

Bylaw 18198

A Bylaw to amend Bylaw 16353,
being the Horse Hill Area Structure Plan by amending
the Marquis Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on May 22, 2013, the Municipal Council of the City of Edmonton passed Bylaw 16353, being the Horse Hill Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Marquis Neighbourhood 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 assembled enacts as follows:

1. Appendix "A" to Bylaw 16353, as amended, is hereby further amended as follows:
 - a. delete the statistics entitled "Marquis Neighbourhood Structure Plan - Land Use and Population Statistics - Bylaw 17396" and replace with the following:

**MARQUIS
NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS*
BYLAW 18198**

GROSS AREA	1,004.7	100.0%
Environmental Reserve		
Natural Area – Wetland	26.2	2.6%
Other ER	25.6	2.5%
Remotely Sensed Wetland**	3.8	0.4%
Pipeline & Utility Right-of-Way		
Pipeline	32.8	3.3%
Power transmission	14.4	1.4%

Transportation		
Manning Drive	15.1	1.5%
Arterial Roadway	52.7	5.2%
Railways	11.8	1.2%
GROSS DEVELOPABLE AREA	822.5	100.0%
Existing Land Uses		
Residential	36.6	3.6%
Institutional – Provincial Government	79.7	7.9%
Institutional – Municipal Reserve	0.8	0.1%
Municipal Reserve/School Site	6.3	0.6%
Agricultural Land	56.6	5.6%
ADJUSTED GROSS DEVELOPABLE AREA	642.7	100.0%
Commercial		
Business Employment	18.2	2.8%
Town Centre Commercial	42.3	6.6%
Main Street Commercial	1.8	0.3%
Community Commercial	11.9	1.9%
Neighbourhood Commercial	0.8	0.1%
Mixed Use		
Residential/Commercial (non-residential portion)	3.9	0.6%
Parkland, Recreation, School (Municipal Reserve)		
School/Park	54.2	8.4%
Natural Area	33.6	5.2%
Institutional		
Fire Station/Civic Use	0.0	0.0%
Transportation		
Circulation	128.5	20.0%
Transit Centre and LRT Station	1.0	0.2%
Light Rail Transit Corridor	2.1	0.3%
Infrastructure & Servicing		
Stormwater Management Facilities	54.0	8.4%
TOTAL Non-Residential Area	352.4	54.8%
Net Residential Area (NRA)	290.3	45.2%

RESIDENTIAL LA9+ND USE, UNIT AND POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	% of Total	People/Unit	Population	% of Total
Single/Semi-Detached	213.8	25	5,345	73.7%	2.8	14,965	42
Row Housing	28.6	45	1,285	9.8%	2.8	3,597	10
Low-rise/Multi/Medium Rise Units	33.0	90	2,970	11.4%	1.8	5,346	23
Medium to High Rise Units	4.7	225	1,051	1.6%	1.5	1,576	8
Mixed Uses (residential portion)	2.3	90	203	0.8%	1.8	366	2
Mixed Uses – Town Centre (residential portion)	8.0	225	1,800	2.8%	1.5	2,700	14
Total	290.3		12,654	100%		28,551	

SUSTAINABILITY MEASURES

Population Density (p/nnha)	98.4
Units Density (du/nrha)	43.6
Single/Semi-detached /Row Housing; Low-Rise/Medium Density; Medium to High Rise Unit Ratio	42.2% 43.5%
Population (%) within 500m of Parkland (park site 2 ha or greater)	33%
Population (%) within 400m of Transit Service	99%
Population (%) within 600m of Commercial Service	70%
Presence/Loss of Natural Areas***	
Protected as Environmental Reserve (ha)	56.6
Conserved as Naturalized Municipal Reserve (ha)	32.3
Protected through other means (ha)	0.0
Loss to Development (ha)	31.9

STUDENT GENERATION STATISTICS

Public School Board	2,571
Elementary	1,285
Junior High	643
Senior High	643
Separate School Board	1,285
Elementary	643
Junior High	321
Senior High	321
Total Student Population	3,856

* Numbers have been rounded. Totals are correct but sub-areas may not sum accurately.

* Excludes wetlands on Provincial government's lands

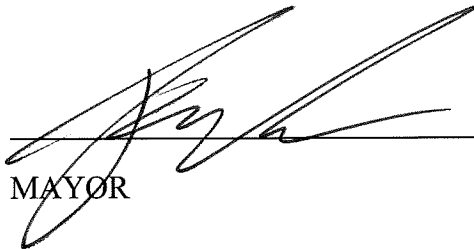
** Approximate areas. See ENR for details.

- b. delete the map entitled “Bylaw 17396 – Marquis Neighbourhood Structure Plan” and replace with the map entitled “Bylaw 18198 – Amendment to Marquis Neighbourhood Structure Plan” attached hereto as Schedule “A” and forming part of this Bylaw;
- c. delete the map entitled “Figure 3.0 Context & Site Constraints”, and replace it with the map entitled “Figure 3.0 Context & Site Constraints”, attached hereto as Schedule “B” and forming part of this bylaw;
- d. delete the map entitled “Figure 5.0 Development Concept”, and replace it with the map entitled “Figure 5.0 Development Concept”, attached hereto as Schedule “C” and forming part of this bylaw;
- e. delete the map entitled “Figure 6.0 Town Centre Development Concept”, and replace it with the map entitled “Figure 6.0 Town Centre Development Concept”, attached hereto as Schedule “D” and forming part of this bylaw;
- f. delete the map entitled “Figure 7.0 Ecological Network & Parks”, and replace it with the map entitled “Figure 7.0 Ecological Network & Parks”, attached hereto as Schedule “E” and forming part of this bylaw;
- g. delete the map entitled “Figure 8.0 Agriculture & Food”, and replace it with the map entitled “Figure 8.0 Agriculture & Food”, attached hereto as Schedule “F” and forming part of this bylaw;
- h. delete the map entitled “Figure 9.0 Sanitary Servicing”, and replace it with the map entitled “Figure 9.0 Sanitary Servicing”, attached hereto as Schedule “G” and forming part of this bylaw;
- i. delete the map entitled “Figure 10.0 Stormwater Servicing”, and replace it with the map entitled “Figure 10.0 Stormwater Servicing”, attached hereto as Schedule “H” and forming part of this bylaw;
- j. delete the map entitled “Figure 11.0 Water Servicing”, and replace it with the map entitled “Figure 11.0 Water Servicing”, attached hereto as Schedule “I” and forming part of this bylaw;
- k. delete the map entitled “Figure 12.0 Staging Plan”, and replace it with the map entitled “Figure 12.0 Staging Plan”, attached hereto as Schedule “J” and forming part of this bylaw;
- l. delete the map entitled “Figure 13.0 Transportation Network”, and replace it with the map entitled “Figure 13.0 Transportation Network”, attached hereto as Schedule “K” and forming part of this bylaw; and


- m. delete the map entitled “Figure 14.0 Active Mode Transportation Network”, and replace it with the map entitled “Figure 14.0 Active Mode Transportation Network”, attached hereto as Schedule “L” and forming part of this bylaw;
- n. deleting Section 6.4 *Town Centre*, from the subsections entitled *Overview & Rationale* to *Residential*, in its entirety and substituting the following:
- o. in Section 6.5 *Institutional / Civic*, under *Overview & Rationale* deleting the last sentence of the first paragraph that reads: “The civic area identified on Figure 5: Development Concept has been identified as the location for the future Fire Station.” in its entirety; and
- p. in Section 6.5.1.1 *NSP Policy*, deleting the last sentence of the first paragraph and replacing with the following: “Emergency services such as a fire rescue and emergency medical services shall be located so as to provide convenient and efficient access to service areas.”; and
- q. in Section 6.5.1.1 *NSP Policy* under *Implementation*, adding the following sentence: “The locations of emergency services will be determined through consultation with relevant departments and agencies.”

READ a first time this 15th day of November 2017;
 READ a second time this 15th day of November 2017;
 READ a third time this 13th day of February 2018;
 SIGNED AND PASSED this 13th day of February 2018.

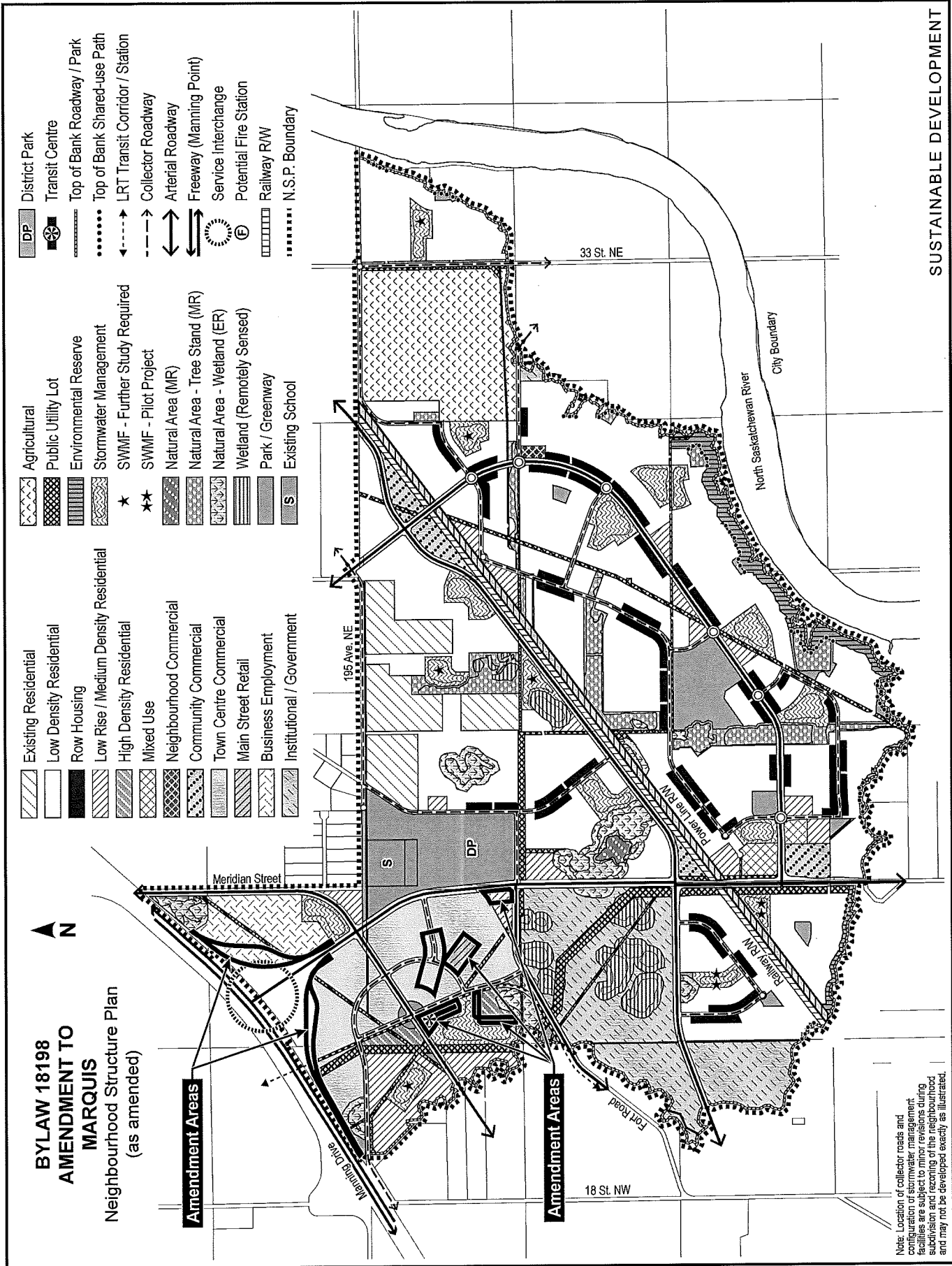
THE CITY OF EDMONTON

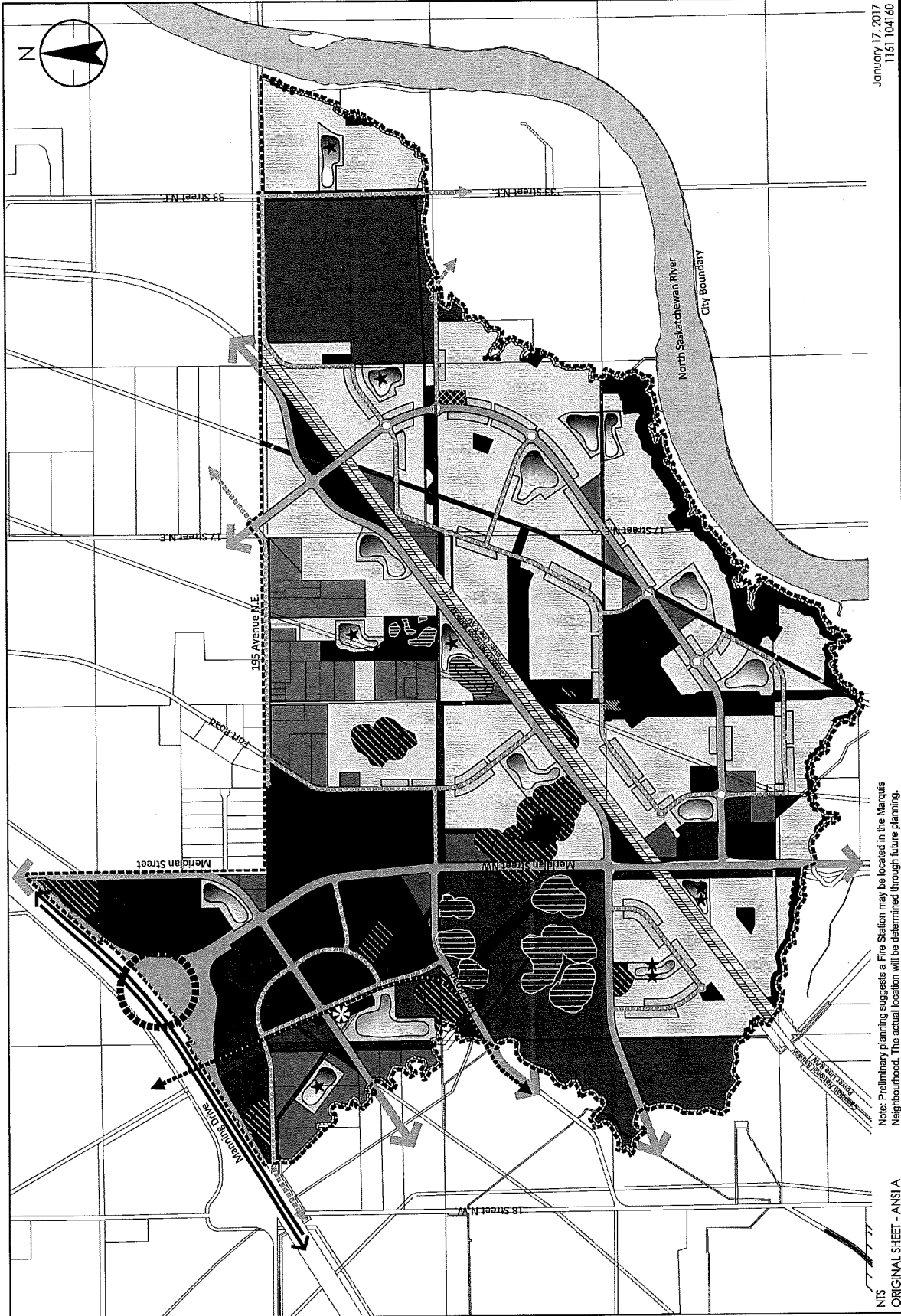


MAYOR



CITY CLERK





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Note: Preliminary planning suggests a Fire Station may be located in the Marquis Neighbourhood. The actual location will be determined through future planning.

Legend

- Existing Residential
- Single/ Semi-Detached Residential
- Row Housing
- Low Rise / Medium Density Housing
- High Density Residential
- Mixed Uses
- Community Commercial
- Neighbourhood Commercial
- Town Centre Commercial

- Main Street Retail
- Institutional (Government Land)
- Business Employment
- Agricultural Land
- Canadian National Railway
- Altalink Powerline R/W
- Environmental Reserve
- Public Utility Lot

- Natural Area (MR)
- Natural Area - Wetland (ER)
- Wetland - Remotely Sensed
- School / Park
- Stormwater Management Facility
- SWMF - Further Study Required
- SWMF - Pilot Project

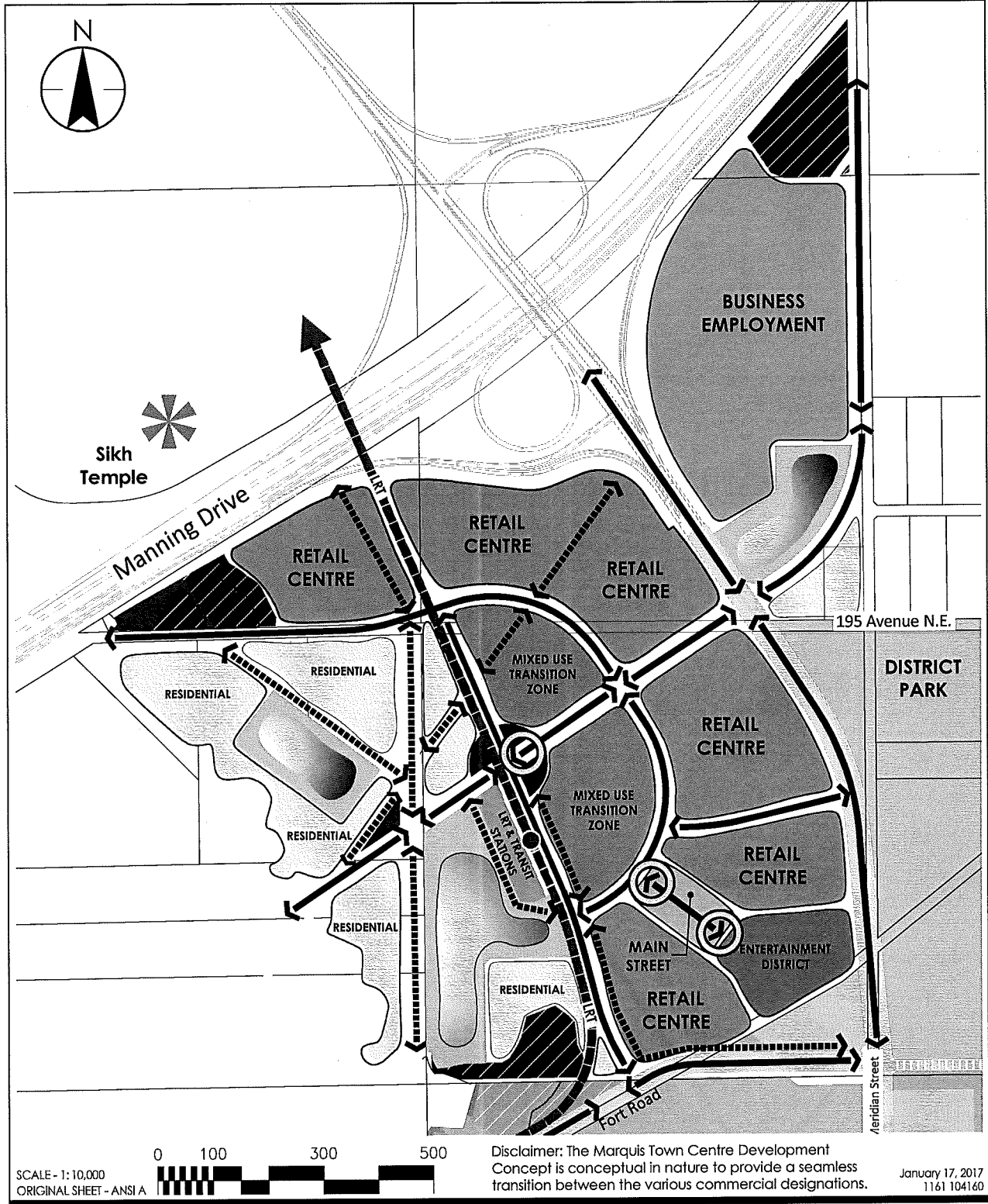
- Top-of-Bank Shared-use Path
- Top-of-Bank Roadway / Park
- LRT / Transit Station
- Collector Roadway
- Arterial Roadway
- Freeway (Manning Drive)
- Service Interchange
- NSP Boundary

Client/Project
CAMERON COMMUNITIES INC.

**MARQUIS NEIGHBOURHOOD
NSP AMENDMENT**

Figure No.
5.0

Title
Development Concept



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Disclaimer: The Marquis Town Centre Development Concept is conceptual in nature to provide a seamless transition between the various commercial designations.
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- Legend**
- Potential Pedestrian Connections
 - Vehicular & Pedestrian Connections
 - Potential Amenity Area

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MARQUIS NEIGHBOURHOOD
TOWN CENTRE

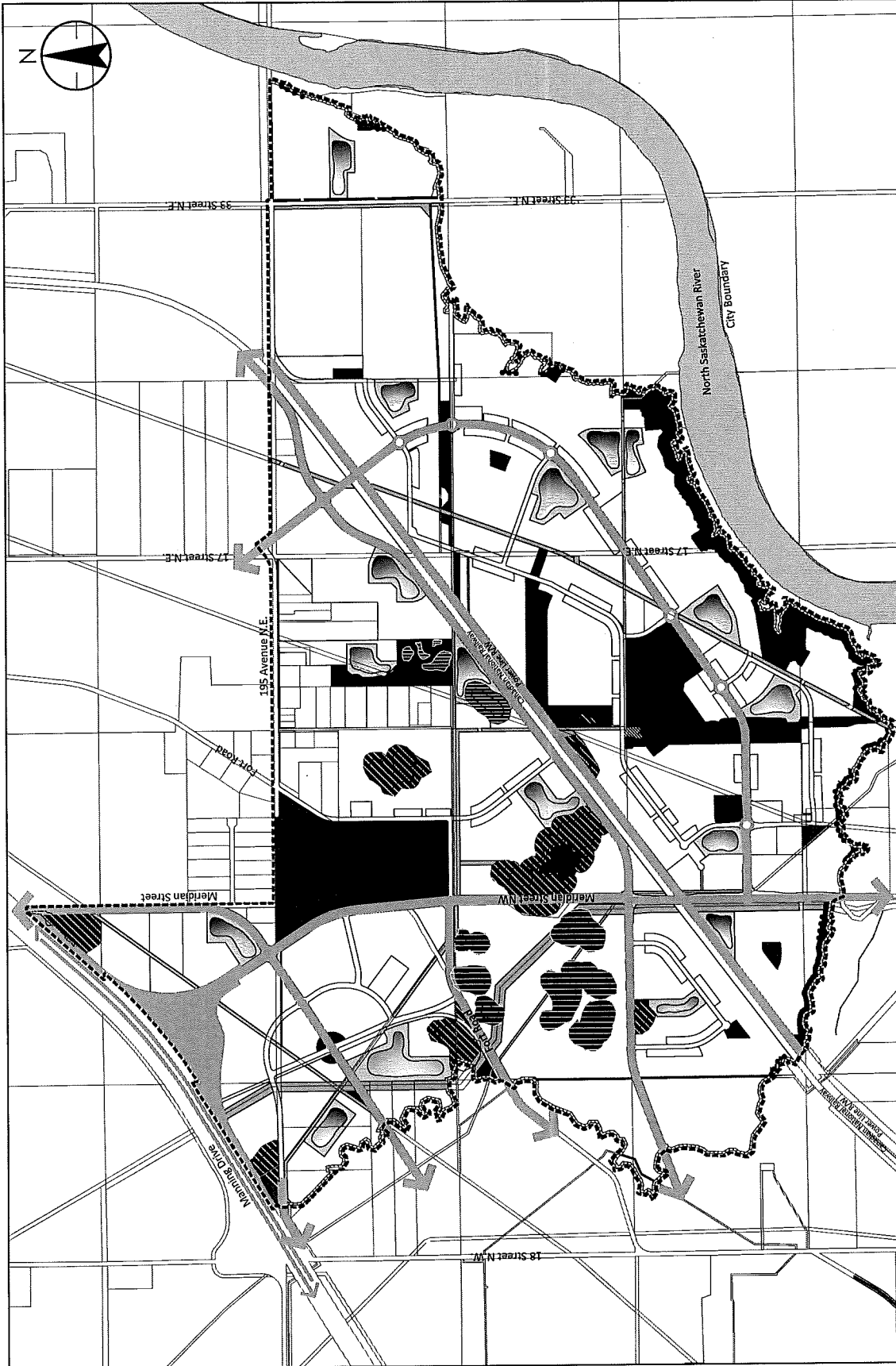
Figure No.
6.0

Title
**TOWN CENTRE
DEVELOPMENT CONCEPT**



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NOTE: PEDESTRIAN CONNECTION LOCATIONS ARE CONCEPTUAL AND WILL BE FINALIZED THROUGH DETAILED SITE DESIGN.



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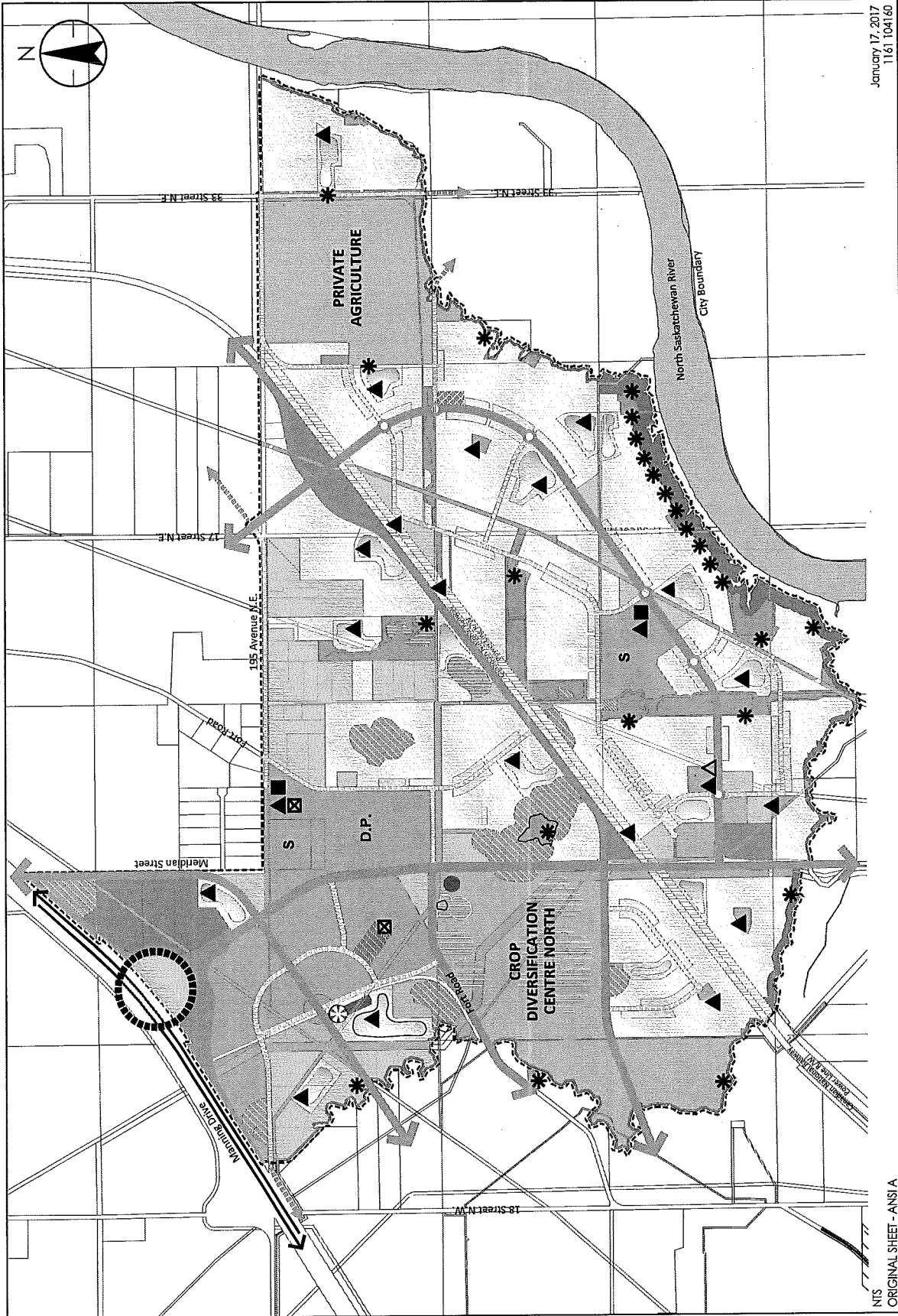
MARQUIS NEIGHBOURHOOD
 NSP AMENDMENT

Figure No.
 7.0
 Title

Ecological Network & Parks

- Legend**
- Natural Area - Tree Stand (NR)
 - Natural Area (MR)
 - Natural Area - Wetland (ER)
 - Wetland - Remotely Sensed
 - School / Park
 - Stormwater Management Facility
 - Environmental Reserve (to be confirmed by Studies)
 - Public Utility Lot as Multi-Use Trail
 - Top-of-Bank Shared-use Path
 - Top-of-Bank Roadway / Park
 - Linkage To Adjacent Community
 - NSP Boundary

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MARQUIS NEIGHBOURHOOD
NSP AMENDMENT

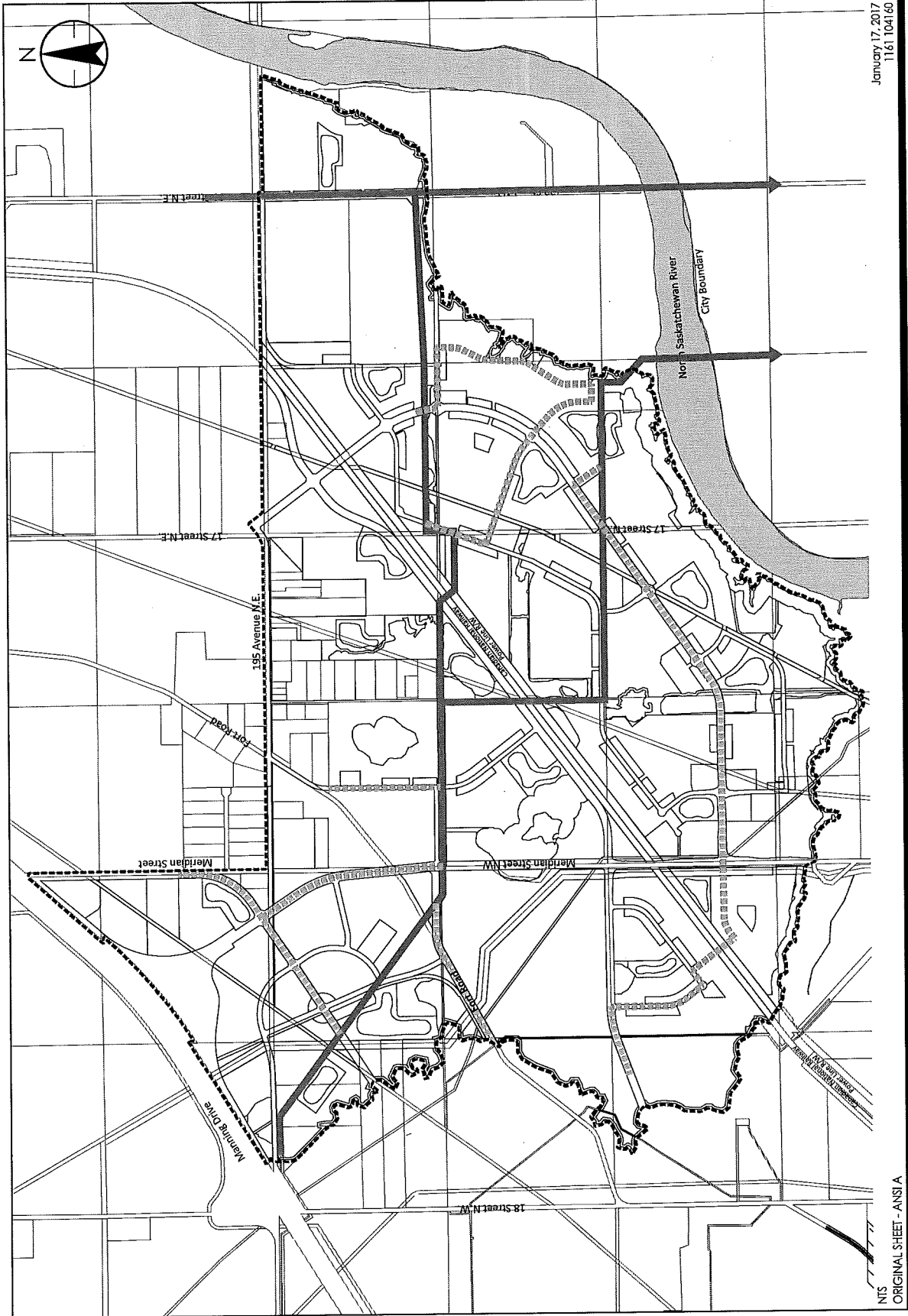
Figure No.
8.0
Title
Agriculture & Food

- Legend**
- ▲ Potential Community Garden Location
 - △ Potential Orchard Location
 - Potential Community Kitchen Location
 - ⊗ Potential Farmers Market
 - * Potential Naturalized Edible Landscaping
 - Potential Food Education & Collaboration

NOTE: ADDITIONAL OPPORTUNITIES AVAILABLE ON PRIVATE PROPERTY AND ON ROAD RIGHTS OF WAY.

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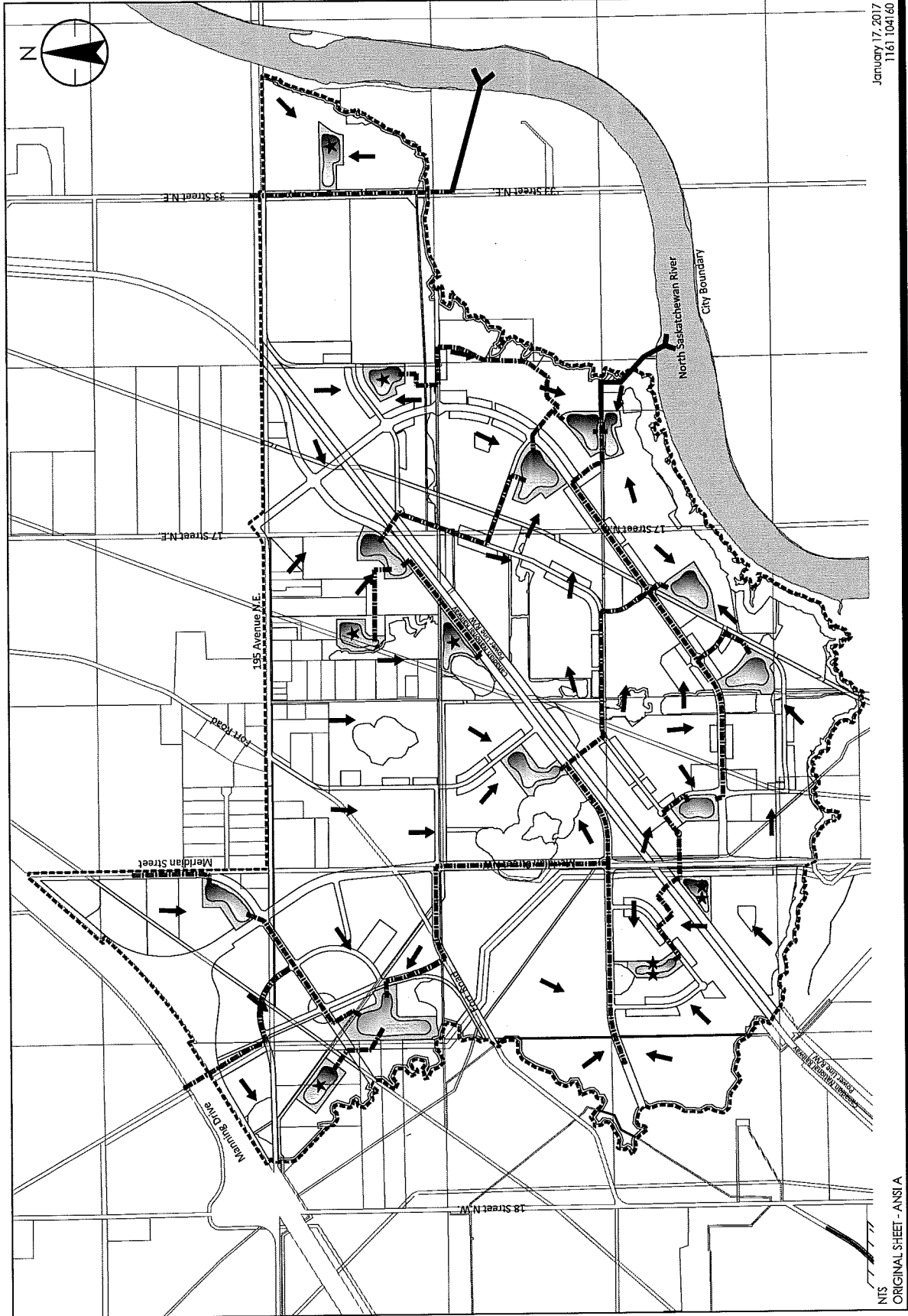
Figure No.
9.0
Title

Sanitary Servicing

- Legend**
-  Proposed Sanitary Trunk
 -  Existing Sanitary Trunk
 -  NSP Boundary

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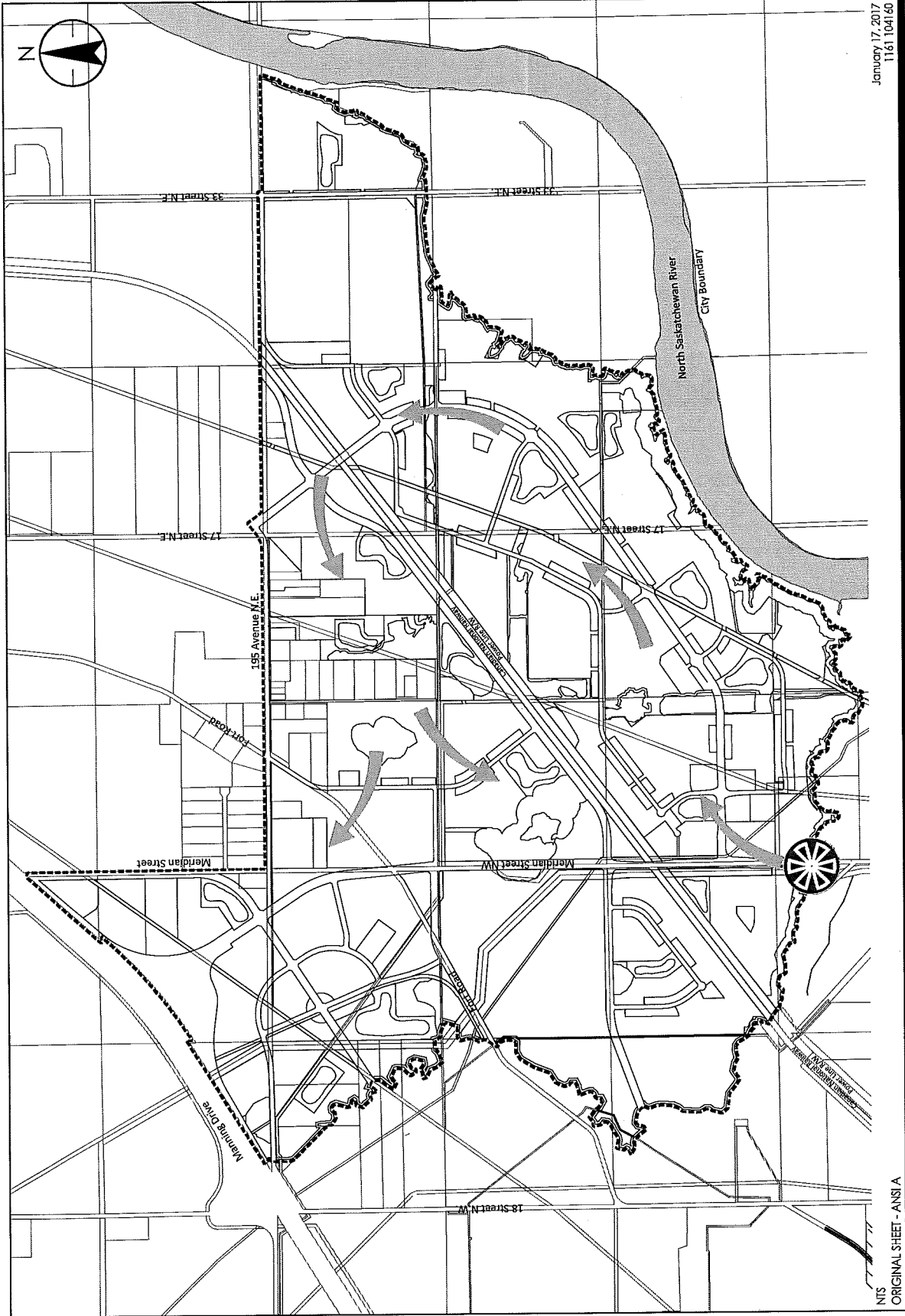
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MARQUIS NEIGHBOURHOOD
NSP AMENDMENT

Figure No.
10.0
Title
Stormwater Servicing

- Legend**
- Stormwater Management Facility
 - Storm Trunk & Interconnecting Pipe
 - Outfall
 - Direction of Flow
 - NSP Boundary
 - SWMF - Further Study Required
 - SWMF - Pilot Project

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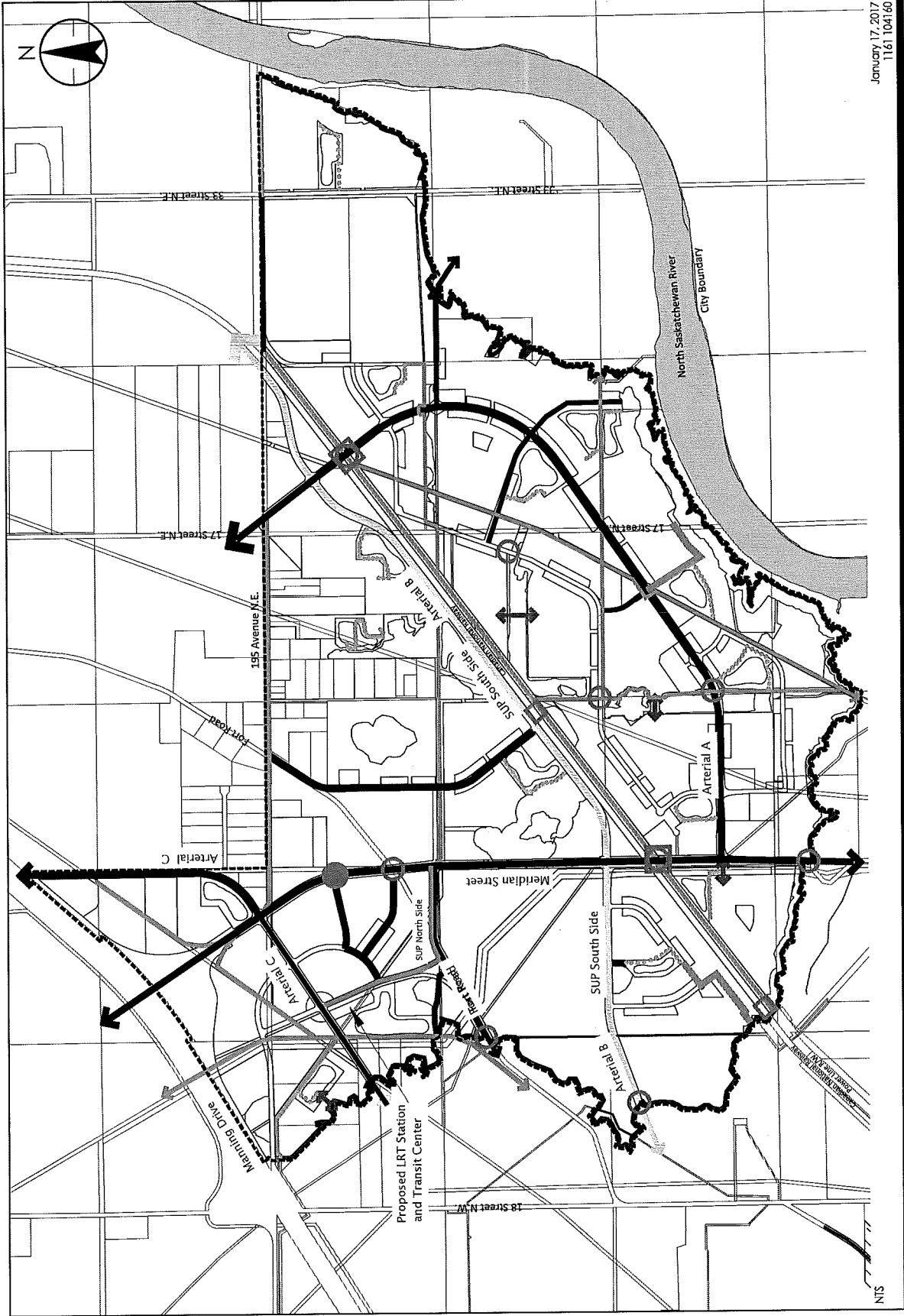
Figure No. _____
12.0
Title

Staging Plan

- Legend**
- ↑ General Direction & Sequence Of Development
 - ⊙ Development Starting Point
 - ▬ NSP Boundary

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NSP AMENDMENT

Figure No. **14.0**
 Title **Active Mode Transportation Network**

- Legend:**
- Primary Bike Network
 - Secondary Bike Network
 - Tertiary Bike Network Paved
 - Shared use Path
 - Top of Bank Shared Use Path
 - SWMF Shared Use Path
 - Granular Shared Use Path Adjacent to Natural Area
 - Standard Arterial
 - Pedestrian Connections & Greenways
 - Priority Pedestrian Crossing
 - Middblock
 - Potential At-Grade CN Pedestrian Crossing
 - Potential long Term Grade Separated

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Section 6.4 Town Centre

Overview & Rationale

The Town Centre will be a pedestrian friendly, mixed-use transit oriented focal point for the NSP area and the wider Horse Hill area. Through the diversity of land uses (medium and high density residential development, commercial, office and institutional) in close proximity to the LRT Station and Transit Centre the Town Centre will create a dynamic urban environment that is transit supportive in which people can live work and play.

Zoning for the Town Centre shall be implemented through Section 900 (Special Areas) of the City of Edmonton Zoning Bylaw, unless otherwise specified.

MAIN STREET RETAIL

The intent of the Main Street Retail is to allow for the development of a pedestrian friendly and transit supportive Main Street. Retail and service uses would be located on the ground floor of buildings adding to the vibrancy of the street which may have opportunities for residential and/or office uses located above street level. To ensure a pedestrian-oriented streetscape, buildings would be oriented to align with the street, with parking located on-street or at the rear of buildings.

Potential uses within the Main Street Retail sub-area include, but are not limited to:

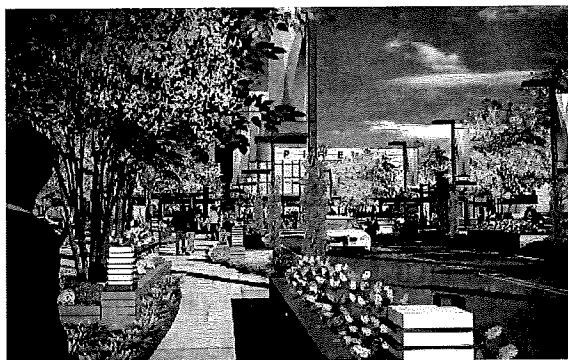
- General Retail
- Residential
- Eating and Drinking Establishments
- Professional, Financial and Office Support Services
- Institutional

Maximum Density:

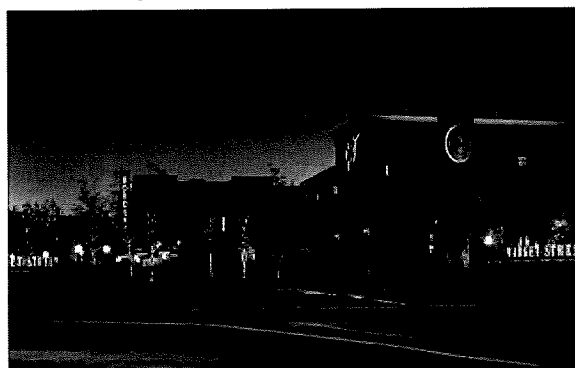
- 125 Units Per Hectare

Maximum Height:

- 24 metres



Source: Manning Town Centre – Edmonton, AB



Source: Market Street – Woodlands, Texas

TOWN CENTRE COMMERCIAL

The intent of the Town Centre Commercial is to allow for the development of high quality, pedestrian friendly, commercial developments. These developments would incorporate a variety of large, medium and small retail formats, office and entertainment uses in proximity to transit services (LRT station and Transit Centre). Buildings will frame entrances and intersections along pedestrian-friendly routes, and surface parking will be “broken-up” or minimized when abutting public streets. In addition to the Main Street Retail, additional sub-areas are to be created within the Town Centre Commercial: Mixed Use Transition Zone; Retail Centre; Entertainment District; Business Employment; and Residential components, providing a variety of commercial opportunities.

Mixed Use Transition Zone

Sites within the Mixed-Use Transition Zone may be developed a mix of residential, commercial, and office uses within buildings.

Potential uses within the Mixed-Use Transition Zone sub-area include, but are not limited to the following:

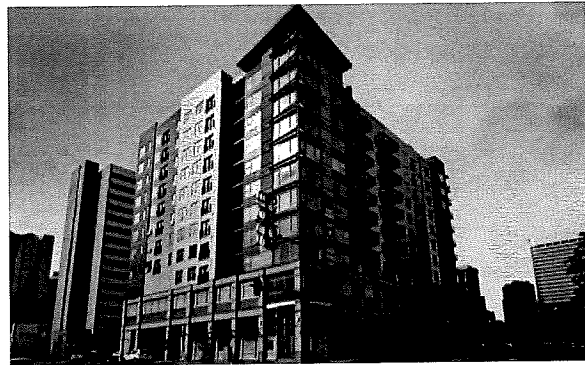
- Apartment Housing
- General Retail
- Restaurants
- Professional, Financial and Office Support Services

Maximum Density:

- 225 Units per Hectare

Maximum Height:

- 26 metres



Source: Solera Apartments – Denver, CO



Source: Rhode Island Row – Washington, DC

Retail Centre

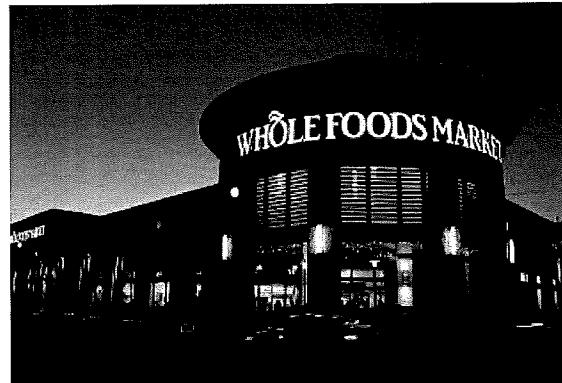
Retail Centres provide a mix of uses, including retail, leisure amenities, and opportunities for residential development.

Potential uses within the Retail Centre sub-area include, but are not limited to the following:

- General Retail
- Professional, Financial and Office Support Services
- Eating and Drinking Establishments
- Recreational

Maximum Height:

- 26 metres



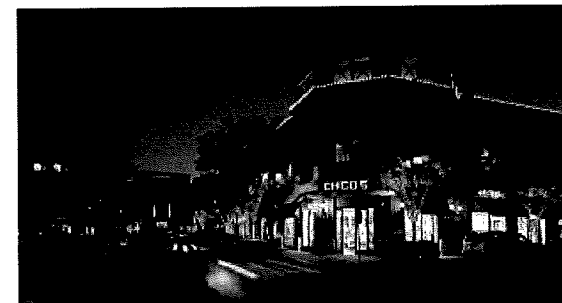
Source: Whole Foods – Folsom, CA



Source: Perkowitz and Ruth



Source: Potomac Town Centre – Woodbridge, VA



Source: Fairfax Corner – Fairfax, VA

Entertainment District

The Entertainment District is typically anchored by a larger user such as a theater. The entertainment district provides opportunities for additional dining, music and nightlife.

Potential uses within the Entertainment District sub-area include, but are not limited to the following:

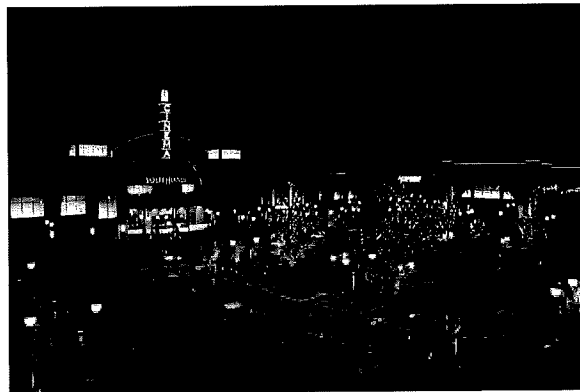
- General Retail
- Eating and Drinking Establishments
- Recreation Services
- Entertainment Establishments

Maximum Height

- 26 metres



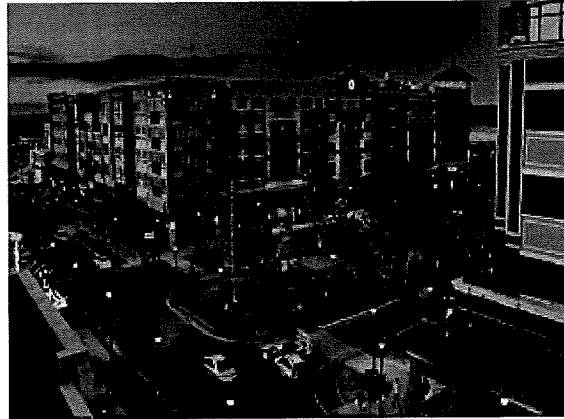
Source: Winrock Town Centre – Albuquerque, NM



Source: Stantec

Residential

High Density Residential (HDR) and Medium Density Residential (MDR) designations are intended to promote higher density, high quality and transit supportive development within the Town Centre. HDR will take the form of medium and high rise units and MDR will take the form of row housing, stacked row housing and low rise apartment units. These residential uses are within walking distance of the LRT station, Transit Centre, commercial uses, district park site and employment areas and will support the creation of a more compact walkable and liveable neighbourhood. The intent is to apply standard zones to the Medium and High Density residential designations.



Source: Streets of South Glenn - Colorado