

Bylaw 21259

A Bylaw to amend Bylaw 15296  
being the Heritage Valley Town Centre Neighbourhood Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on December 16, 2009, the Municipal Council of the City of Edmonton passed Bylaw 15296, being the Heritage Valley Town Centre Neighbourhood Area Structure Plan; and

WHEREAS Council found it desirable to amend the Heritage Valley Town Centre Neighbourhood Area Structure Plan through the passage of Bylaws 15564, 18068, 18770, 19111, 19333, 19426, 19852, 19910, 20323, and 20635; and

WHEREAS an application was received by Administration to amend the Heritage Valley Town Centre Neighbourhood Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Heritage Valley Town Centre Neighbourhood Area Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly as follows:

1. That Bylaw 15296, as amended, being the Heritage Valley Town Centre Neighbourhood Area Structure Plan is hereby amended by:
  - a. Deleting the first sentence of the second paragraph of 3.3.6 Commercial, subsection Neighbourhood Commercial, and replacing it with:

“Approximately 1.28 ha of the plan area is designated as Neighbourhood Commercial.”
  - b. Adding a General Commercial subsection to 3.3.6 Commercial, after subsection Neighbourhood Commercial, with the following contents:

“General Commercial

The General Commercial designation is intended to support a diverse range of commercial businesses. Approximately 2.98 ha of the plan area is designated as General Commercial.

Connections should be considered to adjacent transit stops, land uses, and active modes. Connections from the building main entrances to bus stops on abutting roads should be direct, logical, well defined and follow natural desire lines.”

- c. Deleting the second paragraph of 3.3.6 Commercial, subsection Rationale, and replacing it with:

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

- d. Adding, between the second and third paragraphs of 3.3.7 Mixed Uses, the following:

“No access to Mixed Uses will be granted from 122 Street, and limited access to 28 Avenue will be granted to ensure continuity of active modes facilities. Cross-lot access agreements, consolidation, or equivalent may be required to ensure access. Details will be reviewed at the development permit stage.”

- e. Deleting the table under Section 3.3.7 Mixed Uses, subsection Mixed Uses LRT 1 (MU LRT 1) and replacing it with the following:

USES	POTENTIAL BUILDING TYPES	HEIGHT
<ul style="list-style-type: none"> <li>- Residential</li> <li>- Live/Work units</li> <li>- Office uses</li> <li>- Convenience and General Retail</li> <li>- Institutional</li> <li>- Business</li> </ul>	<ul style="list-style-type: none"> <li>- Apartment housing</li> <li>- Apartment housing integrated with institutional / business / office uses</li> <li>- Apartment housing integrated with retail uses (maximum 275 m2/ha)</li> <li>- Institutional / business / office building</li> </ul>	Minimum 4 storeys

- f. Deleting the table under Section 3.3.7 Mixed Uses, subsection Mixed Uses (MU) and replacing it with the following:

USES	POTENTIAL BUILDING TYPES	HEIGHT
<ul style="list-style-type: none"> <li>- Residential</li> <li>- Live/Work Units</li> </ul>	<ul style="list-style-type: none"> <li>- Apartment Housing</li> <li>- Stacked Row Housing, including</li> </ul>	Maximum 6 storeys

<ul style="list-style-type: none"> <li>- Office Uses</li> <li>- Convenience Retail</li> <li>- Institutional</li> <li>- Business</li> </ul>	<ul style="list-style-type: none"> <li>Row Housing</li> <li>- Apartment housing integrated with institutional / business / office uses</li> <li>- Apartment housing integrated with commercial uses (maximum 275 m<sup>2</sup>/ha)</li> <li>- Institutional / business / office building</li> </ul>	
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- g. Deleting the first sentence of the first paragraph of 3.3.8 Residential, subsection High Density Residential, and replacing it with:

“Approximately 7.7 ha of the plan area is designated as HDR within approximately 400 m of the LRT station.”

- h. Deleting the second sentence of the first paragraph of 3.3.8 Residential, subsection Low Density Residential, and replacing it with:

“Approximately 6 ha of the plan area is designated as LDR, which will allow for the development of single detached, semi-detached, and duplex housing, with opportunities for some row housing, at a density of approximately 25 units per ha.”

- i. Adding the following third paragraph to 3.3.9 Parkland, Recreation Facilities, Schools and Open Space:

“A Charter School Site is strategically located within the northern portion of the Heritage Valley Town Centre plan area. The site will accommodate the school and associated amenities. Located along an arterial road, the location ensures adequate vehicle and transit accessibility for students.”

- j. Adding the following to the end of the third paragraph of 3.5.5 Edmonton Transit, subsection Transit Buses:

“A series of bus stops will be constructed on 122 Street SW (between 28 Avenue SW and 32 Avenue SW) adjacent to the future Heritage Valley Town Centre LRT Station. This “on-street” bus facility will connect local bus routes in the area to the Town Centre and the LRT network. Integration and transfer between the LRT Station, bus facilities on 122 Street SW and adjacent development should be prioritized through the use of transit plazas, direct walkways and other pedestrian or active mode infrastructure as required.”

- k. Deleting the title of the Policy section header that follows section 3.5.7 Truck Route, and replacing it with:

“3.5.8 Policy”

- l. Deleting the seventh row of the table in the Policy section, 3.5.8.7, and replacing it with:

3.5.8.7	3.5.8.7	3.5.8.7
Support active transportation connectivity in alignment with the Capital Line South LRT extension.	Encourage development to incorporate active modes infrastructure—such as pedestrian and cycling connections—that align with the Capital Line South LRT plans and enhance access to transit.	Active transportation connections may be implemented through site planning, pathway integration, and coordination with City-led LRT infrastructure projects to ensure seamless multimodal connectivity.

- m. Deleting the map entitled “Bylaw 20323 - Heritage Valley Town Centre Neighbourhood Area Structure Plan (as amended)” from the plan;
- n. Deleting the table entitled “Table 1: Land Use and Population Statistics” and replacing it with the table entitled “Table 1: Land Use and Population Statistics”, attached hereto as Schedule “A” and forming part of this bylaw;
- o. Deleting the figure entitled “Figure 3 - Land Use Concept” and replacing it with the figure entitled “Figure 3 - Land Use Concept”, attached hereto as Schedule “B” and deleting the “amendment area” indicator and forming part of this bylaw;
- p. Deleting the figure entitled “Figure 4 - Transportation Concept” and replacing it with the figure entitled “Figure 4 - Transportation Concept”, attached hereto as Schedule “C” and forming part of this bylaw;
- q. Deleting the figure entitled “Figure 5 - Pedestrian Network” and replacing it with the figure entitled “Figure 5 - Pedestrian Network”, attached hereto as Schedule “D” and forming part of this bylaw;
- r. Deleting the figure entitled “Figure 6 - Servicing Concept” and replacing it with the figure entitled “Figure 6 - Servicing Concept”, attached hereto as Schedule “E” and forming part of this bylaw; and

- s. Deleting the figure entitled “Figure 7 - Development Staging” and replacing it with the figure entitled “Figure 7 - Development Staging”, attached hereto as Schedule “F” and forming part of this bylaw.

READ a first time this	day of	, A. D. 2025;
READ a second time this	day of	, A. D. 2025;
READ a third time this	day of	, A. D. 2025;
SIGNED and PASSED this	day of	, A. D. 2025.

THE CITY OF EDMONTON

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MAYOR

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CITY CLERK

**Table 1 - Land Use and Population Statistics (Bylaw 21259)**

Land Use	Area (ha)	% of GDA
<b>Gross Area</b>	<b>118.85</b>	
Arterial Roadways	3.33	2.80%
Primary Streets	11.84	10.00%
LRT Station	1.97	1.70%
LRT Corridor	0.35	0.30%
Pipeline R-O-W	1.62	1.40%
<b>Gross Developable Area</b>	<b>99.74</b>	<b>100.00%</b>
Commercial		
Town Centre Commercial	11.18	11.21%
Neighbourhood Commercial	1.28	1.28%
General Commercial	2.98	2.99%
Main Street Retail	2.58	2.59%
Charter School	5.06	
Parkland, Recreation, School (Municipal Reserve), District Activity	30	30.08%
Park Mixed Uses	0.61	0.61%
Fire Station		
Infrastructure / Servicing		
Stormwater Management Facility	5.52	5.53%
<b>Total</b>	<b>59.21</b>	<b>59.36%</b>
<b>Net Residential Area</b>	<b>40.53</b>	<b>40.64%</b>

**Residential Land Use, Dwelling Unit Count, and Population**

Land Use	Area (ha)	Units/ ha	Units	People/Unit	Population	% of NRA
Mixed Use LRT 1	6.89	275	1895	1.5	2,842	17.00%
Mixed Use LRT 2	5.69	225	1280	1.5	1,920	14.04%
Mixed Use	5.75	175	1006	1.5	1,509	14.19%
HDR	7.67	225	1726	1.5	2,589	18.92%
MDR	8.51	90	766	1.8	1,379	21.00%
LDR	6.02	25	151	2.8	421	14.85%
<b>TOTALS</b>	<b>40.53</b>		<b>6823</b>		<b>10,661</b>	<b>100.00%</b>

Gross Population Density	107		
Net Population Density	263		
Gross Unit Density	68		
Net Unit Density	168		
LDR/MDR/HDR Ratio	2.21%	11.22%	86.57%

**Student Generation Statistics**

Level	Public	Separate	Total
Elementary	199	81	280
Junior High	100	41	141
Senior High	100	41	141
<b>Total</b>	<b>399</b>	<b>162</b>	<b>561</b>

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

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

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

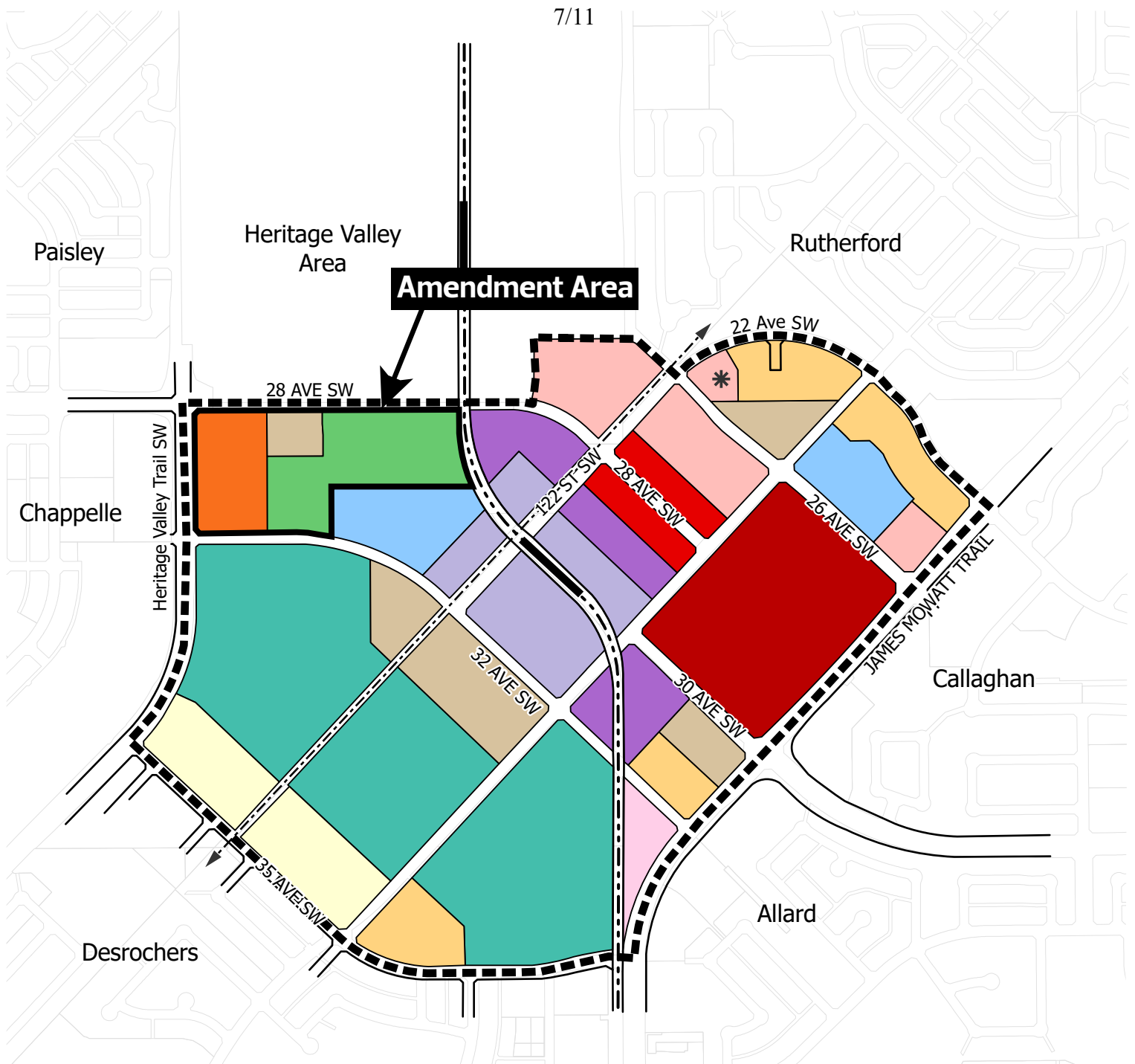


FIGURE 3 - LAND USE CONCEPT

### HERITAGE VALLEY TOWN CENTRE Neighbourhood Area Structure Plan

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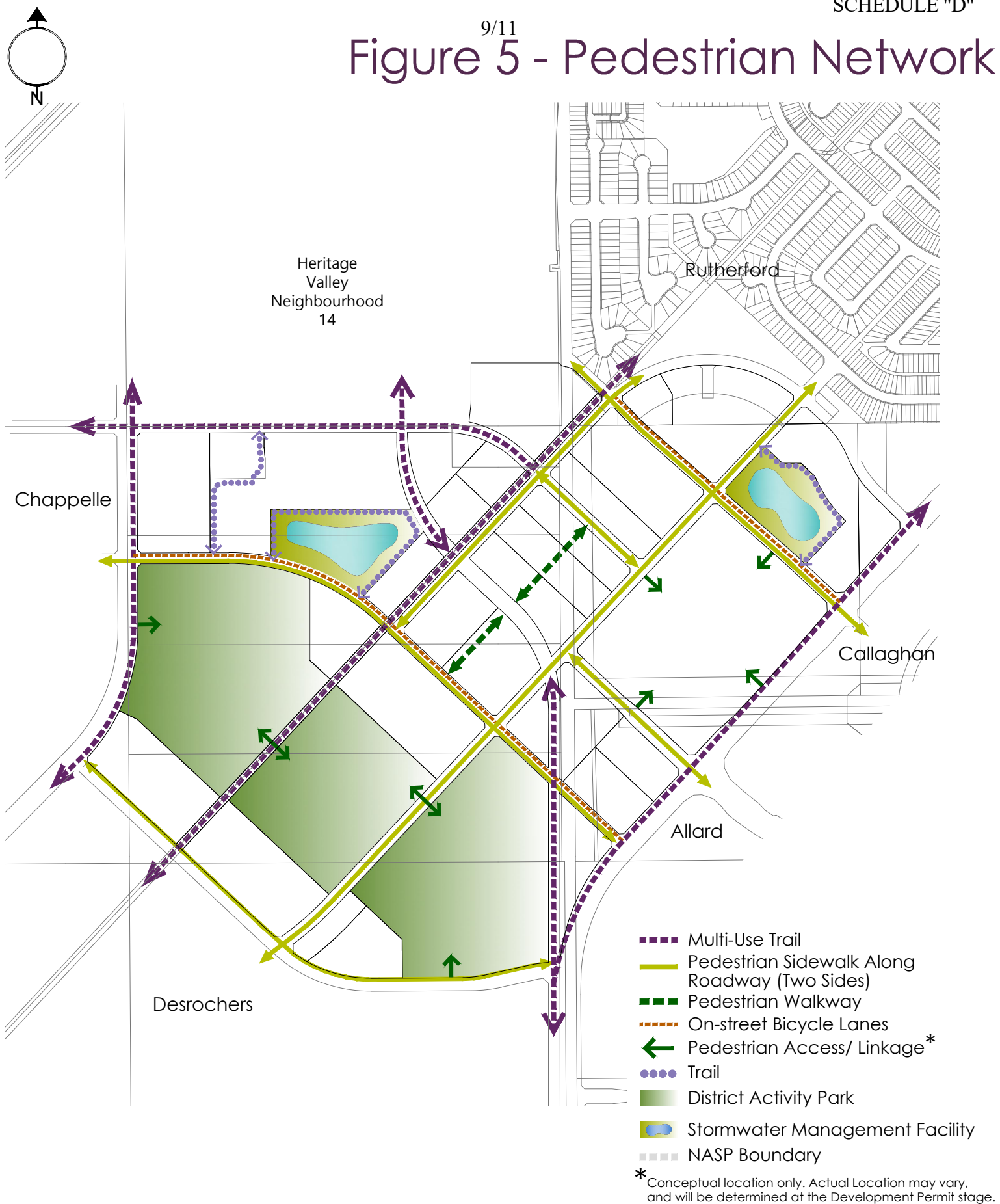


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|--------------------------------|-------------------------|-------------------------------|
| Low Density Residential        | Town Centre Commercial  | Light Rail Transit Corridor   |
| Medium Density Residential     | Neighborhood Commercial | Light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

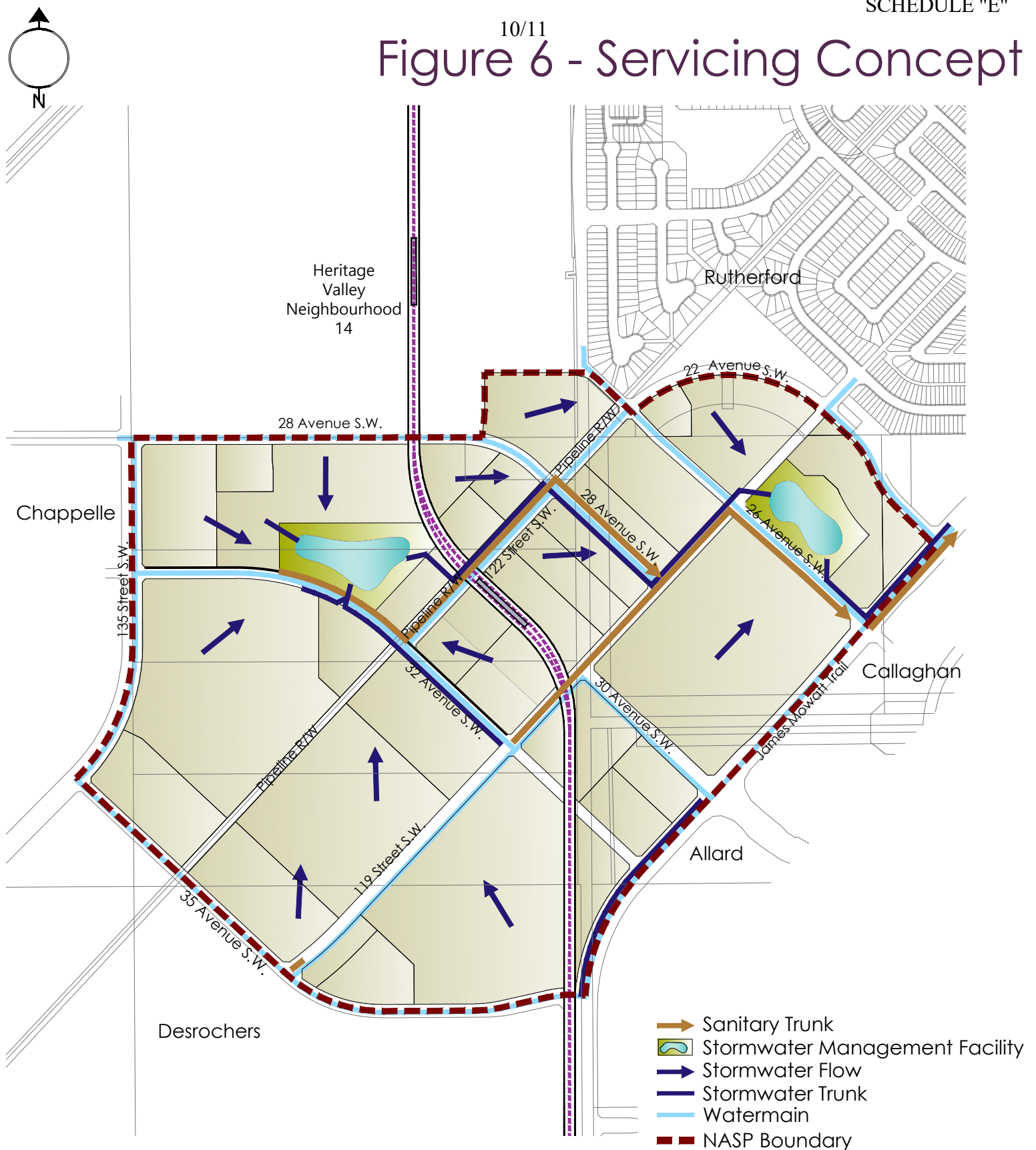




# Figure 5 - Pedestrian Network



## Figure 6 - Servicing Concept



# Figure 7 - Development Staging

