecture, landscaping, appropriate street furniture, good pedestrian-oriented lighting and the provision of safe transit stops will make working in the areas more enjoyable.*

3.5 Balanced Transportation System

Building an accessible community is a priority of the SCDB. Heritage Valley will provide residents with the options to move within, to and from their community with ease and safety.

1. Provide a balanced network for movement. *Provisions will be made for movement by car, public transportation, bicycle and walking to provide choices for mobility.*
2. Provide a transportation system that reflects the character of the intended development and meets the unique demands of each neighbourhood, as well as the City's wider transportation objectives. *Transportation systems should meet wider transportation objectives and be designed specifically to meet the circulation demands of each neighbourhood, with appropriate connections to the adjoining road network.*
3. Improve connectivity. *Improvement of urban life will occur by facilitating movement, access and connections among activities and places.*
4. Locate as many activities as possible within easy walking distance of transit stops. *This will support transit use and affordability.*
5. Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. *Their design should encourage pedestrian and bicycle use by being efficiently connected and spatially defined by buildings, trees and lighting. The design of the street system should discourage high-speed traffic.*

3.6 Efficient Servicing/Green Infrastructure

Heritage Valley will promote "green infrastructure" as an integral component of servicing the community.

1. Encourage efficient and cost-effective development. *Contiguous development results in less cost, efficient use of land, better provision of services, (e.g. transit) and more cohesive neighbourhood built form.*
2. Invest in the public realm. *Using green infrastructure, the community will integrate the natural and built environments.*
3. Design for energy-efficiency. *The orientation of streets, placement of buildings and the thoughtful use of solar energy can contribute to the energy-efficiency of the community.*
4. Conserve and minimize waste. *The design of the community should help conserve resources and minimize waste through environmental programs.*
5. Use water efficiently. *Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.*

3.7 Preservation/Enhancement of the Environment

Heritage Valley will integrate the natural environment into the community, allowing residents to take advantage of the wonderful natural amenities in the area.

1. Support and restore the unique urban ecology of the area. *Connection of our urban fabric to the Blackmud and Whitemud Creeks will promote a balance between urban and natural systems. Such connections, however, must be carefully designed using sound environmental management principles and practices.*
2. Protect and enhance the natural features of the community when designing and planning neighbourhoods, facilities and services. *Natural features such as riparian areas, woodlots, old growth forests and windbreaks etc., should be protected and enhanced where feasible, and where economically viable and sustainable.*
3. Incorporate existing natural features in the design of neighbourhoods. *Planning with nature rather than against it saves money, energy, materials and maintenance requirement while potentially enhancing site amenities. Planning with existing views and vistas in mind and minimizing the amount of vegetation cleared during initial construction adds to the aesthetic quality of an area.*
4. Where feasible, use natural features such as drainage courses to provide linkages between and within neighbourhoods. *Natural areas should be used as linkages within the plan area. Integration of these natural features to accommodate such things as bikeways and pedestrian linkages from housing to the school, or to the central focal point of the community will reinforce the need to protect natural areas.*

4.0 DEVELOPMENT CONCEPT

Introduction

Heritage Valley is designed neither as a dormitory community typical of conventional suburbia, nor as a full-fledged neo-traditional town. Rather, it will be a market-driven combination of the two, with appropriate controls to ensure cohesion and continuity of form and function within geographic specific areas. This **hybrid concept** reflects a community's physical and social assets coalesced to form a design that will establish Heritage Valley as a unique community.

Given the area's unique, relatively self-contained location in the metropolitan context, Heritage Valley can develop with all the elements of a new town or master planned community. In evaluating the degree of sustainability that can be accomplished by isolation, it became quite clear that the principles of integration, connectivity and choice should dictate the eventual design concept of Heritage Valley and its future development pattern.

4.1 Community Structure and Organizing Principle

The **development concept** illustrated on **Map 8** provides stakeholders with a generalized land use, servicing and policy framework to guide the design and subsequent submission of neighbourhood plans that will reflect the vision, general principles, guidelines and requirements contained in this report.

Heritage Valley is planned as a “**community**” first, with neighbourhoods integrated by the public open space system and pedestrian-friendly roadways rather than a collection of neighbourhood “cells” separated by arterial roadways.

*Heritage Valley is organized around 14 neighbourhoods of varying sizes, reflecting topographic and arterial roadway influences. A shift from centralized school/park sites to the edges of arterials has resulted in a community structure that groups a number of neighbourhoods to form a **community cluster** that provides community and neighbourhood service to more than one or two neighbourhoods.*

Resolution
February 11, 2008
August 29, 2011
January 21, 2013

These locations will be established as the **Town Centre, community commercial centre and, neighbourhood convenience centre**, as the case may be. These land use elements are elaborated on in more detail in Section 5 - The Master Plan Elements.

The roadway pattern established for Heritage Valley is designed in an efficient manner that promotes pedestrian-friendly streets and encourages traffic dispersal and neighbourhood connectivity.

To give residents a variety of transportation options, Heritage Valley is designed as a walkable community using the principles of transit-oriented design. Medium to high density developments will be focused around the town centre and neighbourhood centres and along major transit corridors.

Resolution
October 13, 2009

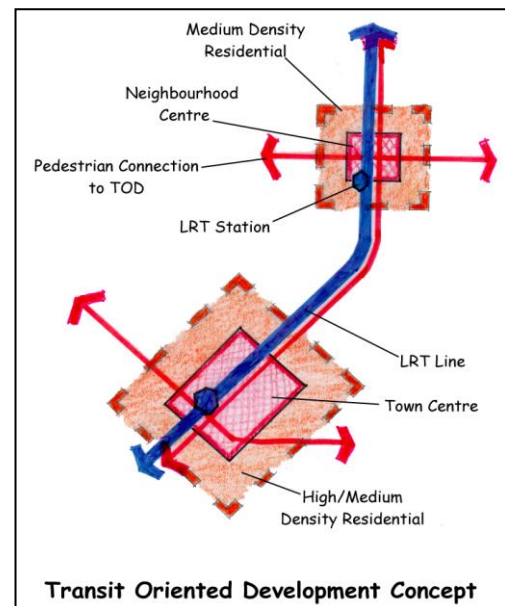
The major north-south roadway through the area will be James Mowatt Trail. James Mowatt Trail will be designed as a fully landscaped grand boulevard and medium density housing will radiate from key nodes along James Mowatt Trail.

Resolution
November 8, 2010
August 29, 2011
January 21, 2013

The southward extension of the LRT is proposed to follow the 127 Street Government Road Allowance through to the Town Centre and beyond the City of Edmonton corporate boundary. Future LRT Stations are proposed in Neighbourhood 14 (Special Study Area) and the Town Centre and Neighbourhood 9 (Desrochers).

Resolution
October 13, 2009

To give Heritage Valley a definitive heart and focal point, one of the proposed nodes will be developed as a pedestrian-oriented Town Centre.



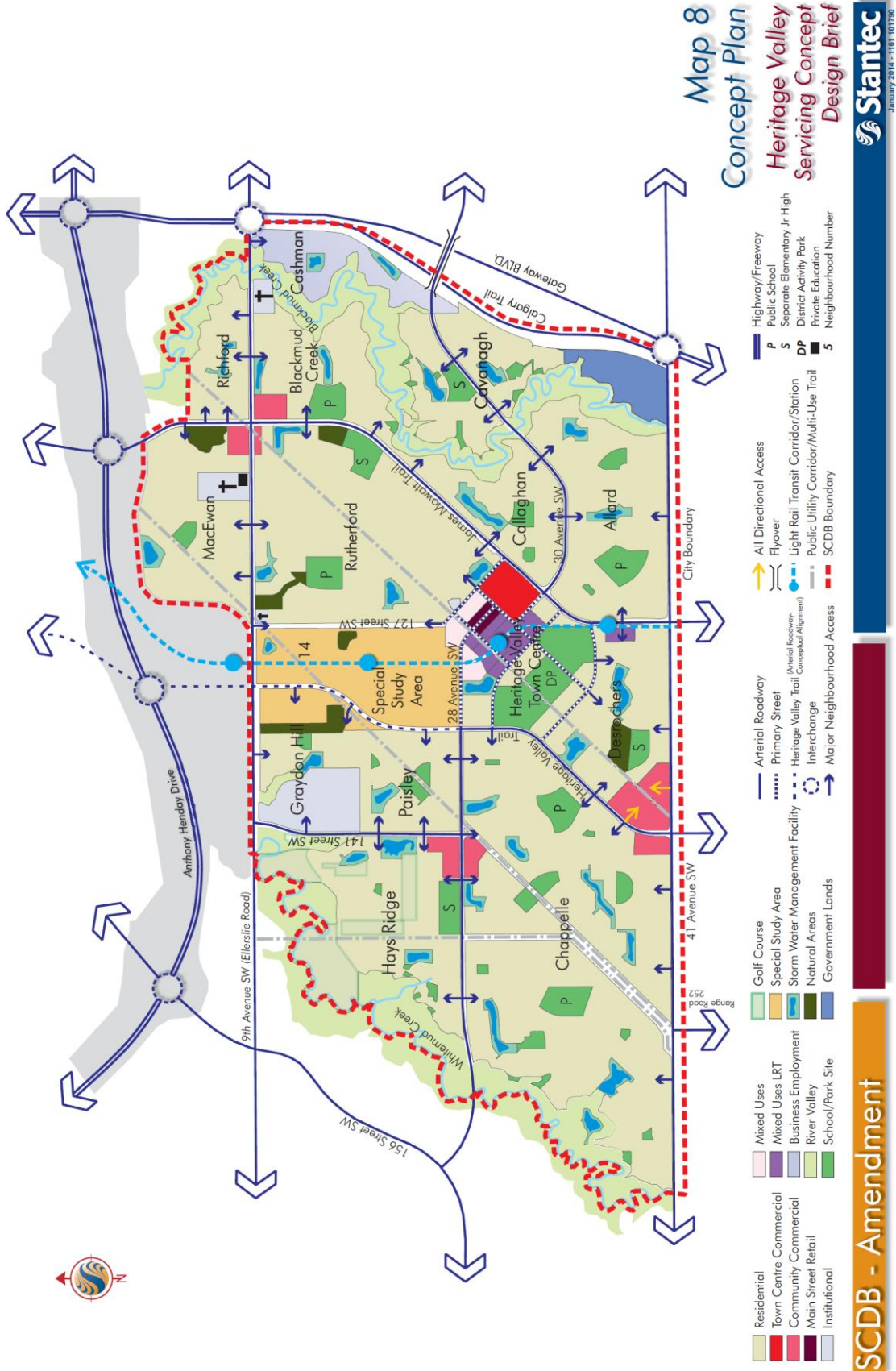
The Town Centre will be a mixed-use area evocative of a small prairie downtown. Commercial, residential and institutional uses will be allowed to develop together in a distinctive district complete with public space for community activities. Parking will be accommodated at the rear of buildings or incorporated into mixed-use buildings, and will be shared by various uses where possible to minimize its overall space requirement.

Heritage Valley will be developed in harmony with nature to the extent possible for urban development. The Whitemud and Blackmud Creeks will be the backbone of the greenway system that, when linked with greenways or natural corridors, will be the primary tool for ecological integration. Parks, school/play grounds, storm water ponds and trails will be developed to link the creeks to other natural areas within Heritage Valley. The existing pipeline corridors, golf courses and cemetery will further contribute to the greenway network. Greenways will be desirable amenities for residents and will provide opportunities for environmental education and passive recreational activities.

Prospective residents of Heritage Valley will have a choice of housing types and sizes. In response to changing demographics and societal values, a wide variety of residential forms will be permitted. Higher-density housing will generally be located along or close to James Mowatt Trail and other main roadways to give it the greatest accessibility to transit, stores and community facilities. Single detached dwellings will occupy lots of various sizes.

An employment area will be provided between Blackmud Creek and Highway 2 for commercial and industrial uses not appropriate for the Town Centre. One roadway connection and two pedestrian bridges will provide good accessibility between the employment area and the rest of Heritage Valley.

Heritage Valley will be home to a variety of community facilities, including schools, community centres, churches, a fire hall, a community police station, a library, etc. Community facilities will be adaptable, grouped together and combined where appropriate to achieve economies and ensure efficient use of space as demographics change in future decades.



Resolution
August 29, 2011
March 12, 2012
April 16, 2012
January 21, 2013
April 8, 2013
June 17, 2013
July 15, 2013
November 4, 2013
January 27, 2014
February 24, 2014
May 12, 2014

4.2 Land Use Distribution and Zoning

Heritage Valley will contain a variety of land uses including residential, commercial, business employment, transportation and utility, recreation and institution. The generalized land use pattern illustrated in **Map 8** reflects the development concept and principles outlined in the previous sections. The planned growth of the community incorporates existing and emerging development activities prevalent in certain areas and attempts to build on their assets. The Plan recognizes the strong pattern of residential neighbourhoods, the significant amount of greenways and the availability of business/employment areas in close proximity to the community. At the neighbourhood area structure plan stage, the generalized pattern of land uses will be defined and assigned the appropriate zoning, having regard to the development intent and principles outlined in the previous and following sections.

Table 1 on the following page provides the generalized land uses for the area. A more detailed analysis by individual neighbourhood is provided in Section 7 - Land Use and Population Statistics.

(a) Residential

Resolution
November 8, 2010

With the continued demand for housing in southwest Edmonton as well as recognizing the strategies set out in The Way We Grow, the largest portion of the Plan area is dedicated to residential uses. A summary of land uses can be found in Table 1 - Generalized Land Use Distribution.

At full build-out, Heritage Valley is expected to have a population in the range of 79,000 to 95,500 persons. With a variety and mix of dwelling unit types, the unit count is expected to total between 25,000 and 40,000 units, with housing densities being slightly higher than existing suburban areas.

Resolution
August 29, 2011
April 16, 2012
January 21, 2013

(b) Commercial and Industrial/Business

In recognition of providing jobs and shopping opportunities close to residential areas, as well as taking advantage of the superior transportation networks adjacent to Heritage Valley, approximately 4% of the gross developable area is designated as Commercial/Business Employment.

Resolution
December 16, 2009
April 16, 2012
July 15, 2013

An employment area will be provided between Blackmud Creek and Highway 2 for commercial and industrial uses not appropriate for the Town Centre, and on part of the University of Alberta lands, as shown on Map 9. Strip commercial, other than uses that exist or are proposed along Calgary Trail, will not be supported in the remainder of the Plan area.

(c) Recreation and Open Space

The importance of green space and the preservation of creeks, ravines and other environmentally significant areas is represented by the large portion of the Plan area dedicated to open spaces. *Both creeks and associated ravine lands within the Plan area account for over 10% of the total area.* Additional open space will be acquired through municipal reserve entitlement. Wherever feasible and sustainable, natural areas will be saved and retained in their natural state.

Resolution
April 16, 2012

(d) Utilities and Other Uses

Essential services and utilities such as roadways, public utility lots (storm-water management facilities etc.) and existing pipeline/utility corridors make up the balance of the area.

Approximately 2% of the Plan area is developed as farmsteads, country residences and urban uses in the developing neighbourhoods of Richford and Blackmud Creek.

Table 1 – Proposed Generalized Land Use DistributionAmended by
Editor

Land Use Category	Area (ha)	Percent
Residential	928	44.5%
Circulation (includes Arterial Road Widening)	356	17.1%
Commercial / Business Employment / Mixed Use	111	5.3%
Creeks / Ravine Land / SWMF	261	12.5%
Existing Use / Special Study Area / Institutional / Other	226	10.8%
Parks and Open Space	151	7.2%
Utilities / Pipelines / Transit ROW	54	2.6%
Study Area Total	2,090	100%

Resolution
 August 29, 2011
 March 12, 2012
 April 16, 2012
 January 21, 2013
 June 17, 2013
 July 15, 2013
 November 4, 2013
 December 9, 2013
 January 27, 2014
 February 24, 2014

5.0 MASTER PLAN ELEMENTS

5.1 Neighbourhoods

Intent

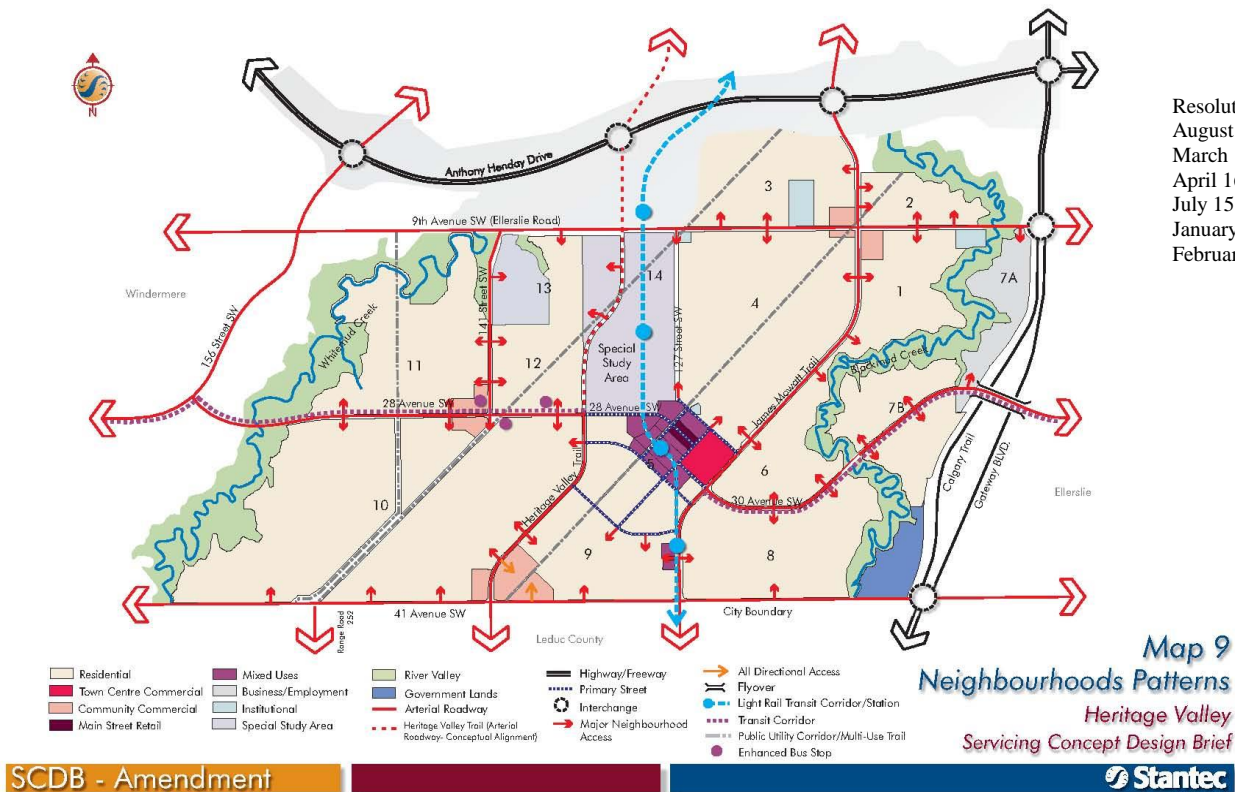
The design of Heritage Valley embraces the basic elements of New Urbanism, as well as the best practices from Edmonton's older City suburbs as key elements of liveable neighbourhoods that can provide a new direction for developing our suburban communities. The intent is to plan and design neighbourhoods that provide adequate opportunities to work, shop and play in close proximity to home. The benefits of this sustainable/smart City approach are well documented. The City supports a best practice approach in designing neighbourhoods, rather than imposing a single design model.

The Neighbourhood Concept for Heritage Valley

Heritage Valley is comprised of 14 neighbourhoods including the Town Centre Neighbourhood, ranging in size from 55 ha to 474 ha. The neighbourhood boundary is generally defined by the alignments of arterials, collector or ravine/corridor systems, as illustrated on the following Map 9.

Resolution
February 11, 2008
August 29, 2011
January 21, 2013

Each neighbourhood should contain a focal point that may be the neighbourhood convenience centre, civic or institutional building or a combination of these. The neighbourhood convenience centre will provide adequate community facilities (including retail commercial) intended to serve one or more neighbourhoods or the entire community. These centres will be designed in accordance with the servicing and planning principles outlined in the previous sections and Edmonton's Suburban Neighbourhood Design Principles Report (1996).



Objectives

- To develop compact, pedestrian-oriented neighbourhoods that contain a mix of residential and non-residential uses in accordance with the land use pattern and policies/requirements outlined in this section.
- To design neighbourhoods that are distinct, attractive and have a sense of place.
- To encourage Transit Oriented Development practices in the design of neighbourhoods, particularly adjacent to the proposed LRT stations.
- To provide a full array of urban services and amenities to serve all sectors of the neighbourhood population.
- To establish a strong pedestrian-oriented street network that offers a variety of mobility options to, from and within the neighbourhood.
- To encourage neighbourhood designs that minimize environmental impact.

Development Policies and Requirements

Heritage Valley will contain a variety of distinctive neighbourhoods. The design of each neighbourhood will incorporate as many of the following policies, guidelines and requirements to establish liveable, attractive and safe neighbourhoods.

1. Mixed-Uses

- With the exception of the designated employment areas, neighbourhoods should be designed as mixed-use, containing both residential and non-residential uses. Land use mix and location should follow established location criteria, in support of other Plan objectives such as transit or commercial developments.
- Residential development should include both single and multi-family housing, generally in accordance with the City's Housing Mix Proportions in New Residential Developments. The Town Centre, community commercial centres and those neighbourhoods designed as Transit Oriented Developments and precincts adjacent to the LRT corridor are encouraged to develop with multiple unit development above the City's guidelines in support of the MDP intensification efforts.
- The majority of non-residential uses will be directed to the Neighbourhood Centres, or along arterial or collector roads.
- Convenience commercial retail (e.g. markets, stores, delis, video stores, bakeries, etc.) and associated uses such as day care, elderly care, places of worship, recreation and/or civic activities are encouraged to locate in the Neighbourhood Centres.
- Schools, parks, churches and other institutional uses may be located outside the Centres, as determined by use specific criteria.

2. Design attractive neighbourhoods

- Every neighbourhood will be designed with enhanced landscaping appropriate to the built environment.
- Each neighbourhood should have a Neighbourhood Centre that provides for one or more gathering places or focal points for the neighbourhood.
- Neighbourhood Centres may be comprised of commercial, civic, other institutional buildings or amenity features and located so that the majority of residents are within a short walking distance. The Neighbourhood Centre may form part of a "cluster" that serves adjacent neighbourhoods, but must orient its commercial space also to its primary user, the residents in the neighbourhood or community.
- Neighbourhood Centres along arterial streets should be spaced so they are at least 1.2 km apart and are designed to provide direct, safe and attractive access from within and to the adjacent neighbourhood.

- Neighbourhood Centres shall be mixed-use, pedestrian-oriented gathering places that help establish the identity and character of the neighbourhood. Neighbourhood Centres will also require access by autos and require truck-loading areas, but their design should prioritize convenient and comfortable access for pedestrians and bicycles.
- Design the public realm and adjacent built environment to promote interaction and neighbourliness between residents.

3. Transit-Oriented Development practices

- Encourage higher density residential development along transportation corridors.
- Allow neighbourhoods adjacent to the future LRT corridor to exceed the 15% to 35% multiple unit guideline in order to facilitate the density required to adequately support LRT service.
- Provide direct uninterrupted, safe pedestrian linkages to the LRT Stations or bus stops.
- Encourage higher density development within 500 m of the LRT Stations and or Neighbourhood Commercial Centres.

4. A full array of urban services and amenities

- Appropriate recreational facilities and amenities should be provided to serve various segments of the population, as outlined in Section 5.7.
- A small neighbourhood park, green space or plaza should be associated with every neighbourhood to provide opportunities for small gatherings, neighbourhood events and some active recreation.

5. A strong pedestrian-oriented street network

- Neighbourhood streets should be designed to foster access to everyday services (public, semi-public and private commercial) and encourage the use of alternative modes of transportation.
- Internal direct pedestrian connections, and connections from the surrounding neighbourhoods should be provided to encourage use of neighbourhood facilities and amenities.
- Each neighbourhood will be connected to the community green space system in a visible manner, generally in accordance with the alignment illustrated in the Public Open Space System plan.
- Design a safe, efficient street pattern that provides good circulation and accessibility for pedestrians, public transit and vehicles alike within and outside the neighbourhood.

6. Minimize environmental impact

- Design neighbourhoods, subdivisions and engineering services to conserve energy and reduce waste.
- Protect natural areas where feasible and allowed under a management plan.
- Provide facilities and linkages to encourage alternate means of travel to the automobile.

5.2 The Town Centre

Intent

Resolution
December 16, 2009

The proposed Town Centre is located at the confluence of three arterial roadways, approximately 1 km west of Highway 2 and adjacent to Blackmud Creek. *The neighbourhood covers approximately 116 ha of relatively flat land, and is highly visible and accessible from surrounding communities by both arterials and greenspace linkages.* Careful development within the Town Centre can result in a suburban downtown that is attractive and lively, as well as economically viable.

For Heritage Valley, the primary intent is to develop a mixed-use Town Centre evocative of a small town downtown that functions as the heart of the community and is pedestrian and transit-friendly with elegant and timeless architecture. It is a gathering place as well as an employment and commercial centre that will establish the quality and character of Heritage Valley as a sustainable community over time.

Town Centre Design Potential



Objectives

The following objectives are proposed 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 and well integrated with surrounding neighbourhoods.
- Design an attractive, safe and functional Town Centre that serves as a setting for social interaction.

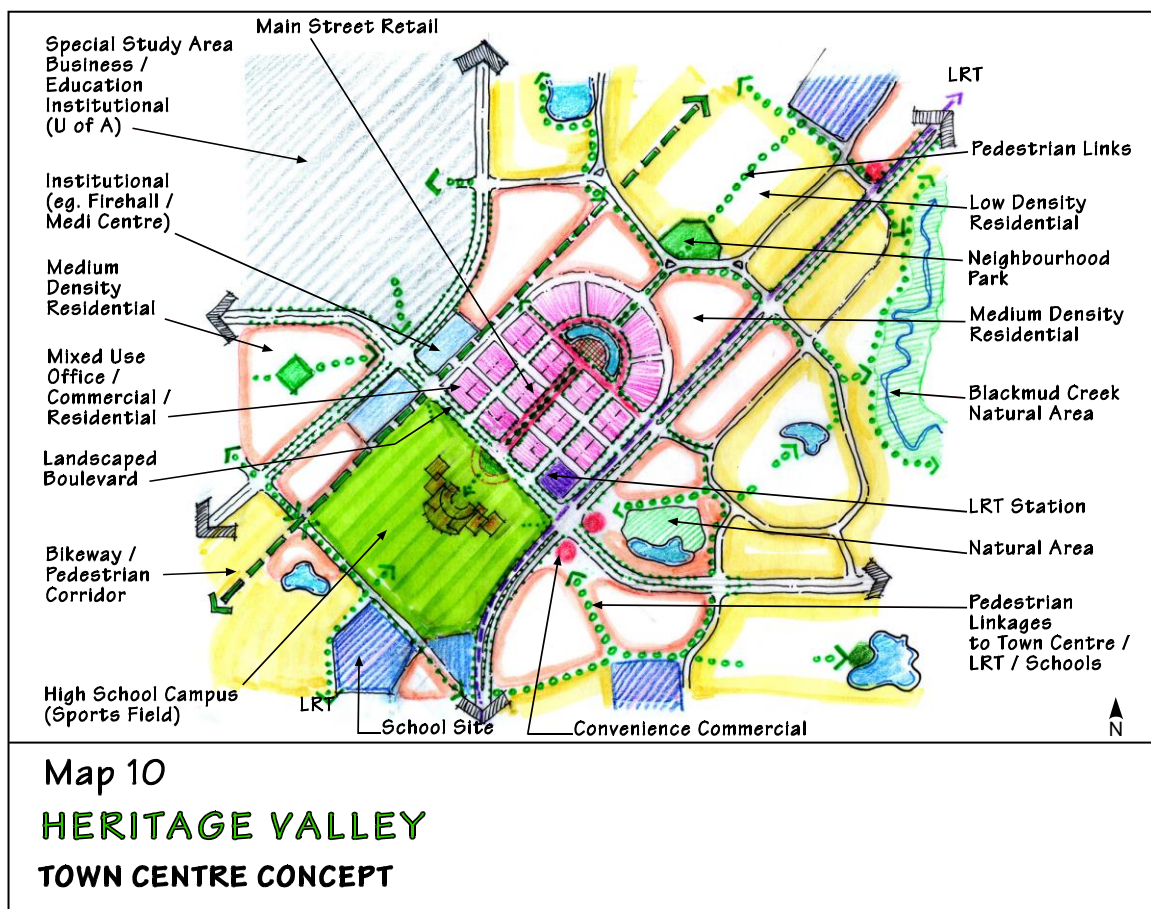
The Town Centre Concept

The Town Centre concept is based upon current market trends and changing lifestyles. It offers a diversity of land use, social activities and landscaped public spaces to create an urban environment in Heritage Valley. The Town Centre design is inspired by the imagery of a lively small town main street with unique architecture, pedestrian oriented streetscapes, canopies and decorative lighting.

A compact Town Centre with a strong pattern of landscaped streets, short blocks and quality buildings is envisioned. Civic and institutional buildings will occupy places of prominence. The Town Centre will also contain the school campus with its buildings serving as the south terminus of "Main Street". Efficient transit is an essential element of a sustainable neighbourhood. A future LRT line and station will serve both the campus and the commercial core area.

Resolution
October 13, 2009

The focal point of the Town Centre is "Main Street" which features shops, restaurants and cafes. Emphasis will be placed on the creation of a high quality pedestrian and shopping environment.



"This is a conceptual illustration of the Town Centre Concept and the actual Concept Plan may differ."

Resolution
December 16, 2009

Development Policies and Requirements

To give Heritage Valley a strong economic heart and a dynamic focal point for all major community activities, it is recommended that a Town Centre Neighbourhood Plan be developed to implement the goals and objectives outlined above. The Town Centre neighbourhood design shall incorporate the following policies, design elements and requirements:

1. The focal point of the community

- 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.
- Arterials, collectors and pedestrian linkages to the Town Centre will be designed to celebrate their entryways to the shopping core.
- Provide a visual link through landscaped view corridors from each neighbourhood to the Town Centre.
- Provide the highest density and height for buildings in the Town Centre, gradually stepping down towards the neighbourhoods.

2. Develop a mixed-use, transit-oriented Town Centre

- 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.
- Main Street commercial will allow a range of retail and entertainment uses.
- 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.
- 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.
- 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.

3. Higher density housing

- 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.
- Medium to high density housing will be permitted in the Town Centre neighbourhood, including apartments/condominiums, elderly housing, residential over commercial, townhouses and duplexes.

4. Pedestrian-oriented Town Centre

- 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.
- 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.
- 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.

5. An accessible Town Centre integrated with surrounding neighbourhoods

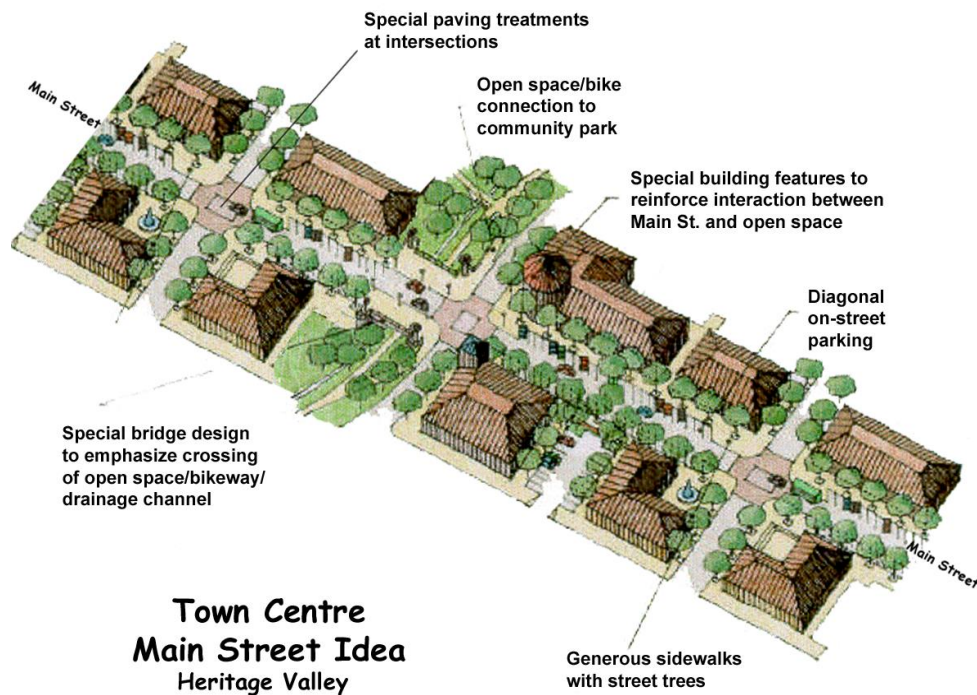
- Access to buildings, shops, parkades and local activities is facilitated by the system of grid blocks and local streets. Regional traffic can bypass the Town Centre by using the arterials framing the neighbourhood.
- The Town Centre will be the focus for all local bus routes and the stopping point for regional transit services.
- 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.
- *Arterial streets, collectors or the public open space system should be used to delineate the Town Centre and its broad land use pattern.*
- Direct pedestrian connections to surrounding neighbourhood amenities should encourage the use of non-vehicular modes of travel.

Resolution
December 16, 2009

6. Design an attractive downtown

- Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, windows, bays and balconies along public ways. Buildings should be human scale in details and massing. *Freestanding or "monument" buildings should be reserved for public uses.*
- 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.

Resolution
December 16, 2009



5.3 Commercial

Intent

A complete range of retail activity has been planned for the community; community level shopping will be provided by the Town Centre which has the flexibility to serve as a regional attraction. *The Plan also proposes the clustering of community commercial centres to serve more than two neighbourhoods.* Smaller local convenience commercial sites not exceeding 2 ha in size will be identified at the neighbourhood level, subject to the design restrictions outlined below. Commercial uses serving the travelling public and other large format stores are anticipated to be located along Highway 2.

Resolution
January 27, 2014

Objectives

- To focus commercial activity in Heritage Valley in a mixed-use Town Centre with a traditional “Main Street”.
- To accommodate smaller, pedestrian-oriented commercial centres in locations well served by public transit.
- To ensure commercial developments are integrated into the surrounding neighbourhoods.
- To accommodate limited commercial uses along Highway 2 serving longer-distance travellers.



Development Policies and Requirements

The commercial components are described below with their locations illustrated on **Map 11**:

1. Town Centre Commercial

The Town Centre will be a pedestrian-oriented area focused on an important LRT station. Shops, housing and public institutions will be intermingled and well connected to surrounding neighbourhoods. For more details, including development requirements, please refer to Section 5.2.

2. Community Commercial Centres

In addition to the Town Centre, three community commercial centres are proposed for Heritage Valley. The development policy requirements for these centres are as follows:

Resolution
January 27, 2014

- These community commercial centres should not exceed 12 ha and be designed to serve 3-4 neighbourhoods.
- *Community Commercial Centres should contain commercial and personal service uses intended to serve the day-to-day needs of residents in Heritage Valley. Residential, Office, or Institutional uses constructed in conjunction with commercial developments are also encouraged. These sites may be designated 'Mixed Uses'.*
- Each centre should be well integrated into surrounding neighbourhoods. Pedestrians, cyclists and car drivers must be able to access the neighbourhood centre from within the neighbourhood (i.e. without using a surrounding arterial roadway). Where necessary, traffic calming measures should be used to ensure that internal roadways giving access to the centre are not used for through cutting.
- *The first centre will be located at the intersection of Ellerslie Road and James Mowatt Trail.*
- The second centre, located in the western portion of Heritage Valley, should be slightly smaller in size and serve similar functions as a second order commercial centre.
- *The third centre will be located at the intersection of Heritage Valley Trail and 41 Avenue SW.*
- Parking should be located at the rear or sides of buildings in order to improve the local pedestrian environment.

Resolution
November 8, 2010

Resolution
February 25, 2008

Resolution
January 27, 2014

3. Convenience Commercial Centres

The specific location of convenience centres limited to less than 2 ha should be determined at the neighbourhood planning stage. Pedestrian and vehicular traffic should be considered in determining these locations. Potential locations are shown on **Map 11**.

4. Highway Commercial

As discussed in the following section, the business employment area along Calgary Trail will accommodate limited highway commercial uses.

5.4 Business Employment

Intent

The location of jobs within a community contributes to its sustainability and quality of life, while reducing commuting time and traffic levels. Balancing economic opportunities with residential development also enhances a community's fiscal health and stability, and encourages self-sufficiency and formation of public/private partnerships.

The land use concept proposes the creation of two major employment districts to bolster the economic opportunities within Heritage Valley - the **Calgary Trail Employment District** and the **University of Alberta Leased Lands** area. The locations of the employment areas reflect existing uses and potential development, as well as their proximity to Highway 2 and Anthony Henday Drive. Over time, it is anticipated that these areas will be transformed into high-quality, comprehensively planned business employment areas.

Other employment opportunities will also be available within Heritage Valley. A number of such opportunities will be provided through the Town Centre, other commercial areas, schools and other institutions.

Objectives

- To achieve a good jobs/housing balance so that many residents will be able to work close to where they live.
- To develop sustainable employment areas that minimize impact on the natural ecosystem.
- To develop the Calgary Trail Employment District primarily as a business industrial area.
- To develop the University of Alberta lands as a Business Employment and Institutional Research Zone.
- To support small employment ventures in mixed-use areas outside the traditional industrial/business park setting.



Telus Centre - Technology at Work

Development Policies and Requirements

1. Good Jobs/Housing Balance

- The SCDB will maintain an area of between 12% to 15% of its developable area for the development of light industrial/business uses, generally in the locations shown on the attached **Map 11**.
- A diversity of jobs and businesses should be located in close proximity to residential neighbourhoods with supportive facilities to encourage walking, use of transit and shorter vehicular trips.

2. Sustainable Employment Areas

- Ecologically supportive approaches to stormwater management, energy-efficiency, waste reduction and design will be expected throughout the development of Heritage Valley.
- Street design, orientation of buildings and landscaping will be established to provide superior access and an environment that supports a strong focal point for both businesses and workers alike.

3. Calgary Trail Employment District

Located between Calgary Trail and Blackmud Creek, this area currently consists of highway commercial uses, agricultural lands and a pipe storage yard. Its development potential is strongly affected by its proximity to Calgary Trail, physical separation from the lands to the west and interchanges at Ellerslie Road and 25 Avenue SW. Given its exposure to Calgary Trail, there may be pressure to develop big box retailing that may affect the viability of adjacent community commercial developments. To avoid the emergence of a de-facto retailing shopping centre, and because of its visibility along this commercial corridor, it is recommended that the area be comprehensively planned through a Neighbourhood Area Structure Plan.

The intent is to develop a substantial portion of the developable area for business opportunities including research and development, high technology, and service based and light industrial/business uses. This District is to be planned and designed as a high quality “green” park that is highly accessible and is integrated with the overall Heritage Valley community.

The following Guidelines and requirements should be incorporated in the preparation of NASP and subsequent development applications:

- This area should consist primarily of highway commercial, business industrial, office uses or services to the travelling public. Residential-related land uses may be allowed between James Mowatt Trail and Blackmud Creek.
- This area should not contain community, educational, recreational (except public parks) or cultural uses; warehouse sales; or general retail uses except convenience retail stores. Locating such uses in this area could threaten the viability of the Heritage Valley Town Centre and undermine the viability of the proposed LRT line.
- Developments must be designed and landscaped in accordance with the Highway 2 Corridor Design Guidelines.
- Blackmud Creek and its tributary ravines should be conserved and naturalized where applicable. Roadways may only cross the creek at Ellerslie Road, James Mowatt Trail, 30 Avenue SW, and 41 Avenue SW.
- Pedestrian bridges connecting employment areas to residential areas west of Blackmud Creek are encouraged where the environmental impact would be low. Site planning of individual developments backing onto the creek should provide for “green links” to natural areas.
- Business/light industrial uses should front onto the service road.

4. University of Alberta Leased Lands

Resolution
August 29, 2011

Resolution
August 29, 2011

The Province of Alberta owns two quarter sections of land south of Ellerslie Road and west of 127 Street SW that have been leased to the University of Alberta on a 99-year lease. This lease will expire in 2011. The ownership of a third quarter section of land, located immediately wouth of the cemetery, was transferred from the Province to a private landowner in 2007. As owners of the land, the Province is not bound by the City of Edmonton's planning policies and regulations. In the interest of good planning, however, the University of Alberta and the Province have participated in and expressed their views on the design of the SCDB, and in particular their development aspirations regarding the "leased lands". Their requirements have strongly influenced the land use and roadway alignments in the western portion of the SCDB area.

The primary existing land uses are animal-based research and crop experimentation. The lands are expected to remain as they are or experience minor intensification in the next 5 to 10 years. Engineering services are not expected to reach this area for 17 to 20 years. Until the University prepares a comprehensive development plan, the "leased lands" will be designated as a **"Special Study Area"**.

Notwithstanding this situation, the City considers these lands as essential in contributing to sustainability and design of Heritage Valley as a suburban community in the long term. Neighbourhoods adjacent to the "leased lands" have been designed to recognize this uncertainty, while at the same time making allowance for their eventual incorporation into the fabric of the SCDB area.

The following principles and policies should be considered in the preparation of any development plan for the "leased lands" and adjacent neighbourhoods:

- The "leased lands" will be designated as a "Special Study Area", until the University of Alberta prepares a comprehensive development plan.
- The City of Edmonton anticipates the eventual development of the University lands as a Business/Educational Institution (U of A).
- A portion of the University lands should be converted to more intensive research, development and technology uses in order to help expand and diversify the employment base in southwest Edmonton.
- If released by the Province as surplus to the Transportation and Utility Corridor, a portion of the S ½ of 25-51-25-4 (north of Ellerslie Road and west of 127 Street SW) should be included in this employment area.
- The southern portion of the University lands should be developed for residential uses in support of the Town Centre concept. If permitted by the Province, the University may be able to realize profit for its academic operations by developing portions of its land base within Heritage Valley.
- The southeast portion of the University lands could be designed to focus the orientation of its buildings towards the Town Centre to establish linkages with the School Campus as a partner in education and high-tech research.
- Establish interim guidelines to development issues affecting lands adjacent to the University "leased lands".

5. Employment Ventures in Mixed-Use Areas

- New neighbourhoods should ensure that policies and guidelines are in place to accommodate small-scale employment ventures in mixed-use areas and residential development.

- These business activities should be compatible with residential development and should not be designed as stand alone buildings.



SCDB - Amendment

Resolution
August 29, 2011
March 12, 2012
April 16, 2012
January 21, 2013
July 15, 2013
January 27, 2014
February 24, 2014

5.5 Residential Environment

Intent

Creating liveable and sustainable communities is an important goal of the City of Edmonton. To accomplish this goal, *Plan Edmonton* recommends that new development be environmentally and fiscally sustainable, include a range of housing types and densities and use urban design principles to enhance the quality of the urban environment.

Resolution
November 8, 2010

Residential development is the predominant land use in Heritage Valley as shown on Map 9 and Table 1. Within these neighbourhood cells and sub-areas, every attempt will be made to nurture a safe, healthy and liveable environment for residents.

Prospective residents of Heritage Valley will have a unique choice of housing types and sizes. In response to changing demographics and societal values, a wide variety of residential forms will be permitted, utilizing innovative ideas on density distribution and integration. Higher density housing will generally be located along or close to main roadways and neighbourhood nodes to provide greater accessibility to transit locations, commercial uses and community facilities and amenities. Single detached dwellings will occupy lots of various sizes and configurations. Integration of residential densities and uses will be encouraged. A wider range of architectural styles and treatments will also be encouraged, providing a more coherent transition between low and medium density uses. Medium to high density residential development will be actively promoted in the Town Centre.



Objectives

- To develop liveable residential environments and memorable places throughout the community.
- To provide the opportunity for a diversity of housing types to accommodate various income levels, market preferences and City intensification policies.
- To promote neighbourliness, street life and walking through building design, site planning and pedestrian-friendly streets.
- To encourage environmentally responsible development throughout the community in support of resident and ecosystem health.
- To design a safe, aesthetically pleasing and integrated residential environment.

Development Policies and Requirements

1. Design and build liveable environments

As developments become more compact and the mix of housing forms and land uses intensifies, there will be a need to ensure that the residential environment is designed as a more liveable built environment with people-friendly places and human-scaled architecture.

- Every NASP will incorporate specific design elements such as view-point parks, linkages and landscaping to create memorable places.
- Recreational facilities and amenities should be included in residential developments where possible to support a liveable environment.
- A high standard of landscaping will be encouraged in residential areas.



2. Provide a diversity of housing types

Diverse housing forms, ranging from single detached homes to apartments, will be provided to satisfy market preferences and allow people of different socio-economic backgrounds to live and interact within the community. These different housing types will be integrated to a greater extent than in conventional communities. The majority of lands in the community will be low density residential uses consisting of detached, semi-detached and row housing in a density range between 12 to 32 units per hectare. Medium to high density developments will also be prominent. Smaller lot sizes, zero lot line developments and cluster housing can be developed as single detached housing, while providing higher densities.

- Secondary suites and garage suites will be actively encouraged.
- Higher density residential uses should be provided in the Town Centre to aid in the development of this area as the community focal point.
- Street-oriented townhouses are encouraged along local and collector roadways and adjacent to neighbourhood amenities and focal points.
- “Live-work” opportunities should be provided, allowing citizens to live and work in the same building if they choose.
- The City of Edmonton may consider more than 35% of residential units within a neighbourhood to be multiple family housing to provide sufficient population for community facilities and municipal services, and in support of transit oriented developments.

3. Promote neighbourliness

A pedestrian-friendly residential environment encourages residents to walk their streets and develop a strong sense of community.

- Single detached dwellings and multi-family units should be oriented closer to the street.
- Alternatives to front attached garages for single detached dwellings and other low density housing will be encouraged to promote pedestrian-oriented streetscapes.
- Dwellings may be located so as to take advantage of the community public open space system.
- To create a more pedestrian-friendly streetscape, housing can front onto collector roadways, where appropriate. Residences should be located within a reasonable walking distance of community amenities.
- Courts, cul-de-sacs and small enclaves of human scale developments should be provided to encourage human interaction.

4. Encourage environmentally responsible development

Energy use and transportation choices have a significant environmental impact in a northern climate. The design of subdivisions, orientation and grouping of housing and type of materials used also impact the environment. To reduce these impacts, residential development in Heritage Valley should incorporate the following guidelines:

- Subdivision design, site planning, architecture and landscaping should be planned to maximize passive solar heating and the potential for photovoltaics and solar water heating.
- Residential development should feature a high standard of energy efficiency.
- Higher density housing should be located near commercial centres, transit lines and parks to reduce the need for automobile travel.
- Compact and clustered development patterns are encouraged.

5. Design a safe residential environment

A safe residential environment is the hallmark of a liveable community.

- Subdivision and landscaping should be designed to maximize sightlines.
- Potential entrapment spots should be avoided.
- Natural surveillance of isolated routes and public spaces should be provided.
- Street networks should be interconnected to encourage pedestrian traffic and provide routing alternatives.

5.6 Institutions

Intent

Institutional uses and facilities should be adequate to meet the needs of the community. Institutional uses include facilities for public administration, education, health, recreation, cultural and religious activities, day care and community events. These public and private institutions should be planned as focal points in the community and be located and designed to serve as icons in their respective neighbourhoods.

Schools and other learning institutions will play an integral part in the community building process. Proposals for educational institutions are structured around the current plans and policies of the Public and Separate school boards while acknowledging that changing educational trends and societal demands will influence the delivery of education as the community develops over time.

Objectives

- To provide appropriate sites for an adequate number of schools.
- To accommodate other institutions necessary to create a functional community.
- To encourage innovation in the provision of public and private institutions.

Development Policies and Requirements

1. School Sites

The general locations of school sites to be provided are shown on **Map 12**. The exact shape, size, orientation and configuration of the school sites and buildings will be determined at the neighbourhood plan stages in accordance with the principles and requirements described below and established school board criteria. The following requirements should be respected in NASP preparation and subsequent development applications:

- Schools should be special places in their respective neighbourhoods. High quality design should symbolize commitment to community liveability and sustainability.
- Walking, cycling and transit use to school sites should be encouraged through interconnected street networks with sidewalks on both sides of roads. Carriageways should be designed to accommodate buses and bicycles.
- All school sites should incorporate an on-street bus lay-by and/or an on-site drop-off area.
- Residential lands across from school/park sites should be designed with rear lane access to increase pedestrian safety near the school.
- Fire hydrants, bus stops and other municipal services that limit on-street parking should be located away from the front of the school building envelope.
- If schools are located adjacent to a collector or arterial roadway to serve more than one neighbourhood, roadway design should give priority to pedestrian safety as opposed to traffic flow.
- Schools sites should not be located on soils or slopes unsuitable for their intended purpose. A geotechnical study may be required to establish use suitability.
- Two pipeline corridors and a utility corridor traverse the community. While these will be used as pedestrian connections/green spaces, school sites should not be located within 200 m of these corridors for health and safety reasons.



Elementary and Junior High Schools

- Sites for eight elementary/junior high schools have been distributed throughout the neighbourhoods in locations meant to encourage walking and cycling by students in a safe and protected environment or to serve more than one neighbourhood. Five of these are Public elementary (kindergarten - grade 8) schools with a shorter walking distance criterion than the Separate schools.
- Edmonton Separate Schools generally accommodates elementary and junior high school facilities on each of its sites. Given the larger catchment area criteria used by the Separate school board, only three Separate kindergarten - grade 9 sites have been allocated.
- Separating adult playing fields needs from those provided at elementary schools for school programs can reduce the size of sites and allow for the adult fields to be placed on the periphery of neighbourhoods to facilitate access and reduce the traffic impacts associated with field use.

District Activity Park

Resolution
December 16, 2009

- *A 30 ha District Activity Park, consisting of a Public and Catholic high school site and a recreation centre has been identified in the Town Centre neighbourhood. This site has been selected due to its civic presence, proximity to a future LRT station, superior accessibility from three arterial roadways and the partnership, apprenticeship and learning experiences that may accrue by locating adjacent to the Town Centre and near the two business employment areas.*
- *The School Boards will develop the high schools as warranted by enrolment numbers and as funded by Alberta Infrastructure. Should the site not be required for school purposes, a portion of it may be used for residential or mixed use developments, with design considerations to ensure compatibility with adjacent residential uses.*
- *The District Activity Park should serve as a regional/community sports complex to serve Heritage Valley residents' sports and recreational needs.*

2. Other Institutions

Other institutions may be required in Heritage Valley, including facilities for fire, ambulance, police, library and health services. The Town Centre is the preferred location for such facilities because of its central prominence in the community, proximity to business, and future LRT accessibility.

The following requirements should be incorporated in the preparation of NASPs and subsequent development applications

- Other Learning Institutions: The existing private educational facility located in Neighbourhood 3 is designated to continue to operate as a school-church complex.
- Religious Institutions: A number of religious institutions currently exist in the Heritage Valley area. Careful consideration must be given to any expansion of these institutions. The Town Centre is the preferred location for new religious assemblies because of its good transit accessibility and possibilities for shared use of parking spaces. Large religious assemblies should be located on major transportation routes to minimize traffic impacts on surrounding residential areas.
- Health Care Facilities: Any new health care facility within the Plan area should take advantage of the superior access and opportunities provided in the Town Centre. By locating close to other institutional uses there is a potential to reduce costs and share amenities.

- Emergency and Protective Services:

The provision of emergency services will be determined by the appropriate agencies and Civic Departments based on funding priorities. It is important that these facilities be located on major arterials that provide convenient and efficient access to service areas.

- Service Yards:

A municipal servicing yard may be required in this community. Given its functional requirements, this site should be located in the Business Employment Area(s) or at the fringes of the community, suitably buffered from residential areas.



3. **Innovative Provision of Public and Private Institutions**

The nature of community institutions is changing and so are the funding opportunities. The potential for shared public and quasi-public sites and buildings should be explored. Schools, libraries, community facilities, religious assemblies, social and health services and emergency and protective services could be planned and built in conjunction with each other in order to minimize capital and operating costs, reduce land requirements and create a more vibrant, year-round community focus. The following principle will help guide the City's consideration of such arrangements:

- The City will be flexible regarding public-private partnerships or joint use arrangements to pursued to provide institutions, but will always heed the Municipal Government Act, the policies of the existing Joint Use Agreement and other relevant considerations.

5.7 Green Spaces and Recreation

Intent

Plan Edmonton recognizes that valleys, natural areas, parks and open spaces are “critical aspects of successful planned growth in the City” that should be preserved, enhanced and linked where possible. An intent of the SCDB is to create an attractive and functional green space system for the benefit of existing and future generations.

The Blackmud and Whitemud Creek Ravines, remnant natural areas, golf courses and a rugby club already exist in Heritage Valley. To these will be added active and passive parks, school sites, plazas and multi-use trails within utility/pipeline corridors. The result will be an interconnected green space network that meets the recreation and leisure needs of residents, facilitates neighbouring, encourages travel by foot and bicycle and helps preserve the natural environment.



Ontario Ministry of Housing - Townsend

Objectives

- To provide green spaces that meet the needs of a wide variety of people.
- To link green spaces into an integrated system using greenways, linear parks and walkways.
- To protect, and enhance where possible, key environmental features through the provision of green spaces.

Development Policies and Requirements

1. Green Space Provision

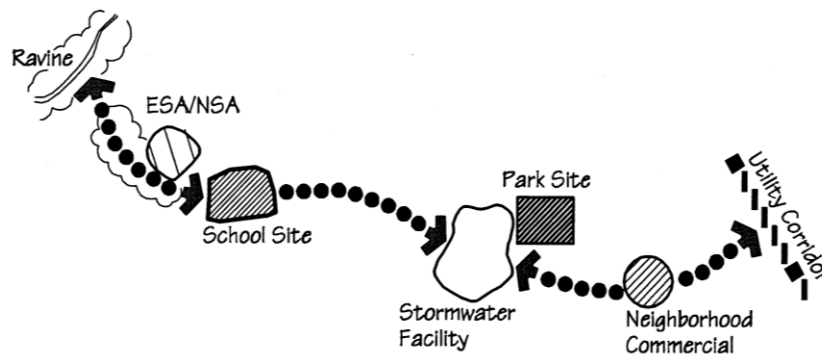
Green spaces will be provided through the Neighbourhood Area Structure Plan process. Green space provision should respect the following requirements:

- A variety of green spaces - active playing fields, playgrounds, ornamental parks, urban squares, village greens, community gardens, naturalized open spaces, etc. - should be provided within the community. Citizens of all ages and abilities should find green spaces that cater to their needs. Differentiating green spaces will help foster sense of place in their respective neighbourhoods.
- Green spaces should be naturalized wherever feasible to minimize the environmental and economic costs associated with their maintenance.
- Green spaces should be within easy walking distance of residences and businesses.
- Green spaces should be designed to foster public safety. Designs should respect the principles contained in the City's *Design Guide for a Safer City*.
- A 30 ha park, recreation and education campus site will be located adjacent to the Town Centre. The site's large size relates to its community level function.

2. Greenways

Greenways are linear natural corridors that are connected to each other or larger green spaces in some way. The use of greenways in urban areas is an emerging concept that has been implemented in a number of cities in North America, Europe and Australia in recent years. Greenways help conserve natural habitat, enhance green spaces, contribute to quality of life and community health, provide alternative transportation routes and manage stormwater runoff. Greenways should be provided in Heritage Valley according to the following development requirements:

- As exemplified in the figure below, greenways should thread through the community, connecting green spaces, residential areas, commercial centres, major institutions and stormwater management facilities.
- Greenways should be designed to provide ecological corridors for native flora and fauna and for recreational pursuits such as walking, jogging, bicycling and cross-country skiing.
- Greenways should connect the urban fabric to the Blackmud and Whitemud Creek ravines to help integrate urban and natural systems.
- The existing pipeline and utility corridors in Heritage Valley should become backbones of the community greenway network.
- Municipal Reserve should not be used to provide narrow greenways. Narrow greenways are tantamount to pedestrian walkway systems typically required as part of a subdivision agreement.



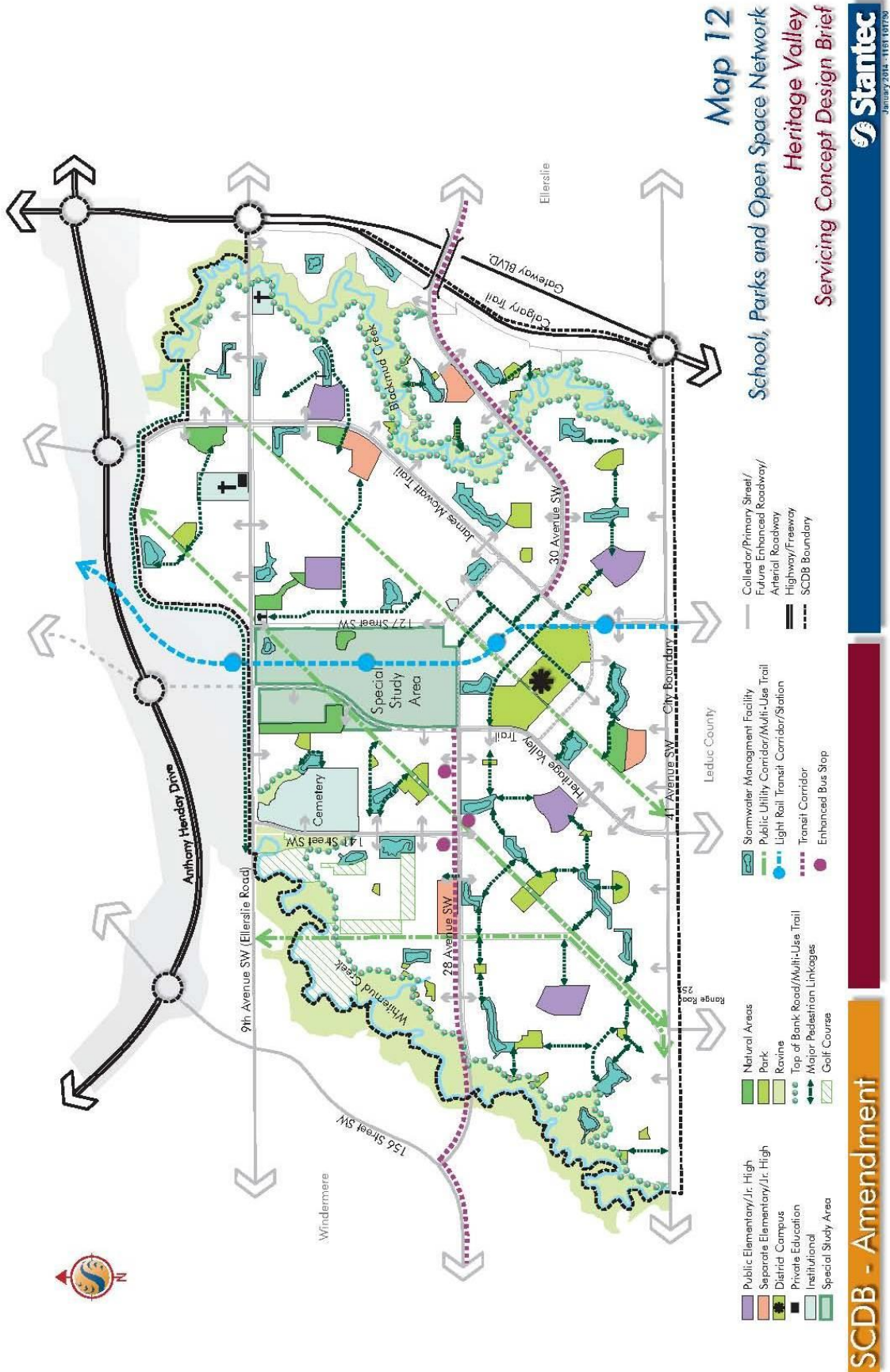
Source: Westworth Associates Environmental Ltd., 2000

3. Protecting the Environment through Green Spaces

Design of the green space network can help preserve and protect environmentally sensitive areas within Heritage Valley. The following requirements should be respected in NASP preparation and subsequent development applications:

- Where possible, natural areas should be preserved, enhanced through the provision of adjoining naturalized open spaces and linked to other natural areas.
- Whitemud and Blackmud Creek ravines and other areas capable of being so defined shall be designated as Environmental Reserve. This will ensure that these areas are retained in their natural state to provide wildlife habitat, physical amenity and educational opportunities.

- To preserve other natural areas, the City will work co-operatively with their owners during the planning and development process. Mechanisms to preserve these areas could include Municipal Reserve dedications, conservation easements and provision of private open space.
- In allocating municipal reserve lands according to the Joint Use Agreement between the City of Edmonton and the school authorities, consideration should be given to the educational, recreational and ecological value of woodlands and other naturalized landscapes
- Optimal public access to the Whitemud and Blackmud ravines will be required consistent with the Top-of-the-Bank Public Roadway Policy or subsequently adopted policies. Consistent with the approved policy, a top-of-the-bank roadway providing this access will be required except where environmental planning or engineering circumstances negate the requirement. Where a top-of-the-bank roadway is not provided, a continuous top-of-the-bank walkway will be required along the entire length of the public upland area abutting the ravine.
- Recreational development will be precluded within the Whitemud and Blackmud ravines; trail development will be limited to top-of-the-bank locations except at road crossings. The ravines are part of the Whitemud Ravine Nature Reserve created by City Council in 1990. Within this reserve, ravine areas upstream of the Whitemud/Blackmud confluence are designated as a Preservation Zone, the highest level of environmental protection.



Resolution
August 29, 2011
March 12, 2012
April 16, 2012
January 21, 2013
April 8, 2013
June 17, 2013-07-24
July 15, 2013
November 4, 2013
February 24, 2014

5.8 Ecological Stewardship

Intent

Development activities have a significant impact on the natural environment. The City of Edmonton recognizes the interrelationships between the natural and the built environments and the value of preserving and enhancing fragile ecosystems for the benefits of its residents.

One of the primary goals of the SCDB is to minimize the ecological impact of development in the Heritage Valley community. The physical design of the Plan reflects this goal as well as establishing guiding principles for sustainable development at later stages in the planning process. Consistent with *Plan Edmonton's* priority of protecting the natural environment, the entire Blackmud and Whitemud Creeks and ravine systems in the Plan area will be set aside as natural areas. These creeks provide the basis for an exceptional park system as outlined in the North Saskatchewan River Valley Bylaw. Linking the two creeks and the other natural areas in the community, as illustrated in **Map 12**, will form an attractive corridor for pedestrians and wildlife alike.



Remnant old growth forest

The following objectives and development guidelines aim to minimize environmental impact and encourage good ecological stewardship in the development of the Heritage Valley community.

Objectives

- **To preserve and enhance** the Whitemud and Blackmud Creek ravines in their entirety.
- **To retain**, where possible, other natural areas by integrating them into the built form of Heritage Valley.
- **To develop** land in Heritage Valley in an efficient and environmentally-friendly manner while encouraging more intensive development.
- **To encourage** development practices throughout Heritage Valley that minimize community energy and material consumption.

Development Policies and Requirements

Planning for sustainable development requires an understanding of the natural processes and an analysis of the biophysical elements of a community. In 1999, the City commissioned Westworth Associates Environmental Ltd. to assess the existing environmental conditions in Heritage Valley.

In the report “A Conservation-Based Approach to Urban Development in the Heritage Valley Area” (June 2000), Westworth Associates identified a number of natural areas (see Figure 3), plants and animals that may be affected by urban development. Mitigative measures designed to reduce or avoid these impacts on the remaining natural areas were also recommended, as well as a linear open space concept that would enhance the conservation of environmentally-sensitive and significant natural areas in the community. These recommendations form the basis for the environmental strategy and policies outlined below and the open space system proposed in Section 5.7.

Whitemud and Blackmud Creeks Nature Reserves

The Whitemud and Blackmud Creeks and their ravines are the two most visible and significant natural features in Heritage Valley, accounting for more than 80% of the total natural areas, or approximately 11% of the entire Heritage Valley area. These drainage corridors support a high diversity of wildlife and plant habitat. Every effort will be made to ensure that the integrity of the ravine system is protected for the benefit of future generations.

- The Whitemud and Blackmud Creeks and ravine systems will be set aside and managed as nature reserves and linear conservation corridors, in accordance with the policies and guidelines set out in the North Saskatchewan River Valley Bylaw.
- Developments within and adjacent to the creeks and ravine lands must be in conformance with the City policies and guidelines listed above.
- Appropriate urban development setbacks will be established in accordance with the City Top-of-the-Bank policy.
- The benefits of the ravine systems for their recreational and aesthetic value, water-related activities and wildlife habitat will be maximized in a sensitive manner.
- Additional road crossings of these natural areas should be minimized to reduce adverse impacts on the environment.
- Pedestrian and bicycle linkages into the ravine areas should be provided as part of the overall Heritage Valley open space system.

2. Natural Areas

In addition to the Whitemud and Blackmud Creek ravines, Westworth Associates identified and assessed 12 additional natural sites (1 Significant Natural Area, 5 Environmentally Sensitive Areas and 6 Natural Areas). A summary of the significance of these sites is provided in Appendix 4. Given the significance of these natural habitats, every attempt should be made to retain and manage these areas in accordance with approved NASPs. Integration of natural features to accommodate such things as pedestrian and bicycle linkages will reinforce the need to protect natural areas. The following should be implemented and incorporated into future neighbourhood design and development:

- The preservation of natural areas identified in the Westworth environmental study, other than the Whitemud and Blackmud Creeks, will be evaluated at the NASP stage. Preservation requirements should be reviewed as per City policies such as Policy C-467: Conservation of Natural Sites in Edmonton’s Table Lands.

- Municipal reserve dedications, conservation easements and privately or communally owned open space could act as mechanisms for preserving natural areas.
- Natural areas should be directly linked and incorporated into the community's open space system.
- Integrate natural areas by siting compatible land uses such as naturalized storm ponds, school/park sites or housing adjacent to them.

3. Efficient Development

Planning efficiently with nature rather than against it saves land, money, energy, materials and maintenance requirements, and enhances neighbourhood amenities. The following principles should be considered in subsequent NASPs and development applications:

- New country residential development should be discouraged. Residential lots should be of an urban standard.
- Clustered housing is strongly encouraged to intensify residential development while preserving natural areas and increasing open space.
- Open space may be used for on-site natural stormwater management, community gardening, recreation, environmental education or natural habitat.
- Habitat alteration should be timed to avoid critical wildlife breeding and rearing periods. To avoid bird mortality, vegetation clearing in natural areas should not be undertaken between May 1 and July 31.
- Alternative development standards that make more efficient use of land and are consistent with the other objectives of this Plan will be supported.

4. Minimizing Energy Consumption

To help reduce community energy and material consumption, neighbourhood design in Heritage Valley should facilitate the use of alternative energy sources and development practices, where applicable. Key principles that will help to achieve this goal include:

- A mix of land uses and community design that promotes pedestrian mobility rather than automobile dependence will be strongly encouraged.
- The City of Edmonton will encourage and facilitate the use of alternative community energy sources such as solar and wind power.
- NASPs should encourage energy-efficient construction, utilizing features such as passive solar design, daylighting, photovoltaics, green roofs and greywater and biological waste treatment systems.
- Construction methods that reduce material requirements, such as grassed swales instead of extensive storm sewer systems for stormwater management should be encouraged.
- The use of recycled building products and indigenous materials is encouraged in the built environment.

5.9 Community Enhancement and Design

Intent

Heritage Valley will feature design enhancements intended to improve people's experience of the community. Various urban design principles are implicit in other sections of this SCDB. This section addresses special design elements that will establish the character of Heritage Valley and help achieve a high quality urban environment. Priority should be placed on the design of civic and individual buildings, streets and open spaces and special places that add to the liveability and quality of the community as a whole.

Objectives

- To include urban design guidelines into subsequently adopted NASPs.
- To enhance landscaping in key locations.
- To create special places and distinctive locations.
- To maximize views and vistas throughout the community.

Development Policies and Requirements

Areas of special interest are highlighted on the Urban Design Concept **Map 13**.

1. Urban Design Guidelines

- Urban design guidelines are required as part of submission of a NASP for the Town Centre. The guidelines should illustrate design principles to be used to help achieve a built form consistent with the objectives of the Town Centre.
- Establish design guidelines for the Employment Areas to encourage a high standard of building design, ample landscaping to support a garden city environment and good circulation and connectivity to adjacent residential areas.
- NASPs prepared for other neighbourhoods within Heritage Valley should include a section on urban design. This section should detail urban design proposals intended to enhance the quality of the urban environment.

2. Enhanced Landscaping

- Arterial and major collector roadways within Heritage Valley should be provided with landscaped boulevards, including suitable street trees to improve aesthetics, distinguish key travel corridors, provide shade for pedestrians and improve localized air quality.
- Development adjacent to Calgary Trail should respect the landscaping provisions of the Highway 2 Corridor Design Guidelines.

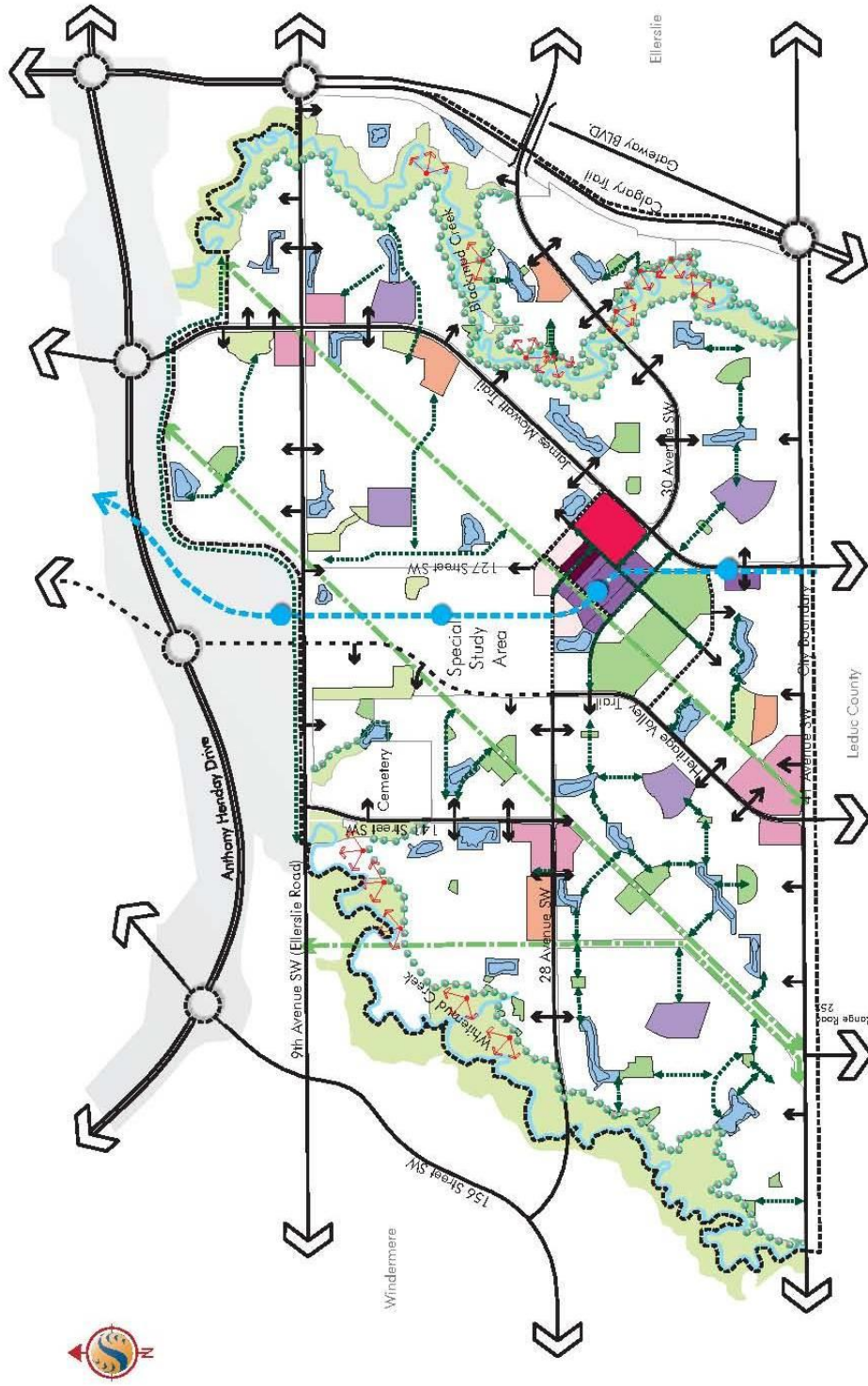
3. Develop Special Places

- Concentrate community enhancements in areas of highest visibility that will convey a positive image.
- Neighbourhood entryways should be designed to celebrate the distinct identity of the neighbourhood.
- Development should be designed to provide view corridors that maintain a visual connection to the Blackmud and Whitemud Creek ravines and other natural features.
- Streets should also be oriented such that community institutions like schools and churches frame view corridors, making it easy to locate these neighbourhood focal points.

4. Maximize views and vistas

Important views and vistas of the creeks or man-made elements of architectural or civic elements should be preserved and emphasized by design arrangements.

- Identify and protect significant views.
- Streets should be oriented and designed to focus on natural/architectural elements.
- Buildings, infrastructure and open spaces should be oriented to maintain or frame view corridors.
- Develop accessible view-point parks.



Map 13
Urban Design Concept
Heritage Valley
Servicing Concept Design Brief

- Town Centre Commercial
- Community Commercial
- Main Street Retail
- Mixed Uses
- Mixed Uses LRT
- Public School Sites
- Separate School Sites
- Natural Areas/Creeks
- ↔ Viewpoints
- ↔ Major Pedestrian Linkages
- ↔ Top of Bank Road/Multi-Use Trail
- Public Utility Corridor/Multi-Use Trail
- Light Rail Transit Corridor/Station
- SCD8 Boundary

SCDB - Amendment

Stantec
January 2014 - 1181 101750

Resolution
August 29, 2011
March 12, 2012
April 16, 2012
January 21, 2013
April 8, 2013
June 17, 2013
July 15, 2013
January 27, 2014
February 24, 2014

5.10 Transportation

Intent

The transportation system in Heritage Valley is designed to support a liveable and environmentally responsible community. The automobile will assume a more balanced role in transportation patterns established within the community. Heritage Valley will provide an integrated system of roadway, public transit, bicycling and facilities for walking to accommodate the travel needs of citizens, businesses and visitors alike.

Major arterials will knit Heritage Valley into the urban fabric of surrounding communities. Accessibility and use of public transit will be promoted through design elements that promote safety, comfort and directness. Future extension of the LRT to the Town Centre will give residents and visitors a viable transportation choice.

Mixed land uses and relatively high densities around transit stations and community focal points will allow many people to be within easy walking distance of their preferred destinations. Cycling and non-vehicular modes of mobility will be encouraged.

Objectives

- To ensure that streets in Heritage Valley are fully integrated and attractive for walking, cycling and other neighbourhood activities, while still maintaining efficient automobile accessibility.
- To design roadways and transportation facilities that serve the development patterns reflected in the land use plan, as well as the City's wider regional transportation objectives.
- To ensure adequate access to businesses and the movement of goods.
- To encourage the use of transit by planning Heritage Valley as a transit-oriented community focusing on the major focal points and access to economic areas.
- To encourage cycling by providing adequate facilities throughout the community.
- To provide adequate parking for the variety of land uses proposed for the community.

Development Policies and Requirements

The following policies and requirements shall be used in providing transportation facilities for Heritage Valley:

1. Pedestrian Circulation

Pedestrian movement is the basic building block for developing a balanced transportation system. Pedestrian and bicycle access will be provided between neighbourhoods and communities to ensure accessibility to community resources. Neighbourhood streets of varying types will be designed to provide for pedestrian comfort and safety, and for efficient vehicular movement. To minimize walking distances, neighbourhood streets should be interconnected and blocks should be short. Pedestrian walkways should be provided where roadway connections are not feasible.

A fully co-ordinated system of pedestrian linkages utilizing pipeline rights-of-way and other multi-use trails will be provided to link community and neighbourhood focal points. These linkages should be as direct as possible to minimize walking distance to destinations such as commercial areas, transit stops, employment centres, parks, open spaces, schools and other community facilities. The intent is to create an accessible and walkable community. (Please refer to Section 5.7 for additional details on the Public Open Space System which illustrates the overall concept).

2. Road System

The Transportation Master Plan recognizes the need for a roadway hierarchy, which includes a three-tiered roadway system of local, collector and arterial roadways. The various types of roadways will be seamlessly integrated into an efficient network designed to serve the community and surrounding regions.

Given the land use and population statistics and development intent outlined above, the Transportation and Streets Department prepared a preliminary Traffic Impact Assessment (TIA) for Heritage Valley. Transportation and Streets supports the overall transportation strategy subject to more detailed analysis being carried out at the NASP stage. Transportation and Streets' recommendations, including the preliminary arterial layout, are incorporated in this Plan. The recommended road rights-of-way and roadway types are presented in **Table 2**. The major roadway network is shown on **Map 14**.

(a) Highways/Expressways

Highways and expressways (existing and proposed) frame Heritage Valley on the north, east and south of the community, as shown on **Map 14**.

Calgary Trail, as the connector to Alberta's busiest highway and the City's link to the Edmonton International Airport, will be protected and enhanced in accordance with the goals and objectives of the Highway 2 Corridor Design Guidelines. From 23 Avenue SW to the south City limit, it will ultimately be developed to full free-flow standard with strict access and control with grade-separated interchanges at 23 Avenue SW, Ellerslie Road and 25 Avenue SW. *Connections to Calgary Trail will be achieved through grade interchanges at Ellerslie Road (now under construction), 30 Avenue SW will be a fly-over at Calgary Trail, and at 41 Avenue SW.*

Resolution
March 12, 2012

Anthony Henday Drive is expected to play a key role in the conveyance of people and goods within the greater Edmonton region. *The roadway is to be developed as a basic eight through-lane standard.* Two connections to Anthony Henday Drive are contemplated. In the short term, for the areas developing east of 127 Street SW, connection will be at James Mowatt Trail. *The second connection to Anthony Henday Drive will be at Heritage Valley Trail.* Arterial connections to these interchanges may affect adjacent land uses.

Resolution
March 12, 2012

Resolution
March 12, 2012

[Deleted]

Resolution
March 12, 2012

(b) Arterial Roadways

The arterial roadways internal to the community are based on a modified arterial grid to reflect regional transportation influences and adapted to meet community organization and structure. These arterials are shown on **Map 14**.

41 Avenue SW will be designed as a limited high volume arterial between the City and Leduc County. A grade-separated interchange is planned for the 41 Avenue SW/Calgary Trail intersection in the future. Residential development adjacent to 41 Avenue SW must have lots with sufficient depth to accommodate noise attenuation devices.

Resolution
March 12, 2012

Ellerslie Road and James Mowatt Trail will provide the major arterial function in the area in the near term. Arterial extensions and the associated rights-of-way will be planned to a minimum of four lanes but in some cases demand may require six lanes. Ellerslie Road will be upgraded to an urban standard as development progresses from east to west.

Resolution
March 12, 2012

James Mowatt Trail, Heritage Valley Trail, 28 Avenue SW and 30 Avenue SW are intended to form the central transportation spine through the Plan area in a north-south/east-west manner, as well as framing the proposed Town Centre. Special design considerations should be given to James Mowatt Trail and 30 Avenue SW as they approach the Town Centre. 28 Avenue SW is planned as a priority transit corridor.

Access to arterials and freeways

Resolution
March 12, 2012

- *Generally, direct access to Anthony Henday Drive and Calgary Trail will not be permitted for any land use, as these will be developed to expressway standards.*
- There will be no direct access to arterial roadways from single family residential properties. Where such access exists (farmsteads, country residential and large lot subdivisions), it is expected that the design of neighbourhood plans and subdivisions will rectify this situation.
- Direct access to arterials from non-residential uses may be allowed in accordance with Transportation and Streets design standards.
- Notwithstanding the above, arterials serving the Town Centre and community centres must be designed to facilitate access/egress to these facilities in support of other community goals.

(c) Collector Roadways

The collector roadway pattern in Heritage Valley, shown conceptually on **Map 14**, should emphasize efficiency and directness by providing a number of routes to key destinations in the community. Rather than just collecting and funnelling traffic to larger streets, the collectors must also be designed to connect important destinations such as community cores, schools, centres of major employment or areas of recreational activity. To achieve the objectives outlined above, collectors should have:

- Limited through routes to arterials.
- An identifiable collector road network with frequent alternative paths to disperse traffic.
- Landscaped boulevards to add beauty and protect against traffic.
- A pedestrian-oriented street system in the Town Centre focussing on a traditional Main Street.
- A network of connector streets to facilitate a moderate amount of traffic to/from the arterials to major destinations such as community commercial areas, LRT stations, schools, etc., in the neighbourhoods.
- *[Deleted]*

Resolution
March 12, 2012

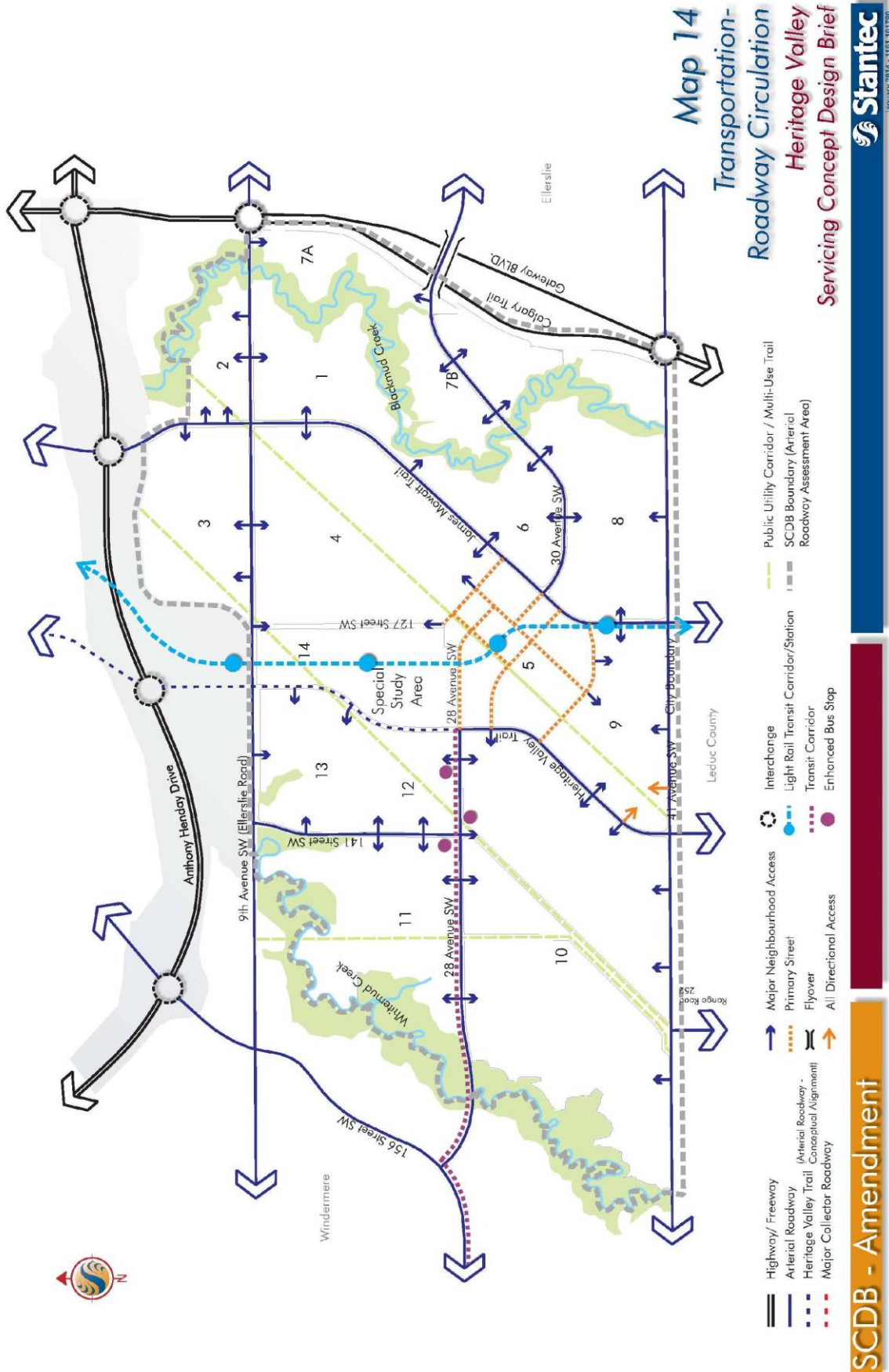
(d) Local Roadways

Local roadways will be addressed at the NASP and subdivision stage. Individual residential homes should provide entries, gates, porches and other inviting features that face local streets to help create a sense of community and improve safety. The key recommendations include:

- Align local streets and buildings to maximize energy-efficiency.
- Incorporate pedestrian-scale lighting fixtures.

(e) Multi-Use Trails and Top-of-the-Bank Roadway/Scenic Route

- Taking advantage of utility corridors and both the Blackmud and Whitemud Creeks, multi-use trails and top-of-the-bank roadways will provide access and linkages to important focal points throughout the community and other parts of the City.
- A top-of-the-bank roadway system will be provided along Whitemud Creek Ravine in accordance with City policy. This will provide convenient and safe public access to a natural amenity area for the public and buffer the ravine lands from more intense development at its edge, as well as preventing encroachment and disturbance on public land.



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- In instances where geotechnical, engineering, planning or environmental circumstances indicate that it is not appropriate to locate the roadway along the top-of-the-bank, a public upland setback and walkway will be provided along the ravine. The setback width will be a minimum of 7.5 m. However, a greater width may be required in some areas because of safety and/or stability problems. A detailed geotechnical study will provide the necessary information as to additional setback requirements and walkway alignment. The upland setback and the walkway alignment, width and surfacing will be further defined at the NASP stage.

Table 2. Heritage Valley SCDB - Roadway Hierarchy/Infrastructure Requirements

Roadway	Proposed Roadway	Special Features	Comments
1. Highways	<ul style="list-style-type: none"> • Calgary Trail • Anthony Henday Drive 	<ul style="list-style-type: none"> • As proposed • Variable 	<ul style="list-style-type: none"> • Interchanges to be determined
2. Arterials* - 6 lanes	<ul style="list-style-type: none"> • Ellerslie Road • 41 Avenue SW 	<ul style="list-style-type: none"> • Truck Route • Truck Route 	
3. Arterials* - 4 lanes	<ul style="list-style-type: none"> • James Mowatt Trail • 141 Street SW • 28 Avenue SW • Heritage Valley Trail • 30 Avenue SW 	<ul style="list-style-type: none"> • “Busways” for James Mowatt Trail • Higher density TOD • Activity Centre • Truck Route • Truck Route 	<ul style="list-style-type: none"> • A “boulevard” street treatment; • Homes and businesses fronting on and creating activity on the street; and • Transit-supportive nodes of development
4. Collectors	<ul style="list-style-type: none"> • As shown 	<ul style="list-style-type: none"> • Top-of-the-bank roadway along Whitemud and Blackmud Creeks 	<ul style="list-style-type: none"> • Connector network with frequent alternative paths oriented to cyclists and pedestrians – sidewalks / bikeways • “T” intersections to reduce speed • Fronting on houses – with minimum front driveways • aligned along the edge of parks/SWMFs to enhance character
5. (Deleted)			
6. Other	<ul style="list-style-type: none"> • Multi use trails/ utility corridors/ bikeways / lanes 	<ul style="list-style-type: none"> • Blackmud Creek top-of-bank roadway 	<ul style="list-style-type: none"> • Constructed as per standards

* - Subject to Arterial Roadway Assessment

Resolution
March 12, 2012

3. Truck Routes/Dangerous Goods Routes/Noise Attenuation

An important function of the roadway system is the movement of goods to employment areas and residents. Given the frequency of use, noise and vibration, selected streets will be designed to perform this function, in a manner that will reduce impacts on adjacent residents.

a) The following roads are, or will be designated, as Truck Routes under Bylaw 5590:

- Anthony Henday Drive
- Ellerslie Road
- 41 Avenue SW
- Heritage Valley Trail
- 141 Street SW (*Truck route relocated from James Mowatt Trail*)

b) Noise attenuation devices in the form of berms and fencing will be considered at the NASP approval stage for Ellerslie Road and 41 Avenue SW and any other arterials that may require noise attenuation in accordance with the City Noise Policy, and will be confirmed during the detailed engineering design stage.

Resolution
March 12, 2012

4. Transit

Integral to the success and viability of the Town Centre and the concept of alternate modes of travel is the development of a convenient and efficient transit system.

Heritage Valley has embraced a Transit-Oriented Development approach that would enable future extension of the LRT south, eventually to terminate at the International Airport. Transportation and Streets have endorsed this long-range vision.

Consequently, the Plan is designed to accommodate (and protect) a transit corridor west of 127 Street, and the three proposed LRT stations in Heritage Valley, at the following locations—north of Ellerslie Road, north of 28 Avenue SW in Neighbourhood 14 (Special Study Area), and east of the pipeline R-O-W in Heritage Valley Town Centre.

Resolution
November 8, 2010
August 29, 2011
January 21, 2013

Transit will also be integrated throughout the Plan area. Access to transit will be carefully considered when designing new neighbourhoods, especially in relation to roadway design. Bus routes and bus stops will be determined at the NASP stage, having regard to the following requirements:

- Transit use should be encouraged through the provision of direct pedestrian and cyclist linkages within and between neighbourhoods.
- To ensure efficiency, bus routes in the community should provide direct service to transit centres.
- Establish a transit centre at the intersection of James Mowatt Trail and 30 Avenue SW. This transit centre should be incorporated into the Main Street area plan and designed so as to enhance its status as a community focal point.
- Concentrate higher density residential development along James Mowatt Trail and around transit centres/LRT stations in order to make transit as convenient as possible for as many people as possible.
- Ensure that the roadway pattern and residential uses in each neighbourhood are designed such that most of the population in Heritage Valley is within a 400 to 600 m or 5-8 minute walking distance from transit service.
- Connect neighbourhoods and transit stops with direct pedestrian walkways.
- Design the LRT Stations as architectural icons in the community to reflect their importance as gathering places.

5. Bicycle Routes

A safe, enjoyable and integrated bicycle/walkway system is important in accommodating the needs of the community. Heritage Valley will use the existing utility rights-of-way, pipeline corridors and supplementary walkways to connect to various destination points within and between neighbourhoods, including parks and schools, playgrounds, employment centres, natural areas, recreation facilities, ravine and river valley lands. The major network is shown on Map 14. A finer grain of connections and linkages will supplement this network at the NASP stage.

- Roads in Heritage Valley will be designed to accommodate bicycling in accordance with the City of Edmonton Bicycle Master Plan.
- Connect bicycle trails to multi-use trails in the Anthony Henday Drive and Top-of-the-Bank corridors.
- Infrastructure such as bridges and underpasses should accommodate both bicycling and walking.
- Crime Prevention Through Environmental Design (CPTED) principles will be used in the design and development of the bikeway system.

6. Parking

The location and distribution of parking are essential elements in the design and use of various streets in Heritage Valley and the way people perceive the community. With the proliferation of front drive garages and the demand for additional parking spaces adjacent to amenities during special events, it is necessary that neighbourhood plans for Heritage Valley address these issues in support of other goals associated with transportation and the environment.

- On-street parking should be provided on most streets to increase parking opportunities and to serve as a traffic-calming measure.
- Dual use parking should also be considered especially in mixed-use development and within the Town Centre neighbourhood.
- Provide for adequate parking in the Town Centre and commercial areas that does not detract from the pedestrian-friendly streets and building facades.

5.11 Servicing and Utilities

Intent

The provision of cost-effective municipal infrastructure and services is an important goal of *Plan Edmonton* (MDP Strategies 4.1.5 and 4.1.7). Heritage Valley will be provided with a level of infrastructure and services that is affordable and efficient, meets acceptable standards, is safe and sustainable and incorporates emerging technologies to reduce servicing and maintenance costs.

The following section provides an overview of the anticipated servicing schemes required for the Heritage Valley area.

Objectives

- To encourage efficient, cost effective and co-ordinated delivery of engineering services to facilitate orderly development.
- To incorporate new and environmentally-friendly infrastructure technology, whenever practical, in the servicing of Heritage Valley community.
- Design and deliver utilities and infrastructure to reduce the impact on the environment.

Drainage Network

The proposed stormwater management and sanitary drainage systems for Heritage Valley are presented in the report, “East Heritage Valley Area Master Plan Study, April 1999”, by Cochrane Engineering (AMP study). The five servicing concepts identified in the AMP study will form the framework for providing drainage services to this area. It will be modified to suit the proposed neighbourhood staging and revised roadway alignments as presented in this Servicing Concept Design Brief. During the NASP preparation stage, detailed drainage reports for each neighbourhood will be prepared for review and approval by Asset Management and Public Works.

The Drainage Network Objectives are as follows:

- To provide cost-effective storm and sanitary management systems within the drainage basins.
- To integrate the natural features of the area and enhance the urban community with the creation of multiple-use stormwater management facilities.
- To reduce the impact of urban stormwater on the natural drainage systems.
- To provide quality “best management practices” measures for stormwater enhancement.

a) Stormwater Management Scheme

Urban stormwater management is designed to regulate runoff under various conditions to imitate existing drainage patterns while limiting future flood risks and environmental impact due to urbanization. Innovative methods of managing storm runoff will be used to enhance the urban environment. Recognizing the recreational and aesthetic functions of stormwater management facilities, the provision of multi-use recreation, open space areas will also be encouraged.

Existing Drainage Patterns

The existing storm drainage pattern in Heritage Valley utilizes existing natural ravines, drainage courses and existing roadway ditches, with the Whitemud and Blackmud Creeks being the major drainage courses for stormwater runoff. The lands south of the City limits generally drain north into the SCDB area and are intercepted by 41 Avenue SW roadway ditches. The overall stormwater drainage concept for the SCDB area was established in the updated 1999 Whitemud Creek Watershed Plan. An update was initiated to address the recent changes in legislation (Environmental Protection and Enhancement Act passed in September 1993 (EPEA) and the Water Act in January 1999) and to optimize the stormwater management system that deals with flooding, stormwater quality and erosion. Future developments in Heritage Valley will be required to meet the criteria for water quality discharge as published by Alberta Environment. Water quality objectives can be met with the use of a number of stormwater Best Management Practices (BMPs) initiatives.

Stormwater Management Servicing Scheme

The proposed urban drainage system in Heritage Valley has two components. The minor system consists of the piped sewer system and the major system handles surface runoff from storms exceeding the capacity of the minor system. The minor system is designed to handle the 1:5 year rainfall event and the major system handles all the storm events beyond the 1:5 year with the use of stormwater management ponds. The major system exists as the natural overland flow patterns following the lay of the land. Overland flow uses naturally established drainage channels, ravines and runoff storage at localized low-lying areas or sloughs in the basin. The urbanized major drainage system will be designed to accommodate the highest real storm event recorded as per the City of Edmonton Servicing Standards Manual.

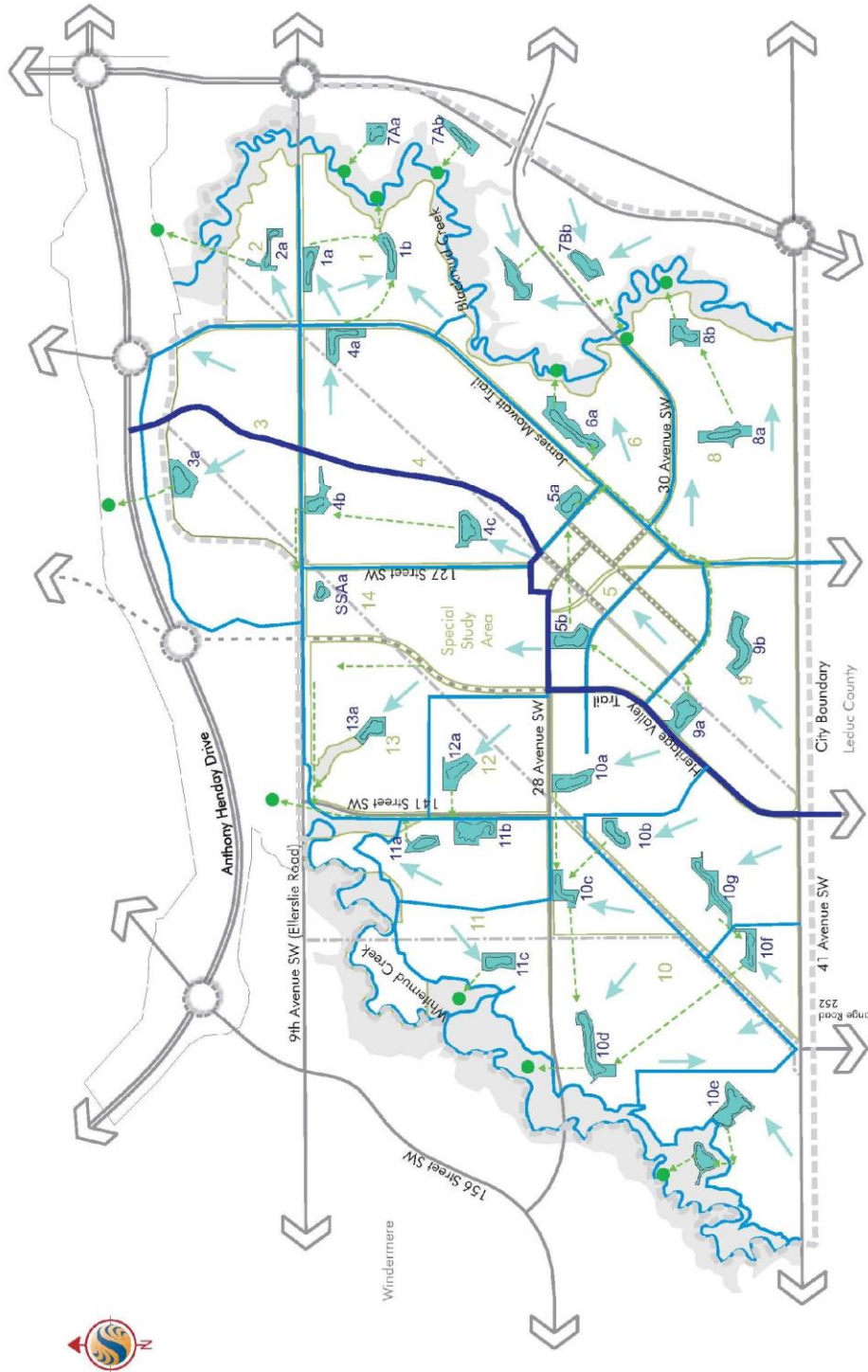
Each neighbourhood cell generally has one stormwater management lake. Some may have two or more where local topographic constraints exist. The number and location of lakes and basin boundaries will be finalized at the Neighbourhood Design stage or when land use data is to be set at the NASP stage.

The trunk alignments will generally follow the natural drainage routes to the nearest creek ravine where outfalls will be constructed at the creek level. The lakes located adjacent to the creek are assumed to have their own dedicated outfalls. The outfall locations shown are schematic only. Geotechnical studies and detailed assessment will be conducted prior to outfall location and construction.

Aside from the current City Servicing Standards, additional stormwater drainage design criteria specific to the use of Whitemud and Blackmud Creeks as discharge points are as follows:

Storm Servicing Requirements

- The number, location and configuration of stormwater management facilities (shown on **Map 15**) is conceptual only. Specific engineering details will be determined at the NASP stage through a Neighbourhood Designs Report.
- The storm drainage basin boundaries and trunk configuration should match sanitary boundaries and staging where possible. Matching storm and sanitary basins will delineate the area for the preparation of Neighbourhood Designs Reports.



Map 15

Proposed Storm Sewer System

Heritage Valley

Servicing Concept Design Brief



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March 12, 2012
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July 15, 2013
November 4, 2013
January 27, 2014

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

SCDB - Amendment

- The design of stormwater management and ancillary facilities must employ stormwater management practices to limit contaminants entering the North Saskatchewan River, Whitemud Creek and Blackmud Creek.
- All stormwater management lakes should be sized to store the 1978 storm event with a maximum allowable outlet rate of 5L/s/ha.
- All stormwater management lakes should be wet lakes, or with a combination of a constructed wetland, to intercept and treat urban runoff if located adjacent to significant natural areas. They must be designed for both hydraulic control and water quality enhancements. Piped inlet and outlet should be separated by a minimum of 100 m for water quality purposes.
- The Storm Servicing Schemes for the east Heritage Valley area will be adjusted at the Neighbourhood Design Report stage.
- A floodplain delineation study will be required for the upper reaches of Blackmud Creek near the southern City limit and should be conducted prior to development.
- Use of Best Management Practices, including source and treatment controls, should be implemented to reduce impacts on the natural watercourses.

b) The Sanitary Drainage System

Sanitary drainage consists of two components, the Off-site and On-site servicing. The design concept for these two are discussed below.

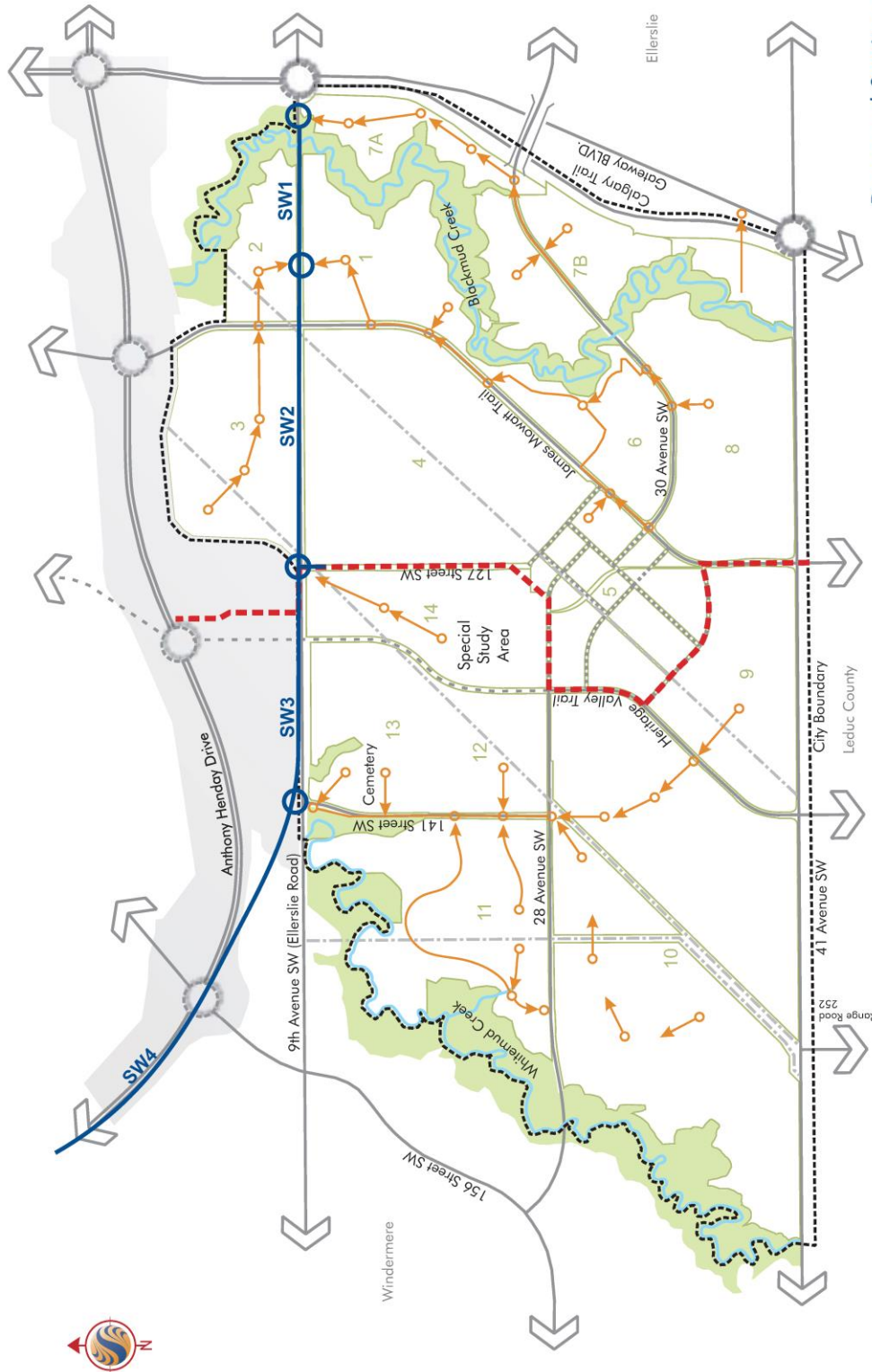
Off-Site Sanitary Servicing

The off-site servicing system deals primarily with the additional flows generated from expansion areas that are conveyed to the wastewater treatment facility. The off-site sanitary servicing concept for the Heritage Valley area is established in the Report, "Sanitary Servicing Strategy for the 21st Century", February 1999, by Drainage Strategic Planning. The existing sewer system has reached a point where it can no longer accommodate additional flows from new areas.

Map 16 illustrates the sanitary servicing scheme for the South Edmonton Sanitary Sewer System (SESS). The concept proposes to construct the SESS - Southwest Trunk in stages. Initial stages will act as storage during rainfall events in order to preserve the integrity of the existing combined sewers downstream and will be emptied into the existing sewer system at controlled rates after the storm event. Ultimately, when the entire SESS trunk is constructed, storage will no longer be required.

The SESS-SW-1 trunk is currently being constructed from 91 Street SW to James Mowatt Trail along Ellerslie Road which will be operational in November 2001. The extension of SESS-SW2 trunk from James Mowatt Trail to 127 Street SW is scheduled to be constructed in 2013, the SESS-P3 and SW3 trunk by 2031 to 2035, SESS-SW4 trunk by 2045, SESS-SW5 and 6 by 2046 and 2047 respectively. This trunk will provide sanitary conveyance and storage from expansion areas in south Edmonton, namely the Heritage Valley, Southeast Annex and Ellerslie areas on a first-come, first-serve basis according to the neighbourhood boundaries and development staging of the area.

The overall cost to complete the SESS project is estimated at \$233 million in 2000 dollars, with the first stage (SESS-SW1) costing \$11.7 million. The next stages are estimated at SW2 - \$10.2 million; SW3 - \$25.1 million, SW4 - \$7.1 million, SW5 - \$9.2 million and SW6 - \$16.1 million. Sanitary trunks 1050 mm and larger will be funded from the Sanitary Sewer Strategy Fund (SSSF). For details on SESS and operation of the SSSF, please contact Asset Management and Public Works-Drainage Services.



Proposed On-site Sanitary Servicing

On-site sanitary servicing is the sewer system within each neighbourhood that connects to the off-site SESS trunk. Developers will be responsible for constructing the on-site system.

Three sanitary servicing alternatives have been developed in the AMP Study. The modification of the on-site trunk alignments, size and service areas will depend on the cost-effective staging of the developing area and the volume of sewage generated as compared to the remaining unused storage capacity of the off-site SESS trunk. The development staging for the Heritage Valley area is projected to go in a north to south direction to optimize the use of the east-west staging of the off-site SESS trunk.

The total cost of on-site sanitary servicing for Heritage Valley ranges from \$9.2 to 10.2 million (1999 dollars), depending on the servicing alternative. These costs include trunks and sub-trunks 375 mm and larger that are shareable under the Sanitary Permanent Area Contribution (PAC) fund collected for the basin. These costs will be refined at the Neighbourhood Design Report level including capacity restrictions, shared use of off-site trunks, layout and phasing of development. The timing of development as well as availability of funds in the SSSF will determine the construction of next stage of the SESS off-site trunk.

Sanitary Servicing Requirements

Existing farms, large lot holdings and non residential developments are expected to hook up to urban services once they are made available through servicing extensions, or if there is evidence of a public health risk, in accordance with the City of Edmonton's Sewers Bylaw No. 9425 (as amended).

2. Water Supply and Distribution

The population projection by the Planning and Development Department for this area ranges from 63,000 to 78,000 persons. Other than the ravines, the topography of the area is relatively flat, with height ranging from 685 m to 703 m. Above 696 m, booster pumps may be required. The following neighbourhoods are generally above the 696 m mark:

- Southwest portion of Neighbourhood 8
- South portions of Neighbourhoods 9 and 10
- South half of Neighbourhood 1

a) Existing Water Supply Facilities

The main water source for the initial stages of development in Heritage Valley is the Kaskitayo Reservoir. Security of supply will be provided by the Millwoods Reservoir via the Millwoods - Kaskitayo Interconnection. A number of water supply mains exist within and adjacent to Heritage Valley, terminating at:

- 9 Avenue SW and James Mowatt Trail (600 mm WTM);
- Ellerslie Road and Calgary Trail Southbound (500 mm WTM);
- 25 Avenue SW and Calgary Trail (East of Southbound) (750 mm WTM)
- 41 Avenue SW and Calgary Trail Southbound (750 mm WTM); and at
- 23 Avenue SW and 141 Street SW (450 mm WTM).

These will form the connecting points to the water distribution system proposed for this area.

b) Proposed Water Distribution

The preliminary water distribution system for the Heritage Valley area is illustrated on Map 17. The main distribution system located along major roadway alignments will be looped to guarantee adequate pressure and availability of service. This system will be developed in concert with the Ellerslie and Terwillegar systems and will ultimately form an integrated south side secondary pressure zone. Heritage Valley and Ellerslie will each require a tertiary pressure zone, similar to the Burnewood Booster zone. These tertiary pressure zones will also ultimately be integrated into one interconnected zone.

The main transmission trunk is the proposed 600 mm diameter water transmission main from 9 Avenue SW and James Mowatt Trail southward along James Mowatt Trail, to its intersection with 41 Avenue SW. As development proceeds from northeast to southwest, the following 450 mm diameter WTM's are required:

- Along Ellerslie Road to the 500 mm WTM at Calgary Trail Southbound
- Along 25 Avenue SW to the 750 mm WTM at Calgary Trail (East of Southbound)
- Along 41 Avenue SW to the 750 mm WTM at Calgary Trail Southbound

As development proceeds further to the west, a 450 mm WTM linkage to the 450 mm WTM at 23 Avenue SW and 141 Street SW will be required. Depending on the development staging of the Terwillegar Heights area to the north, connection to the supply from the Terwillegar Booster pump station may have to go to the 23 Avenue SW and 141 Street SW intersection, if development in the west portion of Heritage Valley precedes that of Terwillegar Heights.

As development progresses, the pumps at Kaskitayo may require upgrading in stages to meet the increasing demand. A second storage cell can be added to this reservoir when required, adding about 20 ML of storage capacity. In later development stages, the interconnection to the Terwillegar Booster zone will provide access to greater pumping capacity, and will enhance operational flexibility and security of supply. A similar upgrade process can be expected at the Mill Woods Reservoir, driven by the development in Ellerslie. Booster pumping will be required for the southerly portions of Neighbourhoods 8, 9, and 10, due to high ground elevation. Further, booster pumping will also be required if the actual population surpasses the 65,000 persons mark. Temporary booster pump stations will be needed for these situations prior to the area reaching ultimate development.

Resolution
February 11, 2008

As the Heritage Valley and Ellerslie areas develop, the existing transmission mains on Calgary Trail will be reinforced by parallel systems in the new areas, and new interconnections will be added. The primary zone transmission mains, which feed the Kaskitayo, Millwoods and Terwillegar Boosters, may also be upgraded as required.

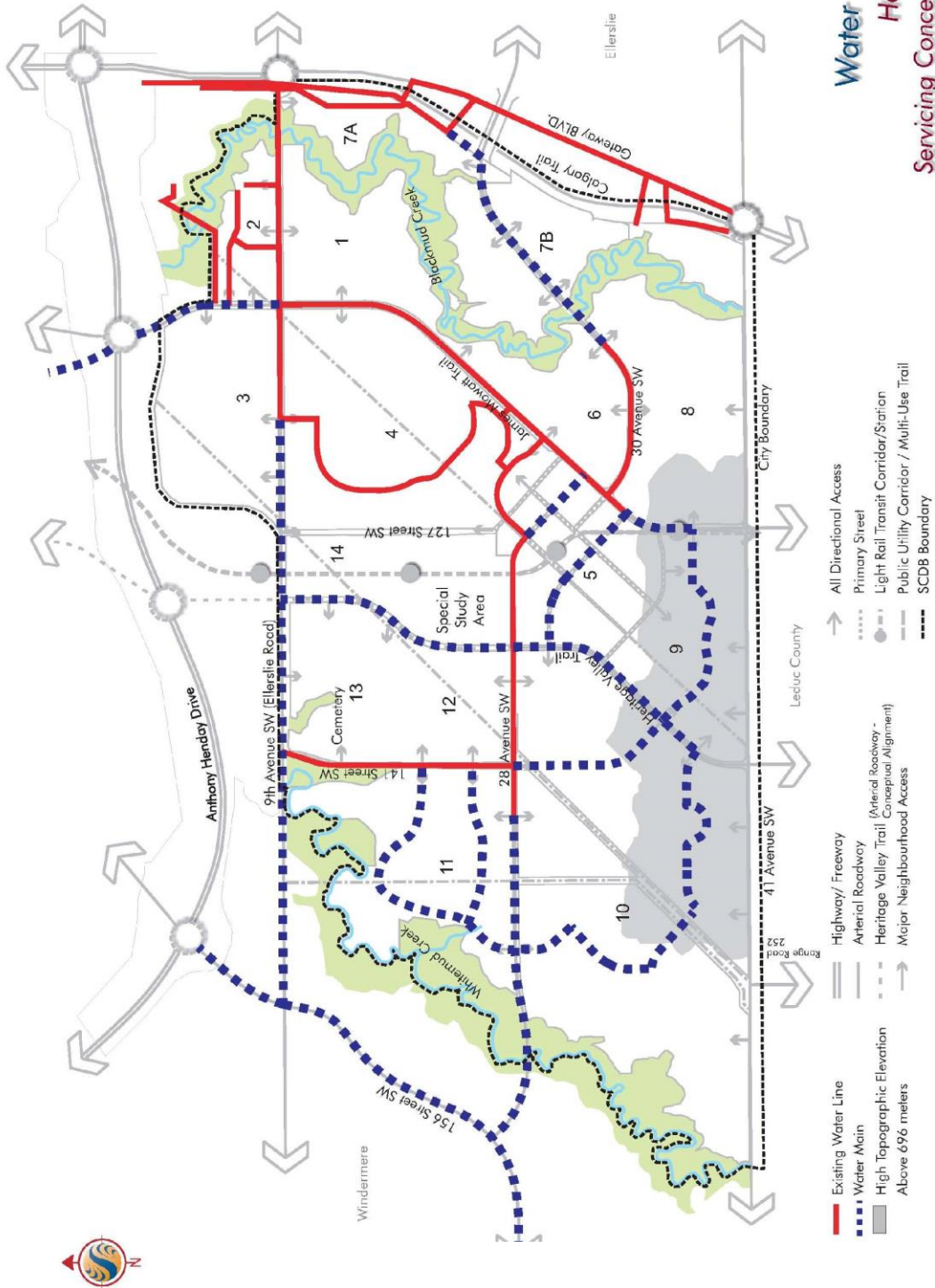
Ultimately, a new storage and pumping facility could be developed, with its own primary zone feed line from the E.L. Smith Water Treatment plant, to complete the source requirements for Heritage Valley and Ellerslie.

Water treatment capacity will be added, predominantly at the E.L. Smith plant, as required to meet increases in the overall City demand. *The utility company* has advised that increasing demands generated by development and population growth can be moderated by trends towards efficient water use and xeriscape landscaping.

Amended by
Editor

c) Recommendations:

- (i) A Water Network Analysis for each neighbourhood is to be submitted by the developer in accordance with the Neighbourhood Area Structure Plan approval process.
- (ii) From a water servicing perspective, developments should proceed from northeast to southwest, taking advantage of the lower topographic elevation below 696 m, for a cost-effective and sustainable development approach.



SCDB - Amendment

Stantec

Resolution
March 12, 2012
August 29, 2011
January 21, 2013
July 15, 2013
February 24, 2014

3. Electric Power

Amended by
Editor

a) Existing Facilities

The Utility Company's existing facilities consist of aerial power lines that serve farms and isolated developments. It is anticipated that as neighbourhood development proceeds, existing aerial facilities will be dismantled and replaced by underground facilities. Given the nature of development servicing, temporary retention of the existing aerial facilities may be required to supply existing customers. The cost of subsequent modifications or conversion to underground servicing will be borne by the owners or developers.

b) Proposed Power Distribution System Layout and Requirements

- The power distribution system will be designed in accordance with the City of Edmonton's standards and will be adequate to serve the full development area, having regard to future land use activities and power demands.
- Initially, the Heritage Valley area will be serviced from existing 25 kV circuits originating from the East Industrial Substation located at 76 Avenue and 25 Street and from two TransAlta substations located outside the City. In the long term, the supply to some of these existing circuits will be re-routed such that power will originate from a new substation facility located at either the present dome Substation site (2770 Parsons Road) or near the 240 kV transmission R.O.W in the Transmission Utility Corridor at approximately 91 Street. Consequently, no additional power transmission corridor or major substation is required.
- Based on current analysis, it is expected that three power circuits will be required to serve Heritage Valley. The main distribution lines will run adjacent to Ellerslie Road, 25 Avenue SW, 41 Avenue SW, James Mowatt Trail, 127 Street SW, 141 Street SW and 156 Street SW.

4. Natural Gas

a) Existing Gas Facilities

Amended by
Editor

The Utility Company's existing facilities in the study area include a Gate Regulating Station in the Blackburne neighbourhood. This gate station is expected to be able to accommodate growth in the short term until the proposed regulating station is completed.

b) Proposed Gas Facilities

Amended by
Editor

The Utility Company intends to construct a major gate station to serve both the Heritage Valley area and the area west of the North Saskatchewan River over the next five years. An initial site location is being considered on 127 Street SW in the Transportation and Utility Corridor.

5. Telecommunications

The importance of telecommunications in planning for "smart communities" has never been more apparent than it is today. Exponential growth in areas such as e-commerce, advanced technological industries and home-based telecommuting has created an environment where it is now essential for all new communities to have fully integrated communication facilities that are readily accessible. Several *Plan Edmonton* policies underscore this need (MDP Strategies 4.6.3 – 4.6.5).

The SCDB recommends that all new neighbourhoods be fully serviced with telecommunications links to ensure that the area develops as a fully integrated community, maximizing technology and communications solutions. Within the SCDB, businesses and residents should have the capability within their offices and homes to tap into emerging technological solutions for new computerization and communications enhancements.

6.0 IMPLEMENTATION AND MONITORING

6.1 Plan Implementation

The development of Heritage Valley is expected to take place over a period of 30 to 40 years. Given this length of time, market conditions and servicing availability will influence the growth rate of development. To establish the essential character of the community and to ensure that certain facilities and amenities are provided when required, it is recommended that planning for the development of the Town Centre and the Ellerslie Neighbourhood Centre be initiated early in the development cycle. This will provide essential goods and services, facilities and amenities to serve the early residents in the first cluster of neighbourhoods. To accelerate the creation of a sustainable community, it will also be necessary to encourage and actively facilitate development of the employment areas to support the local economy.

The first 20 years is crucial towards the successful development of Heritage Valley. The strategy proposed to implement the vision and objectives of this Plan involves the following key initiatives:

- Complete the necessary Statutory Planning Studies and statutory plan approvals.
- Identify and develop a strategy/plan to establish the key character of the community.
- Co-ordinate the timely provision of public infrastructure and facilities consistent with growth projections.
- Establish a phasing program for development.

1. Statutory Planning Exercises and Studies

- (i) **Municipal Development Plan.** To accommodate the development of the Business Employment Areas, as identified in the proposed Land Use Concept (Map 8), the Municipal Development Plan must be amended. This amendment can be done concurrently with the approval of this Plan or soon thereafter.
- (ii) **Special Land Use Regulations.** A number of changes should be made to the Land Use Bylaw to accommodate special land use regulations for the Town Centre neighbourhood, neighbourhood centres, mixed-use neighbourhoods and the employment areas identified in the Land Use Distribution Section (4.2) of this Brief. These areas may be designated as Site Specific Development Control Districts with customized regulations to implement the urban design intent of the SCDB.
- (iii) **Neighbourhood Design Expectations.** Preparation of Neighbourhood Area Structure Plans or submissions for Development Permit Applications within Heritage Valley must demonstrate in writing how the NASP or DPA conforms to the Intent, Objectives and Development Policies and Requirements of the SCDB.
- (iv) **Area in Transportation and Utility Corridor.** As stated earlier, the Provincial Government may release this area in the TUC for urban development. The area is suitable for Business Employment use, given its proximity to Anthony Henday Drive and major arterials and similar proposed uses south of Ellerslie Road. A new neighbourhood plan or amendment to the neighbourhood 14 NASP, if approved, would be necessary for urban development to proceed on this site.

- (v) **Planning for the adjacent community of Windermere.** A preliminary roadway network and development pattern has been established for the adjacent Windermere area (see Map 3) which takes into account the completion of the southwest portion of Anthony Henday Drive and the development opportunities brought about by its proximity to this regional transportation network. As a result of these improvements, it is anticipated that proposals for single lot, rural residential developments and cluster developments may increase.

It is therefore recommended that:

- An ASP or SCDB be prepared for this area, recognizing that urban development may be decades away. The plan should consider and where necessary, incorporate the generalized land use and transportation concept presented in **Map 3**.
- Preliminary interim land use policies be developed to address non-intrusive, small-scale development such as single detached residential development or additions to existing developments.

2. Early Start/Provision of Key Community Features

- (i) **Town Centre.** A relatively early start of the Town Centre is proposed to ensure that important commercial, institutional and recreational facilities are provided to the residents, thereby establishing a sense of place and construction quality that will set the tone for the entire community. To implement this goal, a non-profit development agency responsible for the development of the Town Centre Neighbourhood should be set in place immediately upon Plan approval.
- (ii) **School Campus.** While recognizing the demand for new neighbourhoods in this area, new neighbourhood approvals must be carefully weighed against the municipality and school board's abilities to provide acceptable levels of service to future residents. Edmonton Public Schools has indicated their concerns with approving new neighbourhoods and their ability to provide schools in new areas.
- (iii) **LRT/Bus Station and Key Civic Buildings/Function.** Planning for the development of key civic facilities such as a fire hall, police station, library and other servicing facilities should start early in the process to demonstrate the City's commitment to provide timely services when they are needed and to help create liveable communities for its citizens.

3. Infrastructure and Servicing Co-ordination

While every effort will be made to co-ordinate the timing of publicly funded infrastructure and services to meet projected neighbourhood development sequencing, no guarantee is given that these capital works will proceed as predicted.

- (i) **SESS.** The proposed SESS SW sanitary trunk located south of the Transportation Utility Corridor along Ellerslie Road to 91 Street SW will serve new developments within Heritage Valley and lands south of 45 Avenue SW and west of the North Saskatchewan River. SESS will be built in stages over 50 years using oversized trunks for wastewater storage. The construction of the first stage of SESS - SW1 trunk is scheduled to be completed by 2001. This trunk will provide sanitary flow conveyance and storage for a portion Heritage Valley and the Ellerslie area.

The first stage of the SESS construction involves a 2340 mm tunnel, 2400 m long and 40 m deep, from 91 Street SW to James Mowatt Trail along Ellerslie Road. This SW trunk has been oversized to accommodate sanitary storage from the Heritage Valley and Ellerslie areas during wet weather periods. It includes an interim lift station located east of 91 Street SW with a temporary connection to the existing SERTS.

- (ii) **Financing of Key Initiatives.** Development of large-scale infrastructure initiatives such as arterials, trunk lines and bridges will be financed in the standard procedure established by the private sector and the City. It is recommended that storm water facilities (wet and ecological variety) be constructed to their full extent to reduce impact on residents and aid in establishing the lived-in nature of the community. Financing of public improvements and servicing projects necessary to implement the Plan will be dependent on approval of such projects by City Council through the normal budgeting process.

4. Development Phasing

The proposed phasing program is illustrated on **Map 18**. It is based on the assumption that development in the community would generally occur in a contiguous and logical manner in accordance with policies in *Plan Edmonton* and that concurrent development would also occur in multiple neighbourhoods.

The proposed growth pattern for Heritage Valley is anticipated to occur within the First Development Area (FDA), comprising neighbourhoods 1, 2, 3 and 4. Based on approved NASPs, development is expected to proceed from northeast to southwest, based on availability of services. These neighbourhoods will be substantially developed within 15 to 20 years. Special emphasis will be placed on the planning and design of the multi-use Neighbourhood Centre at Ellerslie Road and James Mowatt Trail to provide community facilities and services for the FDA.

Simultaneously with the development of the FDA, it is anticipated that development in the Employment Area east of Blackmud Creek would also occur, using the regional trunk services along Calgary Trail and benefiting from the latter landscape beautification program. Development in this area would ensure that business industrial lands are brought on stream, consistent with residential growth, to provide some employment and tax base to the community.

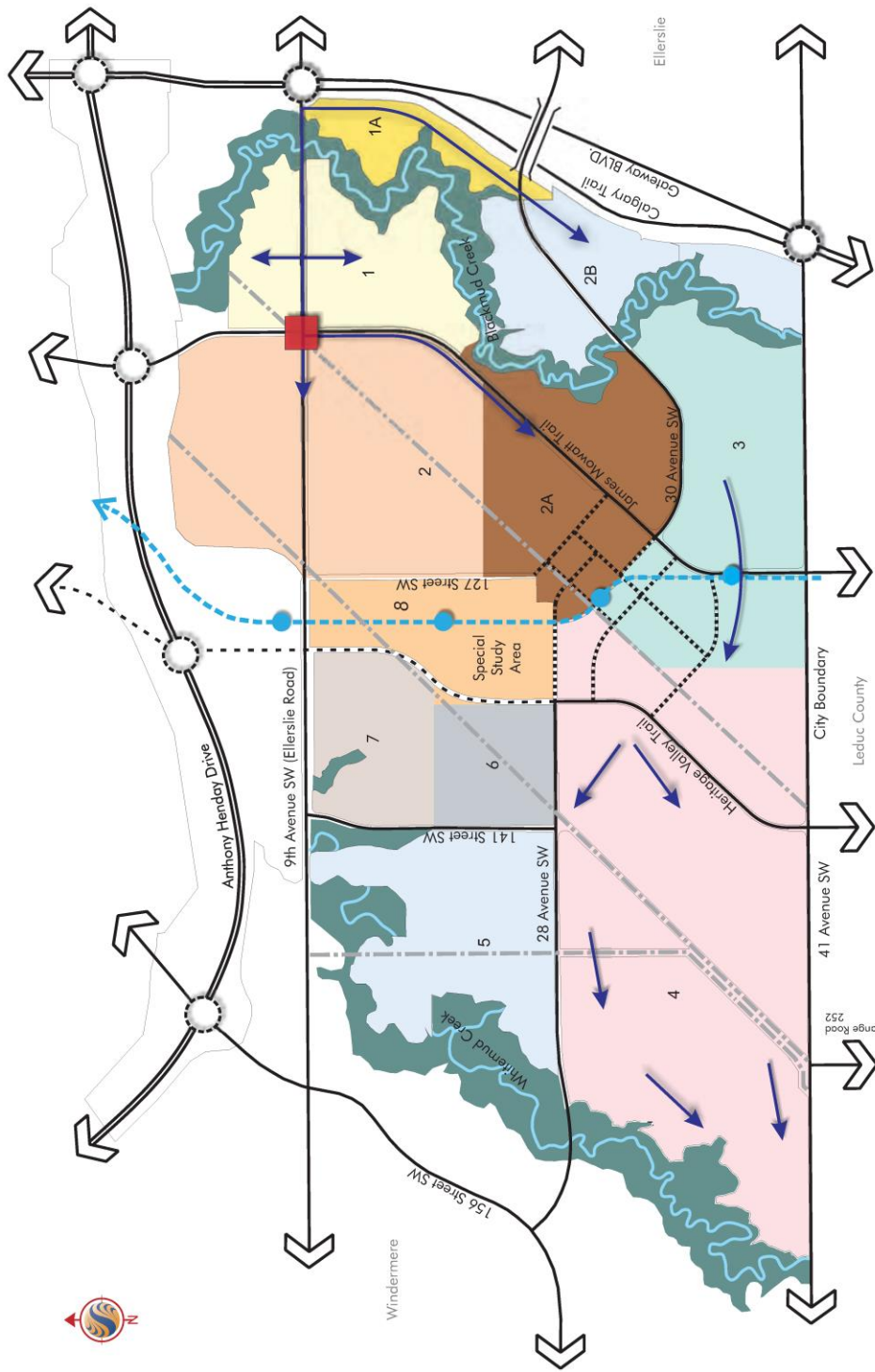
The western and southern areas of Heritage Valley, being the last to receive trunk services might not be developed until 2015. The exceptions are neighbourhoods 11 and 12 which may expand to provide a mixed-use interim development using non-urban servicing or alternative servicing using green infrastructure.

The suggested program anticipates that approximately 40% of the SCDB area will be developed within 20 years. This assumption is based on current residential servicing forecasts for the Southwest Sector that anticipates an annual absorption of 575 lots per year. The completion of Anthony Henday Drive to Calgary Trail may further increase development pressure in this part of Edmonton.

6.2 Monitoring of Plan Implementation Initiatives

To realize the vision of a sustainable community, it is necessary to conduct regular monitoring of the Design Brief and ongoing developments to assess effectiveness of policies to ensure goals and objectives are met and to provide justification for Plan amendments.

It is recommended that a program be established to monitor not only land use indicators, but also lifestyle and environmental (sustainability indicators) data in the evaluation of established criteria.



Map 18
Development Staging
Heritage Valley
Servicing Concept Design Brief

Stantec
MAY 2013 - 1161 100275 RS

Resolution
March 12, 2012
August 29, 2011
January 21, 2013
July 15, 2013

SCDB - Amendment

7.0 LAND USE AND POPULATION STATISTICS

Amended by
Editor

HERITAGE VALLEY SERVICING CONCEPT DESIGN BRIEF LAND USE AND POPULATION STATISTICS

	Units																							
	Gross Area	Creeks/Ravines (ER)	Pipelines/Electrical ROW	Transit ROW	Arterial Road Widening	Special Study (Provincial Lands)	GDA	Special Study (Graydon Hill)	Cemetery	School/Parks	District Campus	Commercial	Business Employment	SWMF	Circulation	Institutional	Mixed Use	Other	Residential	LDR	MDR	HDR	Total	POPULATION
MacEwan	111		5		3		103			4		4		3	21	8			65	1,118	616	225	1,959	6,165
Richford	55	10	1				43							2	7				35	352	97	246	695	1,901
Blackmud Creek	101	18			3		80			7		4		3	18	6		11	31	635	154		789	2,656
Rutherford	219		4	2			214			20		2		8	39				144	2,815	2,457	128	5,400	12,841
Town Centre	119		2	2	15		100			30	14			5			22		29	150	1,605	5,684	7,439	11,835
Callaghan	84				7		77			4				4	13			1	56	832	1,122		1,955	6,225
Cashman	60	14			2		44			4	3	25		1	7		4				360		360	540
Cavanagh	147	30			4	26	87			8		1		5	13				59	1,187	1,022		2,209	5,219
Allard	164	9			8		147			12		1		6	26			2	97	1,932	1,284	504	3,719	8,801
Desrochers	110		2	1	8		99			9	16			7	20				47	785	1,074	208	2,067	4,674
Chappelle	462	39	20	12			391			30	9			20	83				247	4,527	4,248	371	9,146	21,859
Hays Ridge	197	66*	5		7		118			10		5		2	16			22	62	1,242	639		2,199	5,253
Paisley	65		4		3		58			5				3	13				36	774	513		1,287	3,091
Graydon Hill	89	3	1		5		79	15	33	8				2	5				16	340	218		558	1,345
NHBD 14	108	1	5			102	0																	
TOTAL	2,091	190	49	5	77	128	1,640	15	33	121	30	59	25	71	281	14	26	36	924	16,689	15,409	7,366	39,782	92,405

Resolutions
August 29, 2011
March 12, 2012
April 16, 2012
January 21, 2013
April 8, 2013
June 17, 2013
July 15, 2013
November 4, 2013
December 9, 2013
January 27, 2014
February 24, 2014
June 9, 2015

Note: *Includes 2.77 hectares of road right of way. The 0.81 hectares are remnant parcels that are located between the Urban Development Line and Top of Bank roadway as shown in the Hays Ridge Land Use Concept (designated as Public Upland Areas). The additional 1.96 hectares is Top of Bank road right of way which is excluded from Gross Developable Area (City Policy C542). These parcels are not Environmental Reserve.

Heritage Valley - Housing Units and Population

	Blackmud Cr.	Richford	NBD 3	NBD 4	NBD 5	NBD 6	NBD 7	NBD 8	NBD 9	NBD 10	NBD 11	NBD 12	NBD 13	NBD14	TOTAL
Residential Area (ha)	31	32	65	136	10	45	4	93	81	68	70	44	70	0	751
Low Scenario															
Low Density Units	624	294	1066	2297		724	58	1490	1296	1090	1124	710	1126		11898
Medium Density	336	153	584	1250	520	452	36	931	810	681	703	444	704		7603
Total Units	960	447	1650	3457	520	1176	95	2421	2105	1771	1827	1154	1829		19502
Low Density Population	2158	1018	3688	7947		2497	201	5141	4470	3759	3879	2449	3883		41091
Medium Density Population	1001	456	1740	3725	1491	1298	105	2673	2324	1954	2017	1273	2019		22077
Total Population	3159	1474	5428	11672	1491	3795		7813	6794	5714	5896	3722	5903		62861
High Scenario															
Low Density Units	624	294	1066	2297		905	73	1863	1620	1362	1406	887	1407		13803
Medium Density Units	336	153	584	1250	831	724	58	1490	1296	1090	1124	710	1126		10772
Total Units	960	447	1650	3547	831	1628	131	3353	2915	2452	2530	1597	2533		24574
Low Density Population	2158	1018	3688	7947		3121		6426	5587	4699	4849	3061	4854		47409
Medium Density Population	1001	456	1740	3725	2386	2077	168	4276	3718	3127	3227	2037	3231		31169
Total Population	3159	1474	5428	11672	2386	5198		10702	9306	7826	8076	5099	8085		78411

Assumptions

1. Total residential land 20%/80% Medium/Low Density.
2. Low Scenario assumes 20 units/hectare low density, 50 units/hectare medium density.
3. High Scenario assumes 25 units/hectare low density 80 units/hectare medium density.
4. Persons per household: 3.45 low density; 2.87 medium density.

Heritage Valley – Student Generation

Resolution
February 11, 2008

Neighbourhood		School Age		K-8		Grades 9-12	
		High	Low	Public	Separate	Public	Separate
Blackmud Creek Richford	1	797	797	430	143	167	56
	2	388	388	210	70	81	27
	3	1357	1357	733	244	285	95
	4	2918	2918	1576	525	613	204
Town Centre	5	597	373	322	107	125	42
	6	1300	949	702	234	273	91
Business Park	7			0	0	0	0
	8	2676	1953	1445	482	562	187
	9	2327	1699	1256	419	489	163
	10	1957	1429	1005	402	603	241
	11	2021	1476	1091	364	424	141
Special Study Area				0	0	0	0
Total		19630	15742	8770	2990	3622	1247

Notes:

School Age populations are calculated based on 25% of total population.

These calculations do not take into account neighbourhood life cycles and changing demographics.

Provision and necessity of school sites should be determined during the NASP preparation stages.

8.0 APPENDICES

Appendix 1: Summary of Issues and Requests

Planning

- Allow for neighbourhood planning to continue
- Windermere needs planning now; continue to develop westward
- Facilitate development
- Need to develop specific data on major concerns/issues
- Public consultation process to identify all needs
- Need a co-ordinated design and development plan in place
- Ensure stakeholders participate in meetings

Transportation

- Development of Ring Road will add to development pressure
- How will the City use the Transportation Utility Corridor to Highway 2?
- Demand for Ring Road access
- Noise from Ring Road
- Upgrade Ellerslie Road
- Potential 30 Avenue SW through property, use of owner's property for roads
- Reduce traffic impact

Quality of Life Issues

- Loss of quality lifestyle if adequate services are not provided on time
- Land prices will go up
- Less open space; loss of valuable farmland
- Cater to quality of life issues, including provision of walkways, bikeways, etc.

Servicing and Infrastructure

- Small communities, e.g. Windermere require services, but cannot afford cost
- Sewer and water services required to service area
- Concern over expropriation of lands for utilities
- How will the City handle storm/sanitary from Terwillegar area, east of Windermere?
- Need a water treatment plant in the southwest to handle new developments
- Concerned the Windermere area will get no services for 50 years

Land Use Planning

- Place commercial uses along Highway 2
- How will the University Lands be developed?
- No oil well activity in residential areas
- Limit commercial development to compact sites
- Light industrial ½ mile of Highway 2

Natural Areas and Open Spaces

- Preservation of natural/scenic area

Vision/Aspirations/Opportunities

- Low density housing with interconnected trails, walkways, horse trails, etc.
- Provide for residential and mixed business areas
- High quality residential area containing both affordable and executive homes
- Preservation of natural/scenic areas and woodlots
- Provide a variety of community commercial uses

Appendix 2: Land Development Policy Context/Considerations

The following land use policy directions and guidelines have been used and identified in preparing the Heritage Valley Plan. Development of Neighbourhood Area Structure Plans, subdivisions and development plans must review and incorporate relevant policies, objectives and requirements from the following documents. These may be amended and added to from time to time, and owners and developers should contact the Planning and Development Department for new requirements.

(i) Plan Edmonton

In August 1998, *Plan Edmonton*, Edmonton's Municipal Development Plan, Bylaw 11777, designated Heritage Valley as a suburban area suitable for urban development. *Plan Edmonton* also contains a number of strategies which provide for choices regarding types of development and the enhancement of the quality of urban design.

(ii) North Saskatchewan River Valley Area Redevelopment Plan, Bylaw 7188

Environmental reviews are required for any disturbances within the River Valley and Ravine System boundary. Disturbances may include outfalls, bridges or utility installations (NSRVARP Bylaw, Section 3).

The Top-of-the-Bank Roadway Policy was approved by resolution of Council as part of the Bylaw and requires that development be separated from the River Valley and Ravine System by a public roadway. Where this can not be accomplished due to engineering or special site planning considerations, a broad public upland area should be provided to preserve the natural amenities and maximize public access.

(iii) City Policy C-467: Conservation of Natural Sites on Edmonton's Table Lands

The City of Edmonton will encourage the conservation and integration of as many environmentally sensitive and significant natural areas into Edmonton's future urban environment as is sustainable and feasible. The identification of environmentally sensitive areas and significant natural areas has no legal implications for the respective owners and, with the exception of the information requirements, participation in this policy is voluntary.

(iv) Entrance Routes and Special Area Overlay

The Overlay applies special regulations for development in highly visible areas designated as Entrance Routes to ensure a high standard of appearance that contributes to the overall perception of an attractive City.

(v) Overlay Schedule for Major Commercial Corridors (MCC)

The existing MCC Overlay applies to the commercial cluster located south of Ellerslie Road and abutting Calgary Trail South. These lands are currently developed with a service road, gas station/restaurant, hotel and gas station.

The Overlay ensures that development along Major Commercial Corridors is visually attractive and considers pedestrian and traffic safety. The regulations address architectural themes; screening of mechanical equipment; design criteria to reduce the perceived massing of large buildings; minimum building setbacks and landscaped yards; landscaped parking areas; circulation patterns; and underground services.

(vi) Calgary Trail Land Use Study

This Study applies to lands along the length of Calgary Trail. The Heritage Valley lands are part of Zone 1 in the Study. The Study recognizes the existing commercial cluster south of Ellerslie Road, and the remaining lands as rural/agricultural. The overall intent of Zone 1 is to maintain the pre-eminence of the highway function and to enhance the entrance image of Edmonton.

(vii) Highway 2 Corridor Design Guidelines

The Guidelines apply to the Highway 2 corridor, from 23 Avenue in Edmonton to the City of Leduc gateway, to provide for the aesthetic improvement of the corridor as the Gateway to the Capital Region. The Guidelines were approved by City Council in February 2000.

(viii) Suburban Neighbourhood Design Principles

The findings of this report should be used in the review of proposed neighbourhoods in the SCDB.

(ix) Joint Use Opportunities

Recent outcomes from the work undertaken by the Joint Use Committee and their sub-committees should be reviewed in light of a potential review of issues regarding school and park sites.

(x) Housing Mix Guidelines

Council-approved guidelines for housing mix in Neighbourhood Area Structure Plans recommend a housing mix range of 15% to 35% multiple units / 65% to 85% single family units as a guide for the achievement of heterogeneous new residential areas. These housing mix guidelines may need to be revised to reflect the thrust of the Heritage Valley development intent.

(xi) Edmonton International Airport Vicinity Protection Area Regulation

The extreme southeast corner of the SCDB area (Section 17 of Township 51, Range 24, west of the 4th Meridian) falls within the Edmonton International Airport Vicinity Protection Area (AVPA) and is designated as an Airport Urban District in the AVPA regulation (Alberta Regulation 63/81).

The regulation restricts land uses within Noise Exposure Forecast (NEF) areas in various airport districts. Within a 25 - 30 NEF area in an Airport Urban District, which in Heritage Valley is limited to the southwest quarter of the aforementioned Section 17, residential development and a variety of institutional and commercial development must conform to exterior acoustic insulation requirements of the Alberta Building Code. Campgrounds and travel trailer parks and campsites are not permitted.

NEF areas do not delineate flight paths - they simply indicate ground locations most affected by aircraft noise. Within the 25 - 30 NEF area, the daily average noise level from aircraft is about 55 decibels, with noise generally varying from 50 to 80 decibels.

Areas outside of the 25 - 30 NEF area will also be subject to noise associated with International Airport air traffic, which is projected to increase from approximately 120,000 aircraft movements in 2001 to 240,000 movements in 2040. Accordingly, developers outside the 25 - 30 NEF area should also consider providing exterior acoustic insulation.

Appendix 3: Inventory of Land Ownership in SCDB Area (December 2000)Amended by
Editor

Property Owner(s)	Hectares	Legal
Large Holdings (greater than 20 ha)		
Province of Alberta (Lessee University Of Alberta)	194.1	SW/SE/NE-24-51-25-4
Private (Non-Corporate)	131.2	N-14-51-25-4
Private (Corporate)	121.3	W-19-51-24-4
Private (Corporate)	102.6	SE/NE-15-51-25-4
Private (Non-Corporate)	65.4	SW-14-51-25-4
Private (Corporate)	65.1	SW-13-51-25-4
Private (Non-Corporate)	64.8	SW-18-51-24-4
Private (Corporate)	64.7	SE-23-51-25-4
Private (Non-Corporate)	64.6	Plan 7921638 Lot 1/SW 20-51-24-4
Private (Non-Corporate)	64.6	NW-13-51-25-4
Private (Corporate)	64.2	NW-20-51-24-4
Institution	63.4	NW-24-51-25-4
Private (Corporate)	60.8	NE-19-51-24-4
Private (Corporate)	60.1	SE-13-51-25-4
Private (Non-Corporate)	57.1	SW-23-51-25-4
Private (Corporate)	40.5	NE-23-51-25-4
Private (Non-Corporate)	37.5	17-51-24-4
Private (Non-Corporate)	34.7	SW-17-51-24-4
Private (Corporate)	32.9	SE-14-51-25-4
Private (Non-Corporate)	32.2	SW-30-51-24-4
Private (Non-Corporate)	32.3	SE-19-51-24-4
Private (Non-Corporate)	32.2	Plan 7521577 Blk 1 Lot 1
Private (Non-Corporate)	32.2	SE-19-51-24-4
Private (Non-Corporate)	31.7	Plan 3746MC Blk A
Private (Corporate)	27.7	Frac N ½ 19R-51-24-4
Private (Corporate)	27.3	SE-20-51-24-4
Private (Corporate)	26.7	Plan 8522000 Lot 3
Private (Non-Corporate)	26.7	Plan 8522000 Lot 2
Private (Non-Corporate)	26.4	Plan 8522000 Lot 1
City Of Edmonton	22.9	Plan 175TR Blk G
Private (Non-Corporate)	22.5	NW ¼ -18-51-24-4
(Sub-total)	1730.4	
Smaller Holdings (Less Than 20 Ha)		
Private (Non-Corporate)	19.8	SW-15-51-25-4
Private (Corporate)	18.8	NW-23-51-25-4
Private (Non-Corporate)	18.4	NE-20-51-24-4
Private (Corporate)	15.9	Plan 1548MC Lot C
Private (Non-Corporate)	16.3	Plan 1009TR Lot B
Private (Corporate)	16.2	Plan 1548MC Lot A
Private (Corporate)	16.2	Plan 1009TR Lot A
Private (Non-Corporate)	16.1	Plan 1711MC Lot D
Private (Non-Corporate)	16.1	SW-17-51-24-4
Private (Non-Corporate)	16.1	Plan 7091KS Lot B
Private (Non-Corporate)	16.0	SE ¼ -18-51-24-4
Private (Non-Corporate)	16.0	Plan 1711MC Lot C
Private (Non-Corporate)	14.8	SE-18-51-24-4
Other	12.0	Plan 2146TR Blk 2 Lot 22
Private (Corporate)	11.7	Plan 2146TR Blk 2 Lot 20
Private (Corporate)	11.5	Plan 7091KS Lot A
Private (Non-Corporate)	11.3	Plan 6236NY Lot A
Private (Non-Corporate)	10.8	Plan 6236NY Lot B
Private (Corporate) and Private (Non-Corporate)	8.2	Plan 3745MC Lot D
Private (Corporate)	8.1	Plan 1548MC Lot B
Institutional	8.1	Plan 1548 MC
(Sub-total)	298.4	
Remainder Of Small Holdings (less than 8 ha).	73.2	
Total Area	2142	

Appendix 4: Management Considerations for Natural Sites in Heritage Valley

Site Name/No.	Significant Environmental Elements	Management Considerations
Whitemud Creek Ravine	<ul style="list-style-type: none"> Uncommon plant species and old growth communities Habitat for rare wildlife species Unique landform feature Known historical sites; high potential for archaeological and palaeontological sites Relatively large areas of natural habitat Critical linking function to river valley and table land natural areas; wildlife corridor High biological diversity Critical wildlife habitat Resident fish populations Steep slopes susceptible to erosion Hazard lands 	<ul style="list-style-type: none"> Preserving the ravine's natural character is important in maintaining floral, faunal, landform, and heritage features. Removing vegetation would result in loss of key wildlife habitat which is critical due to heavy alteration of surrounding landscape by agriculture. Maintaining connectivity of these linear landscape features is essential for maintaining the sustainability of these natural areas; future road crossings should be limited and designed as open-span structures that maintain these biological corridors.
Blackmud Creek Ravine	<ul style="list-style-type: none"> Uncommon plant species and old growth communities Habitat for rare wildlife species Unique landform feature Known historical sites; high potential for archaeological and palaeontological sites Relatively large areas of natural habitat Critical linking function to river valley and table land natural areas; wildlife corridor High biological diversity Critical wildlife habitat Resident fish populations Steep slopes susceptible to erosion Hazard lands 	<ul style="list-style-type: none"> Preserving the ravine's natural character is important in maintaining floral, faunal, landform, and heritage features. Removing vegetation would result in loss of key wildlife habitat which is critical due to heavy alteration of surrounding landscape by agriculture. Maintaining connectivity of these linear landscape features is essential for maintaining the sustainability of these natural areas; future road crossings should be limited and designed as open-span structures that maintain these biological corridors.
SW7	<ul style="list-style-type: none"> Considered to be ecologically viable Relatively high biological diversity Provides habitat for local wildlife populations 	<ul style="list-style-type: none"> Maintaining stand size and condition is important for preserving this site's function as wildlife habitat. Enhancing linkage of this site to other natural habitats would increase its viability in an urban setting.
SW8	<ul style="list-style-type: none"> Considered to be ecologically viable Ecological link between Blackmud Creek and table lands to the west Relatively high biological diversity Provides habitat for local wildlife populations Good example of mature balsam stand with young aspen understory 	<ul style="list-style-type: none"> Maintaining stand size and condition is important for preserving this site's function as wildlife habitat. Maintaining or enhancing linkage / connectivity to Blackmud Creek would increase the stand's viability in an urban setting.
SW26	<ul style="list-style-type: none"> Considered to be ecologically viable Ecological link between Whitemud Creek and other table lands natural areas Relatively high biological diversity Provides habitat for local wildlife populations 	<ul style="list-style-type: none"> Maintaining stand in its current condition (size, shape, relatively undisturbed) would increase this site's viability in an urban setting. Enhancing its connectivity to Whitemud Creek and increasing vegetation cover along the pipeline corridor between this stand and SW6001 would further increase this site's viability in an urban setting and would preserve its function in the wildlife travel corridor between these sites.
SW27	<ul style="list-style-type: none"> Provides habitat for local species 	<ul style="list-style-type: none"> Maintaining stand size and enhancing connectivity to other natural areas (e.g. incorporating into greenway system) are important for maintaining/improving the site's sustainability and function.

Site Name/No.	Significant Environmental Elements	Management Considerations
SW31	<ul style="list-style-type: none"> Old growth mixedwood forest; contains significant amount of white spruce Considered to be ecologically viable Ecological link between Blackmud Creek and SW6001 Relatively high biological diversity Provides habitat for local wildlife populations 	<ul style="list-style-type: none"> Maintaining stand size and linkage to Blackmud Creek to the east is important for preserving this site's function as wildlife habitat and as a movement corridor. Enhancing connectivity to Blackmud Creek would increase the stand's viability in an urban setting.
SW74	<ul style="list-style-type: none"> Considered to be ecologically viable Ecological link between Blackmud Creek and SW6001 Relatively high biological diversity Provides habitat for local wildlife populations 	<ul style="list-style-type: none"> Maintaining stand size and condition is important for preserving this site's function as wildlife habitat. Enhancing linkage to Blackmud Creek would increase the stand's viability in an urban setting.
SW6001	<ul style="list-style-type: none"> Heart of natural area recently bulldozed Old growth spruce mixedwood forest Uncommon plant species Potential for supporting rare / uncommon wildlife species Largest woodlot in SW Edmonton; sufficient size to maintain ecological integrity Provides important year-round habitat for variety of wildlife species Relatively high biological diversity Ecological linchpin between other table land natural areas 	<ul style="list-style-type: none"> Maintenance of stand size is important to the ecological integrity of the site; habitat fragmentation or loss would limit this site's ability to support a wide diversity of wildlife, particularly species which require this size of site. Linkage to the ravine system could be enhanced by increasing vegetation cover along adjacent pipeline corridor. To maintain ecological value of this unique site, future uses should be confined to passive, low-impact recreational opportunities or a naturalized stormwater management facility.
SW9	<ul style="list-style-type: none"> Provides habitat for local species 	<ul style="list-style-type: none"> Maintaining stand size and enhancing connectivity to other natural areas (e.g. incorporating into greenway system) are important for maintaining / improving site's sustainability and function.
SW10	<ul style="list-style-type: none"> Provides habitat for local species 	<ul style="list-style-type: none"> Any further distance of this site is likely to reduce sustainability of this wetland. Increasing wetland buffer and maintaining natural drainage pattern would maintain / enhance site sustainability.
SW-W1	<ul style="list-style-type: none"> Provides habitat for local species 	<ul style="list-style-type: none"> Any further distance of this site is likely to reduce sustainability of this wetland. Increasing wetland buffer, maintaining natural drainage pattern, and linking site to Blackmud Creek would maintain / enhance site sustainability and function.
SW-W3	<ul style="list-style-type: none"> Provides habitat for local species 	<ul style="list-style-type: none"> Maintaining remaining forest / wetland area and enhancing connectivity to other natural areas (e.g. incorporating into greenway or joining site with SW27) would improve site sustainability and function.
SW-W6	<ul style="list-style-type: none"> Provides habitat for local species 	<ul style="list-style-type: none"> Pond is in drying state; further disturbance will reduce sustainability. Retention of this site is not recommended.

Source: Westworth Associates Environmental Ltd., 2000

Appendix 5 References

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2. City of Edmonton, Asset Management and Public Works Department, Drainage Services Branch, Drainage Strategic Planning. 1999. *The City of Edmonton Sanitary Servicing Strategy for the 21st Century- Technical Information Report*. Edmonton, Alberta, Canada.
3. City of Edmonton, Community Services Department. January 2000. *Towards 2010 A New Perspective - An Integrated Service Strategy*. Edmonton, Alberta, Canada.
4. City of Edmonton, Planning and Development Department. January 1996. *Edmonton's Suburban Neighbourhood Design Principles*. Edmonton, Alberta, Canada.
5. City of Edmonton, Planning and Development Department. August 1998. *Plan Edmonton: Edmonton's Municipal Development Plan*. Edmonton, Alberta, Canada.
6. Cochrane Engineering Ltd. April 1999. *East Heritage Valley Area Master Plan Study*. Edmonton, Alberta, Canada.
7. Cochrane Engineering Ltd. June 1999. *The South Edmonton Sanitary System, Stage 1 Conceptual Design Report*. Edmonton, Alberta, Canada.
8. Cochrane Engineering Ltd. July 1999. *Whitemud Creek Watershed Plan Update*. Edmonton, Alberta, Canada.
9. ECOS Engineering Services Ltd. and Cumming-Cockburn & Associates Limited. 1983. *Watershed Plan Study for the Whitemud Creek Basin*. Edmonton, Alberta, Canada.
10. Westworth Associates Environmental Ltd. 2000. *A Conservation-Based Approach to Urban Development in the Heritage Valley Area*. Prepared for the City of Edmonton Planning and Development Department. Edmonton, Alberta, Canada.

Appendix 6 Glossary

The following terms are defined to assist in the interpretation of goals and strategies presented in the Heritage Valley SCDB.

Amenities mean all public facilities, cultural activities, programs and environmental features that serve to enhance the physical setting of a community.

Combined Sewer means a sewer for the collection and transmission of wastewater and stormwater.

Community means two or more neighbourhoods which share infrastructure and a broader range or magnitude of facilities including those typical of neighbourhoods as well as churches, emergency services, libraries, business ventures, expanded commercial opportunities, drop-in centres, seniors facilities and/or a variety of schools.

Density means the number of dwelling units or the square metres of floor space in commercial and industrial buildings per acre (or hectare).

Dry Pond means a stormwater management facility that may be temporarily inundated from time to time, but which does not typically contain water during dry weather periods, or periods of low stormwater flows.

Environmentally Sensitive Area means an undisturbed or relatively undisturbed site which, because of its natural features, has value to society and ecosystems worth protecting, but is susceptible to further disturbance.

Floodplain means the lands abutting the floodway of a watercourse. The boundaries of the floodplain are indicated by floodwaters of a magnitude likely to occur once in one hundred years.

Focal Point means a grouping of facilities and infrastructure within a common geographic location which acts as a destination point for a variety of purposes to serve a neighbourhood or community.

Greenway means an open space corridor that provides a non-vehicular linkage for the public between residential areas and parks, natural areas, cultural amenities, commercial uses or historic sites.

Land Use District means an area of the city designated for a particular type of use as designated in the Land Use Bylaw.

Linkage means physical means of pedestrian-related connection of one building or activity centre with another, by means of walkway, trail, pedway or sidewalk.

Mixed Use Development means development designed for more than one type of land use on the same parcel of land such as residential and retail development; residential, office/retail development; office/warehouse development, etc.

Municipal Development Plan (MDP) means the City of Edmonton's Municipal Development Plan, *Plan Edmonton*, Bylaw 11777, a statutory plan that guides the future growth and development of the City.

Natural Area means remnant or self-sustaining areas with native vegetation, water or natural features.

Natural Site means environmentally sensitive areas and significant natural areas identified in *A Conservation-Based Approach to Urban Development in the Heritage Valley Area*, prepared by Westworth Associates Environmental Ltd., 2000.

Neighbourhood means a grouping of residences housing 3,000 to 5,000 residents complemented by shared infrastructure such as collector roadways and drainage facilities and shared by facilities such as schools, parks, community league buildings and/or commercial sites.

New Urbanism refers to an urban planning philosophy for community development that promotes a pedestrian-based circulation system, relatively higher densities, increased open space, architectural character and a greater sense of community among residents.

North Saskatchewan River Valley and Ravine System means the North Saskatchewan River Valley, its banks and the banks of its tributary system within the City of Edmonton.

Open Space means all land and water areas, either publicly owned or offering public access, that are not covered by structures that provide or could provide aesthetic, environmental or activity-related value to the public.

Public Utility means a system or works used to provide for such services as sewage disposal and any other public utility defined under the Municipal Government Act.

Recreational Use means a public or private athletic or recreational facility or amenity, a joint-use site or a park or playground which serves the surrounding neighbourhood or community.

Residential means development which includes all manner of dwellings intended for habitation by persons and their associated ancillary uses.

SESS means the South Edmonton Sanitary Sewer System.

SERTS means the South East Regional Trunk Sewer System.

Stormwater means surface run-off which is the result of precipitation.

Streetscape means all the elements that make up the physical environment of a street and define its character including the street, boulevard, sidewalk, building location, height and architectural style. It also includes pavement treatment, trees, lighting, pedestrian amenities and street furniture.

Sustainable Development means development which meets the needs of the present without compromising the ability of future generations to meet their own needs (definition by the World Commission on Environment and Development).

Trail means a linear recreation corridor and associated facilities which is marked, mapped, and maintained and allows for travel by people in one or a combination of non-motorized and motorized modes.

Transit-Oriented means the elements of urban form and design that make transit more accessible and efficient for residents of a community. These range from land use elements (e.g. locating higher density housing and commercial uses along transit routes) to design (e.g. provision of direct pedestrian and vehicular routes to transit facilities). It also encompasses pedestrian-friendly features as most transit riders begin and end their rides as pedestrians.

Urban Village means a community that provides opportunities to live, work and shop within close proximity to each other.

Wetland means areas in the landscape where water is the primary factor controlling the environment and associated plant and animal life. Wetlands are transitional habitats between upland and aquatic environments where the water table is at or near the surface of the land, or where the land is permanently or temporarily inundated by water.

Wet Pond means a stormwater management facility which is partially inundated on a permanent basis. Beyond the minimum permanent pool, the facility is designed to accept additional stormwater during storm events and release the same on a controlled basis subject to the capacity of the sewerage system or watercourse.