

Planning Report

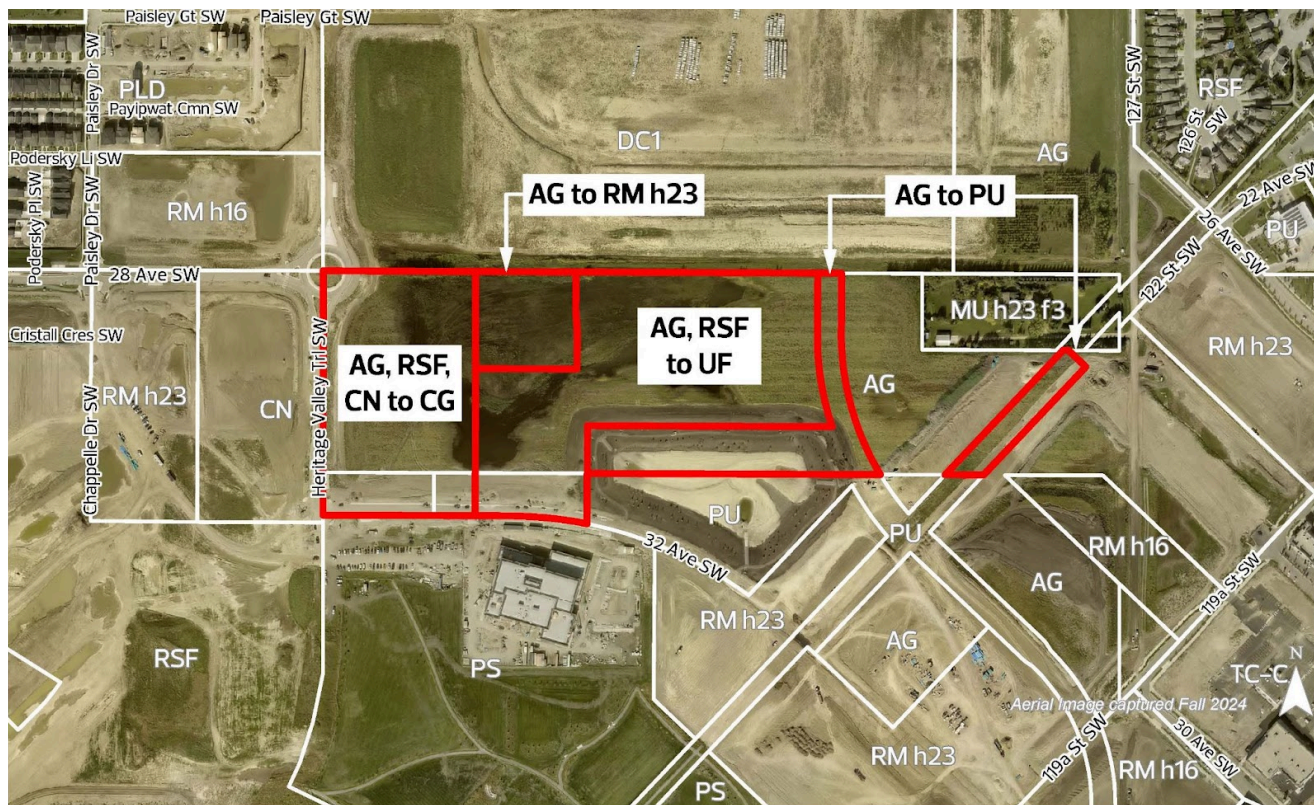
Heritage Valley Town Centre

Ipiihkoohkanipiahtsi Ward

Edmonton

2560 & 2704 - 127 Street SW

Position of Administration: Support



Summary

Bylaw 21260 proposes a rezoning from the Agriculture Zone (AG), Neighbourhood Commercial Zone (CN), and Small Scale Flex Residential Zone (RSF) to the Urban Facilities Zone (UF), General Commercial Zone (CG), Medium Scale Residential Zone (RM h23), and Public Utility Zone (PU). The proposed zones would allow for large scale facilities that provide community services, a variety of commercial businesses, medium scale housing, and development that provides a public benefit. Bylaw 21259 proposes amendments to the Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP) that will facilitate the rezoning.

Public engagement for this application included a mailed notice and information on the City's webpage. No responses were received.

Administration supports this application because it:

- Aligns with The City Plan's direction to provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools.
- Aligns with the vision of the Heritage Valley Town Centre NASP to develop a pedestrian friendly, transit-oriented and urbanized town centre that functions as the social and economic heart of the Heritage Valley area.

Application Details

This application was submitted by Stantec Consulting Ltd. on behalf of the landowner.

Rezoning

The proposed zones would allow development with the following key characteristics:

- Urban Facilities Zone (UF): Large scale facilities that provide community services such as schools
- General Commercial (CG): A variety of commercial businesses
- Medium Scale Residential Zone (RM h23): Medium scale housing up to 23 m in height
- Public Utility Zone (PU): Stormwater management facility and LRT/road right-of-way

Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP)

To facilitate the proposed rezoning, the Low Density Residential, High Density Residential, and Neighbourhood Commercial land use boundaries will be reconfigured, General Commercial and School Site land uses are added, and the NASP's text, maps and population statistics are amended. An administrative amendment is also included to correct an unrelated error in the Mixed Use section of the NASP.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Agriculture Zone (AG) Neighbourhood Commercial Zone (CN) Small Scale Flex Residential Zone (RSF)	Undeveloped
North	Direct Control Zone (DC1)	Undeveloped
East	Neighbourhood Commercial Zone (CN)	Undeveloped
South	Parks and Services Zone (PS)	Father Michael McCaffery Catholic High School
West	Agriculture Zone (AG)	Undeveloped



View of the site facing west from 127 Street SW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the advance notification raised no response. The basic approach included:

Mailed Notice, May 5, 2025

- Notification radius: 60 metres
- Recipients: 47
- Responses: None

Webpage

- edmonton.ca/rezoningapplications

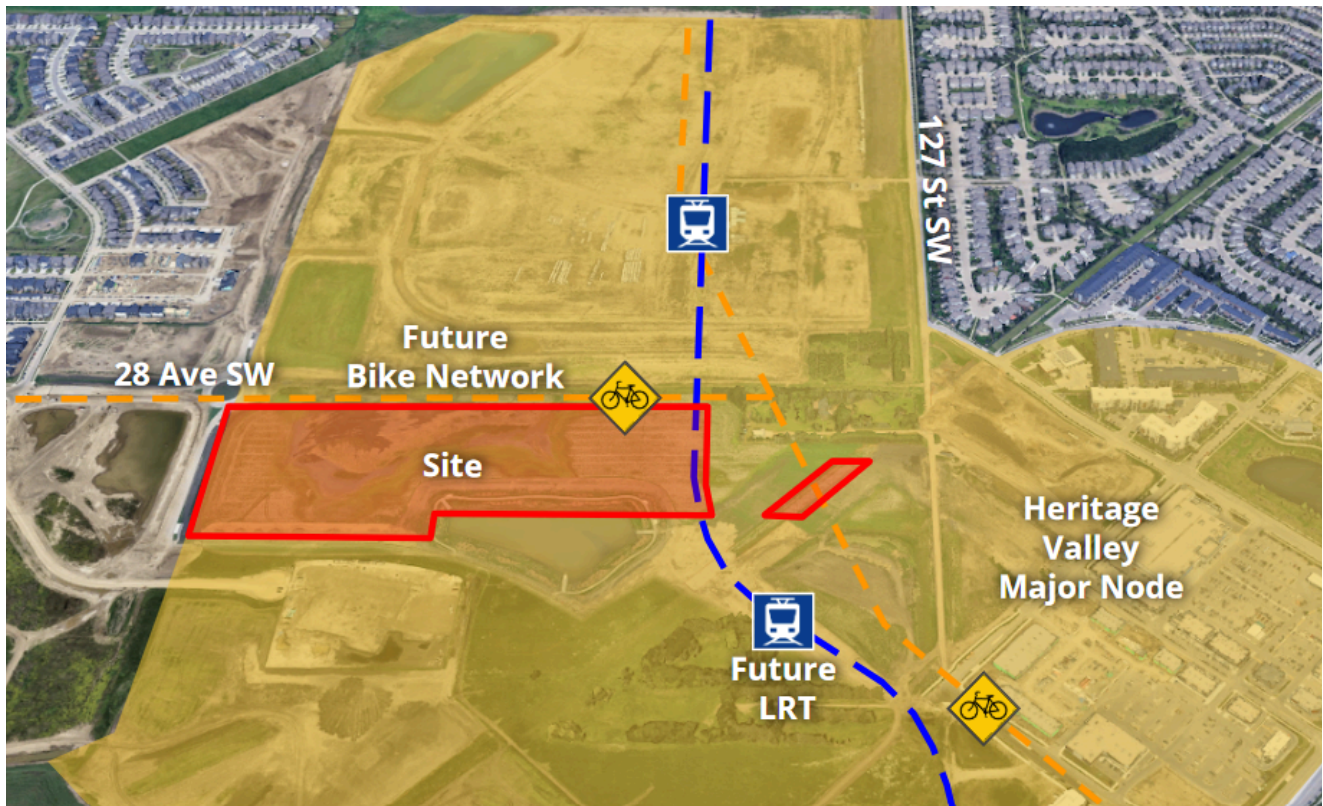
Notified Community Organizations

- Chappelle Community League

Application Analysis

The City Plan

The intended development in the proposed UF Zone is a charter school that would be located within 400 metres of two future LRT stations. This aligns with The City Plan's direction to provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools.



Site analysis context

District Plans

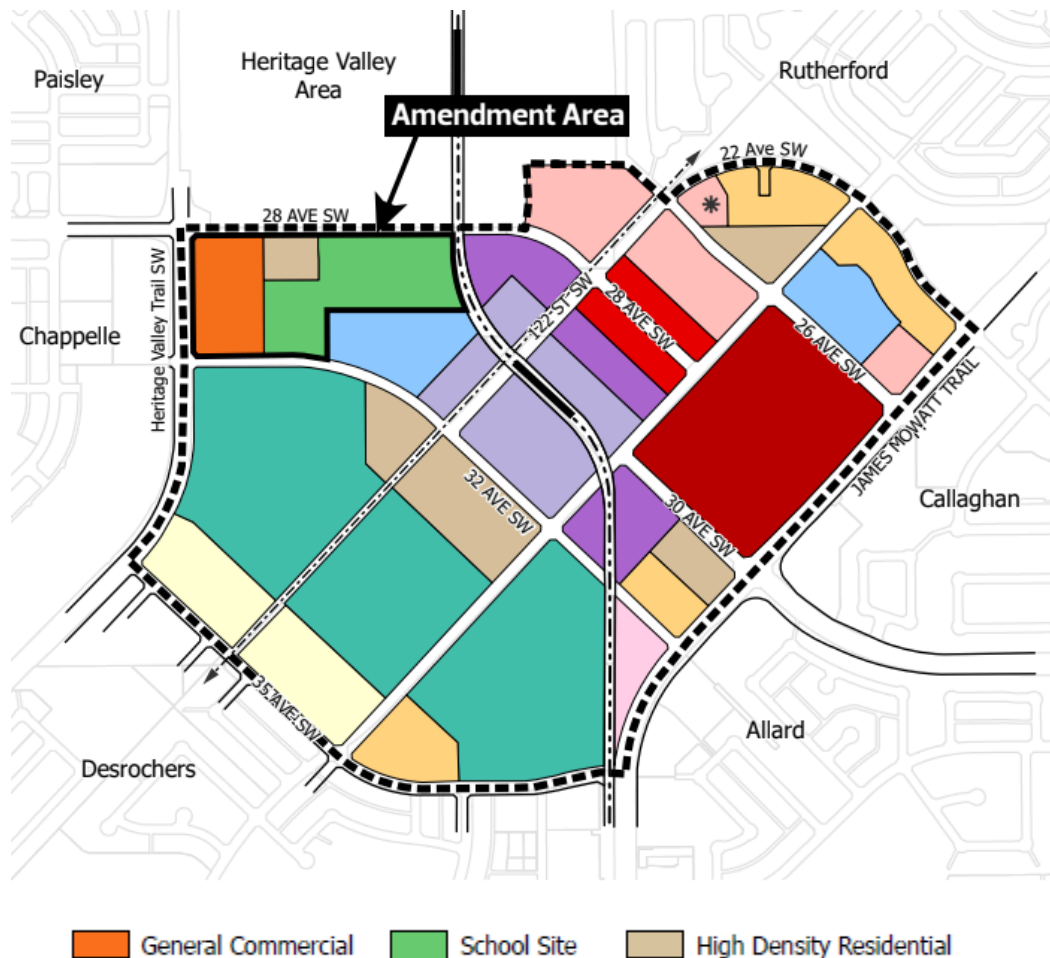
The site is within the Heritage Valley Major Node, and Major Nodes are large-scale urban centres anchored by large institutions, such as the intended charter school in the proposed UF Zone.

The proposed CG Zone is located immediately east across Heritage Valley Trail SW from a future commercial site in the Chappelle neighbourhood. While the CG Zone is intended for areas generally outside of the District Plans' Nodes and Corridors, a tradeoff is required to balance the location's compatibility with the Chappelle commercial site and Heritage Valley Trail SW, and limited rezoning alternatives such as the CN Zone which are intended for Local Nodes only. This tradeoff will allow vehicle access and parking to face Heritage Valley Trail SW under the CG Zone, at the edge of the Major Node, while encouraging interior pedestrian connectivity to the bike network and transit along 28 Avenue SW, as well as the surrounding lands in the Major Node, through amendments in the NASP that will be implemented at the subdivision and development permit stage.

Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP)

The proposed CG Zone will be located within the General Commercial land use in the NASP, and to integrate development with the Heritage Valley Major Node, text amendments to the plan will require connections to be considered adjacent to 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. These connections will be implemented at the subdivision and development permit stage.

The proposed RM, UF, and PU Zones align with the vision of the Heritage Valley Town Centre NASP, which is to develop a pedestrian friendly, transit-oriented and urbanized town centre that functions as the social and economic heart of the Heritage Valley area. This is achieved by replacing low density residential with high density residential, in the form of the proposed RM Zone, and a school site on the proposed UF Zone, with both developments facing the pedestrian-oriented corridor 28 Avenue NW. The proposed PU Zone will accommodate the future LRT right-of-way, a stormwater management facility, and a portion of 122 Street SW that is a primary connection through the Heritage Valley area.



Land Use	Current	Proposed	Difference
General Commercial	0 ha	2.98 ha	+2.98 ha
Neighbourhood Commercial	2.46 ha	1.28 ha	-1.18 ha
School Site	0 ha	5.06 ha	+5.06 ha
High Density Residential	10.01 ha	7.67 ha	-2.34 ha
Low Density Residential	10.54 ha	6.02 ha	-4.52 ha

An administrative amendment to the NASP is also proposed to correct the height limitations for “Mixed Uses” and “Mixed Uses LRT 1” land use categories. The intended change was implemented incorrectly with the previous amending bylaw, and this administrative amendment will establish the correct, intended minimum height of 4 storeys for “Mixed Uses LRT 1” and a maximum height of 6 storeys for “Mixed Uses”.

Land Use Compatibility

The proposed zones are compatible with future types of development that are anticipated in the area. While the surrounding lands are currently undeveloped, the site is within 400 metres of two future LRT stations. The CG, RM, and UF sites face 28 Avenue SW which will connect these parcels to the future LRT stations via active modes infrastructure that is planned along the corridor.

Mobility

A Transportation Impact Assessment (TIA) was completed to review transportation impacts and mobility opportunities to the surrounding network with this rezoning. The owner will be required to construct the following:

- 28 Avenue from Heritage Valley Trail SW to 122 Street SW, in collaboration with adjacent developers, including shared pathways.
- Intersection modifications to 32 Avenue and 127 Street (future collector roadway).
- A collector roadway from 28 Avenue SW to 32 Avenue SW, including a shared pathway.

There are existing bike routes along Heritage Valley Trail and 32 Avenue SW.

ETS operates bus routes on 26 Avenue SW, 32 Avenue SW and 119A Street SW. Future bus service expansion to other collector and arterial roads in Heritage Valley Town Centre depends on demand, neighbourhood build-out and available funding for transit.

The Capital Line South Phase 2 LRT extension to Heritage Valley Town Centre is currently in the concept design phase. The extension is currently unfunded and there is no official scheduled timeline for construction.

Utilities

As part of the application, an amendment to the Heritage Valley Town Centre Neighbourhood Design Report (NDR) was reviewed and accepted by Administration. The NDR amendment examined the impacts that the proposed rezoning would have on existing and planned sewer systems in the neighbourhood. Through this review, it was identified that sufficient capacity is available in these systems to accommodate the development under the proposed rezoning.

The applicant will be responsible for all costs associated with infrastructure improvements required by this application.

The applicant will also be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Appendices

1. Current Heritage Valley Town Centre NASP Land Use and Population Statistics
2. Proposed Heritage Valley Town Centre NASP Land Use and Population Statistics
3. Heritage Valley Town Centre NASP Land Use Concept Map Comparison
4. Proposed Heritage Valley Town Centre NASP Text Amendments

Written By: Tom Lippiatt

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

Current NASP Land Use and Population Statistics – Bylaw 20323

Table 1: Land Use and Population Statistics

Bylaw 20323, December 6, 2022

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

Residential Land Use, Dwelling Unit Count, and Population

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

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

Student Generation Statistics

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

Proposed NASP Land Use and Population Statistics – Bylaw 21259

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

Land Use	Area (ha)	% of GDA
Gross Area	118.85	
Arterial Roadways	3.33	2.80%
Primary Streets	11.84	10.00%
LRT Station	1.97	1.70%
LRT Corridor	0.35	0.30%
Pipeline R-O-W	1.62	1.40%
Gross Developable Area	99.74	100.00%
Commercial		
Town Centre Commercial	11.18	11.21%
Neighbourhood Commercial	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%
Total	59.21	59.36%
Net Residential Area	40.53	40.64%

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%
TOTALS	40.53		6823		10,661	100.00%

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

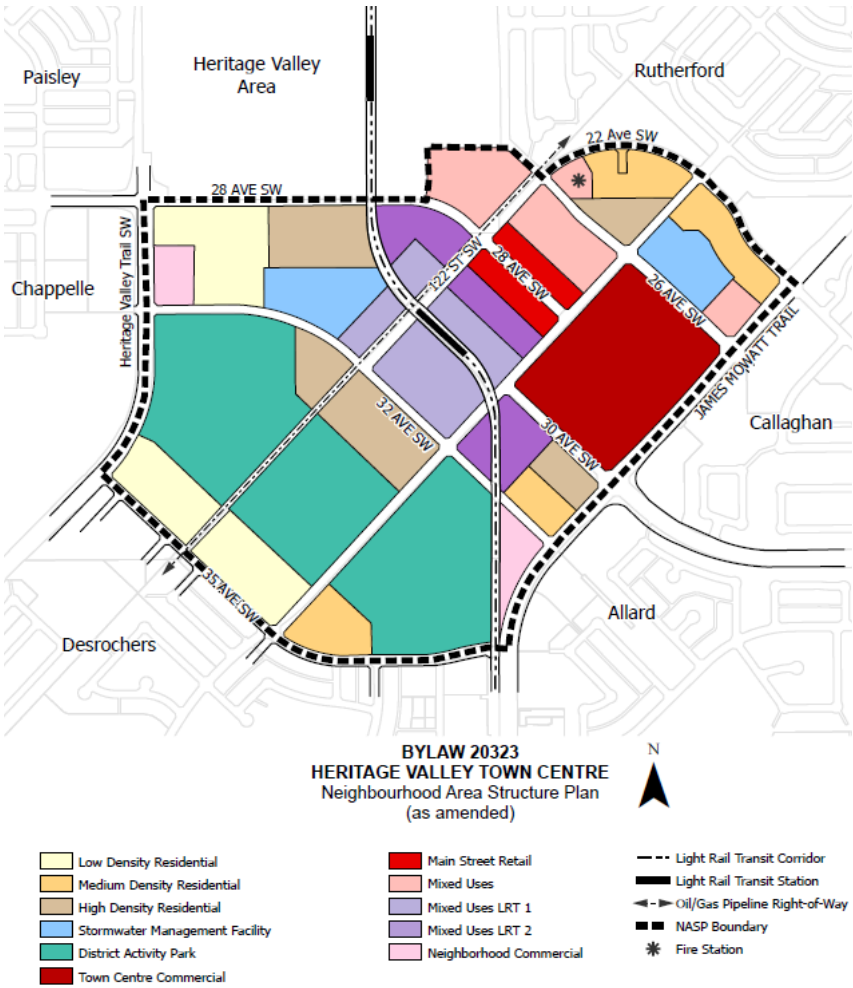
Level	Public	Separate	Total
Elementary	199	81	280
Junior High	100	41	141
Senior High	100	41	141
Total	399	162	561

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

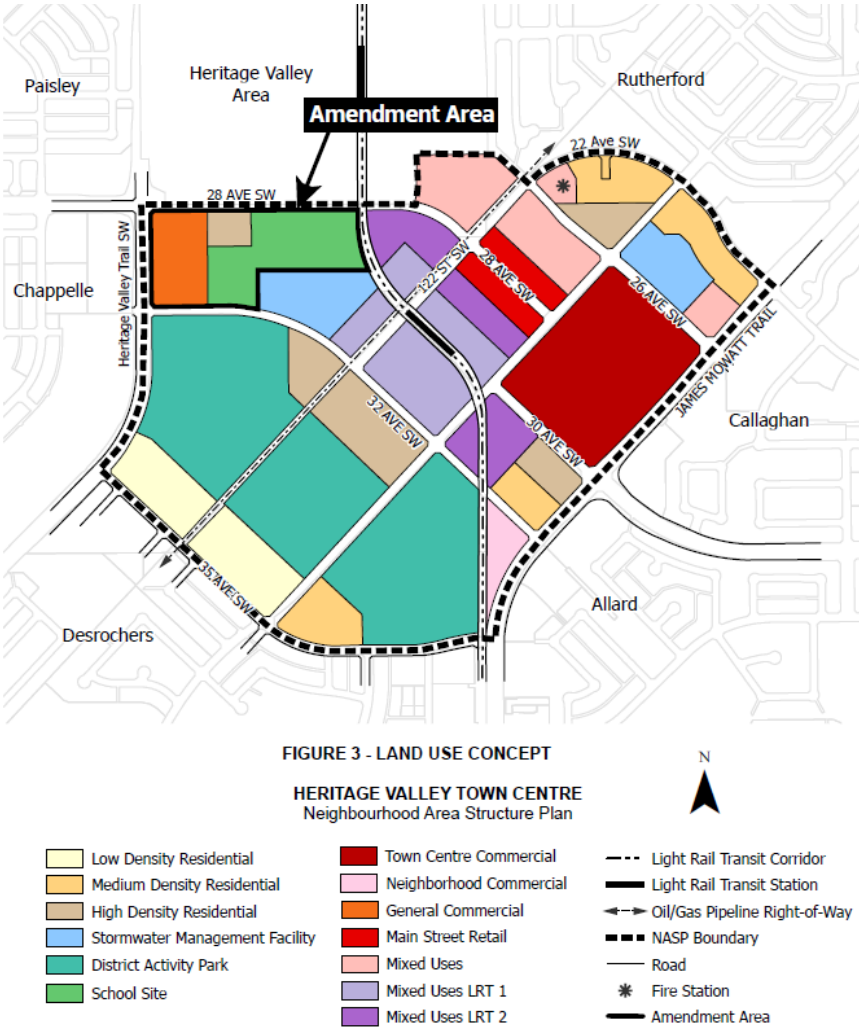
** Areas dedicated to Municipal Reserve to be confirmed by legal survey.

***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.

NASP Land Use Concept Map Comparison



Current Land Use Concept Map



Proposed Land Use Concept Map

Proposed NASP Text Amendment – Bylaw 21259

Red text represents Text proposed to be removed.

Red text represents Text proposed to be added.

Current	Proposed
3.3.6 Commercial	3.3.6 Commercial
<p>Neighbourhood Commercial</p> <p>The intent of the Neighbourhood Commercial designation is to create a local node of commercial uses to serve the needs of the immediate area with consideration for the travelling public. This designation will serve as a transition between the residential uses and the district activity park.</p> <p>Approximately <u>2.5 ha</u> of the plan area is designated as Neighbourhood Commercial.</p>	<p>Neighbourhood Commercial</p> <p>The intent of the Neighbourhood Commercial designation is to create a local node of commercial uses to serve the needs of the immediate area with consideration for the travelling public. This designation will serve as a transition between the residential uses and the district activity park.</p> <p>Approximately 1.28 ha of the plan area is designated as Neighbourhood Commercial.</p>
<p>Rationale</p> <p>Commercial Opportunities and Location of Commercial Sites.</p> <p>The area of TC-C, NC, and MSR proposed within the Town Centre is of adequate size to accommodate a range of commercial uses, ranging from small to large format retail.</p>	<p>General Commercial</p> <p>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.</p> <p>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.</p> <p>Rationale</p> <p>Commercial Opportunities and Location of Commercial Sites.</p> <p>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.</p>

3.3.7 Mixed Uses	3.3.7 Mixed Uses
<p>...These areas will function primarily as residential areas with opportunity for retail/service on the ground floor, and commercial/office uses on the ground or upper floors.</p> <p>Approximately 18.3 ha of the plan area is designated as MU LRT 1, MU LRT 2, and MU.</p>	<p>...These areas will function primarily as residential areas with opportunity for retail/service on the ground floor, and commercial/office uses on the ground or upper floors.</p> <p>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.</p> <p>Approximately 18.3 ha of the plan area is designated as MU LRT 1, MU LRT 2, and MU.</p>
<p>Mixed Uses LRT 1 (MU LRT 1)</p> <p>The MU LRT 1 designation is intended to...</p> <p>Height: <u>Maximum 6</u> storeys</p>	<p>Mixed Uses LRT 1 (MU LRT 1)</p> <p>The MU LRT 1 designation is intended to...</p> <p>Height: <u>Minimum 4</u> storeys</p>
<p>Mixed Uses (MU)</p> <p>The purpose of the MU designation...</p> <p>Height: <u>Maximum 5</u> storeys</p>	<p>Mixed Uses (MU)</p> <p>The purpose of the MU designation...</p> <p>Height: <u>Maximum 6</u> storeys</p>
3.3.8 Residential	3.3.8 Residential
<p>High Density Residential</p> <p>Approximately <u>10 ha</u> of the plan area is designated as HDR within approximately 400 m of the LRT station.</p>	<p>High Density Residential</p> <p>Approximately <u>7.7 ha</u> of the plan area is designated as HDR within approximately 400 m of the LRT station.</p>
<p>Low Density Residential</p> <p>LDR is intended as a transitional land use to ensure compatibility with the lower density residential uses in the adjacent Desrochers and Chappelle neighbourhoods.</p> <p>Approximately <u>10.5 ha</u> of the plan area is designated as LDR...</p>	<p>Low Density Residential</p> <p>LDR is intended as a transitional land use to ensure compatibility with the lower density residential uses in the adjacent Desrochers and Chappelle neighbourhoods.</p> <p>Approximately <u>6 ha</u> of the plan area is designated as LDR...</p>

3.3.9 Parkland, Recreation Facilities, Schools and Open Space	3.3.9 Parkland, Recreation Facilities, Schools and Open Space
<p>Two stormwater management facilities (SWMFs) are provided within the plan area. While stormwater facilities are not considered parkland (i.e. Municipal Reserve) they will provide additional opportunities for passive recreation.</p>	<p>Two stormwater management facilities (SWMFs) are provided within the plan area. While stormwater facilities are not considered parkland (i.e. Municipal Reserve) they will provide additional opportunities for passive recreation.</p> <p>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.</p>
3.5.5 Edmonton Transit	3.5.5 Edmonton Transit
<p>Route planning will continue to be adjusted in order to determine the number and frequency of service options required to serve the remaining neighbourhood areas being planned.</p>	<p>Route planning will continue to be adjusted in order to determine the number and frequency of service options required to serve the remaining neighbourhood areas being planned. 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.</p>
3.5.8 Policy	3.5.8 Policy
Policy	3.5.8 Policy
<p>3.5.8.7</p> <p><u>Objective: Provide opportunities to reduce the vehicle parking requirement within the Town Centre.</u></p>	<p>3.5.8.7</p> <p>Objective: Support active transportation connectivity in alignment with the Capital Line South LRT extension.</p>

<p><u>NASP Policy: The NASP shall provide opportunity for a review of current standards for vehicle parking requirements. Consistent with transit oriented development, parking requirements for appropriate land uses may be reduced.</u></p> <p><u>Implementation: Opportunity for reduced vehicle parking may be pursued through the application of Transit Oriented Development Overlay Schedule 1(c), of the Edmonton Zoning Bylaw.</u></p>	<p>NASP Policy: 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.</p> <p>Implementation: Active transportation connections may be implemented through site planning, pathway integration, and coordination with City-led LRT infrastructure projects to ensure seamless multimodal connectivity.</p>
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