

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 LAND 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	day of	, A. D. 2017;
READ a second time this	day of	, A. D. 2017;
READ a third time this	day of	, A. D. 2017;
SIGNED and PASSED this	day of	, A. D. 2017.

THE CITY OF EDMONTON

MAYOR

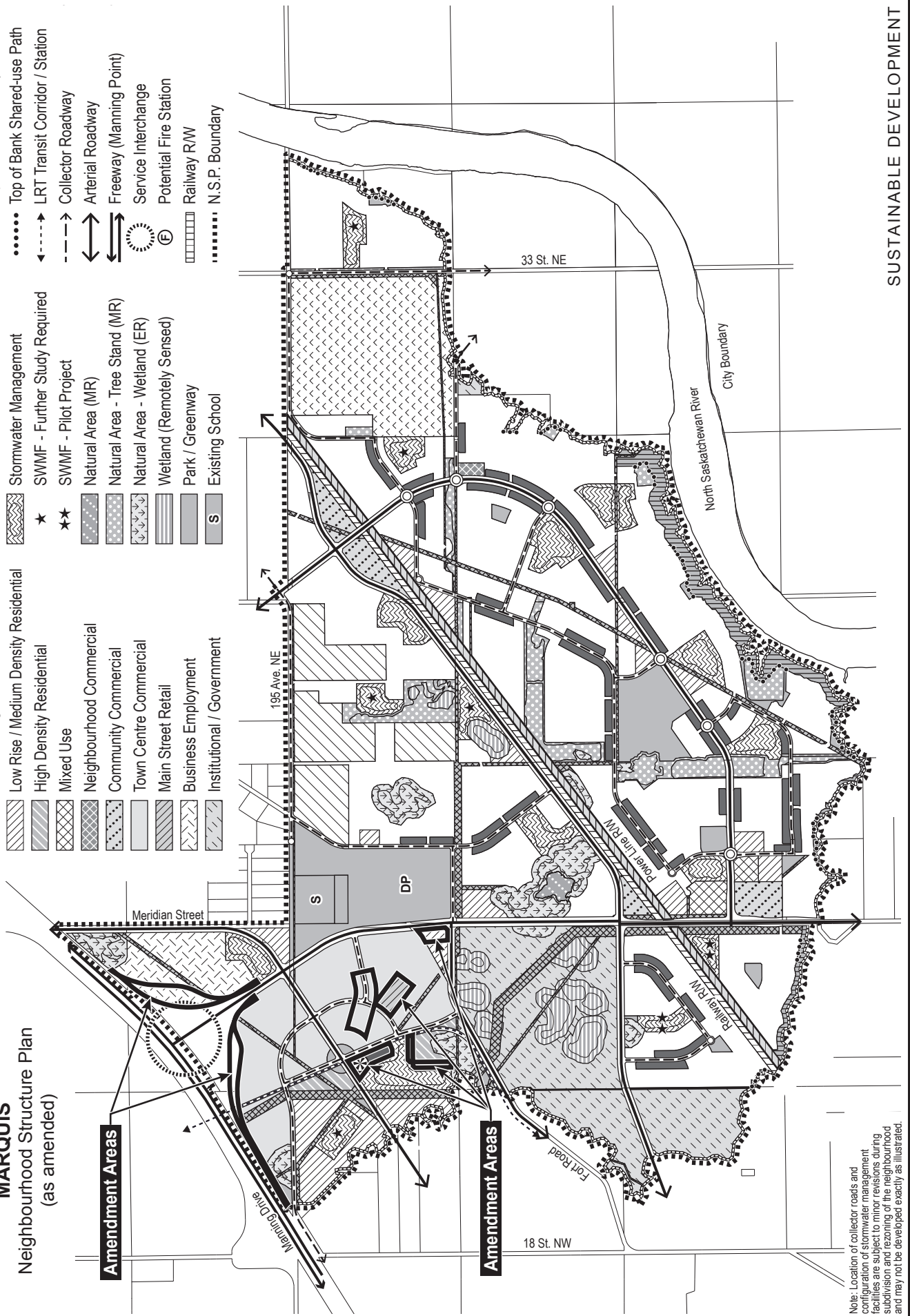
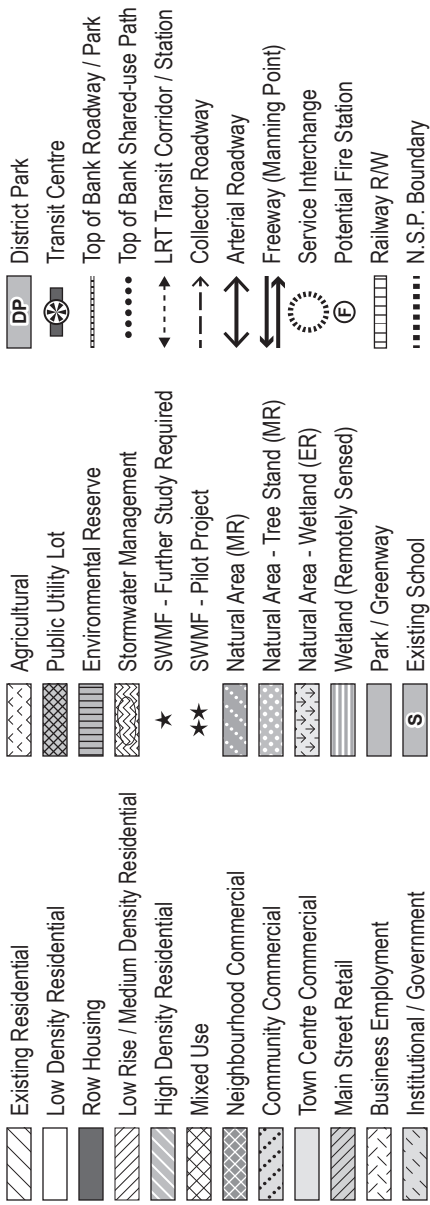
CITY CLERK

BYLAW 18198

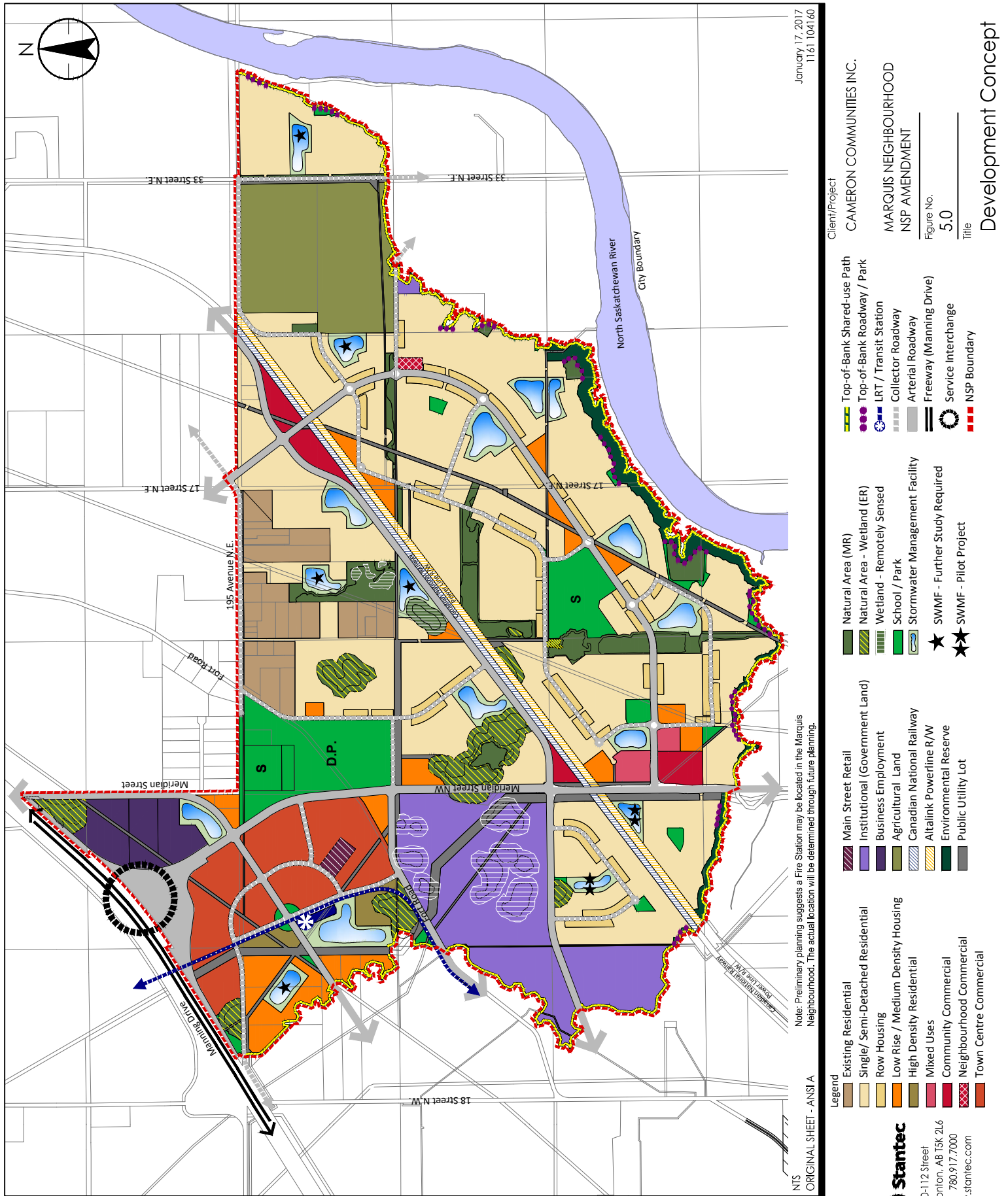
AMENDMENT TO

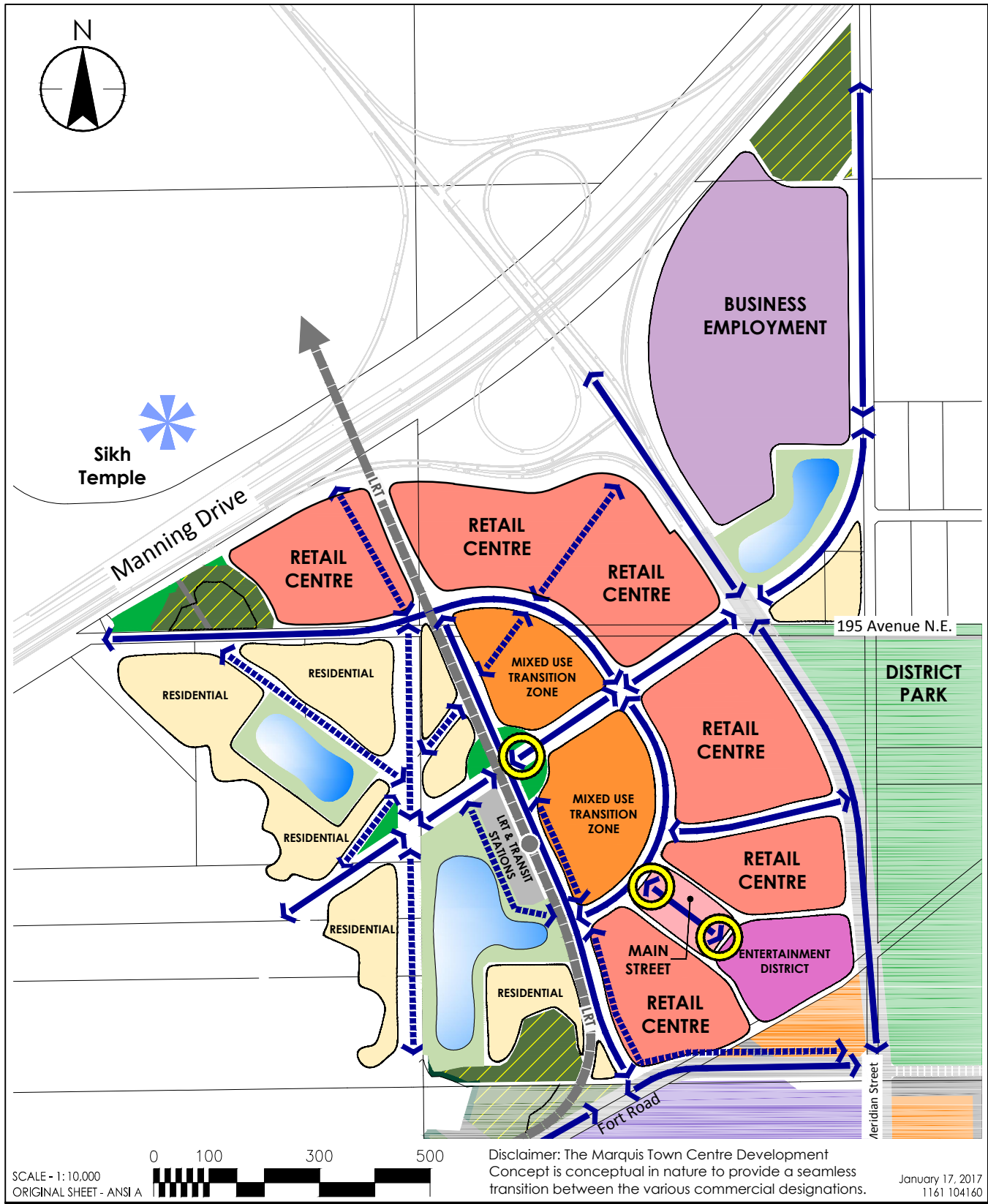
MARQUIS

Neighbourhood Structure Plan
(as amended)

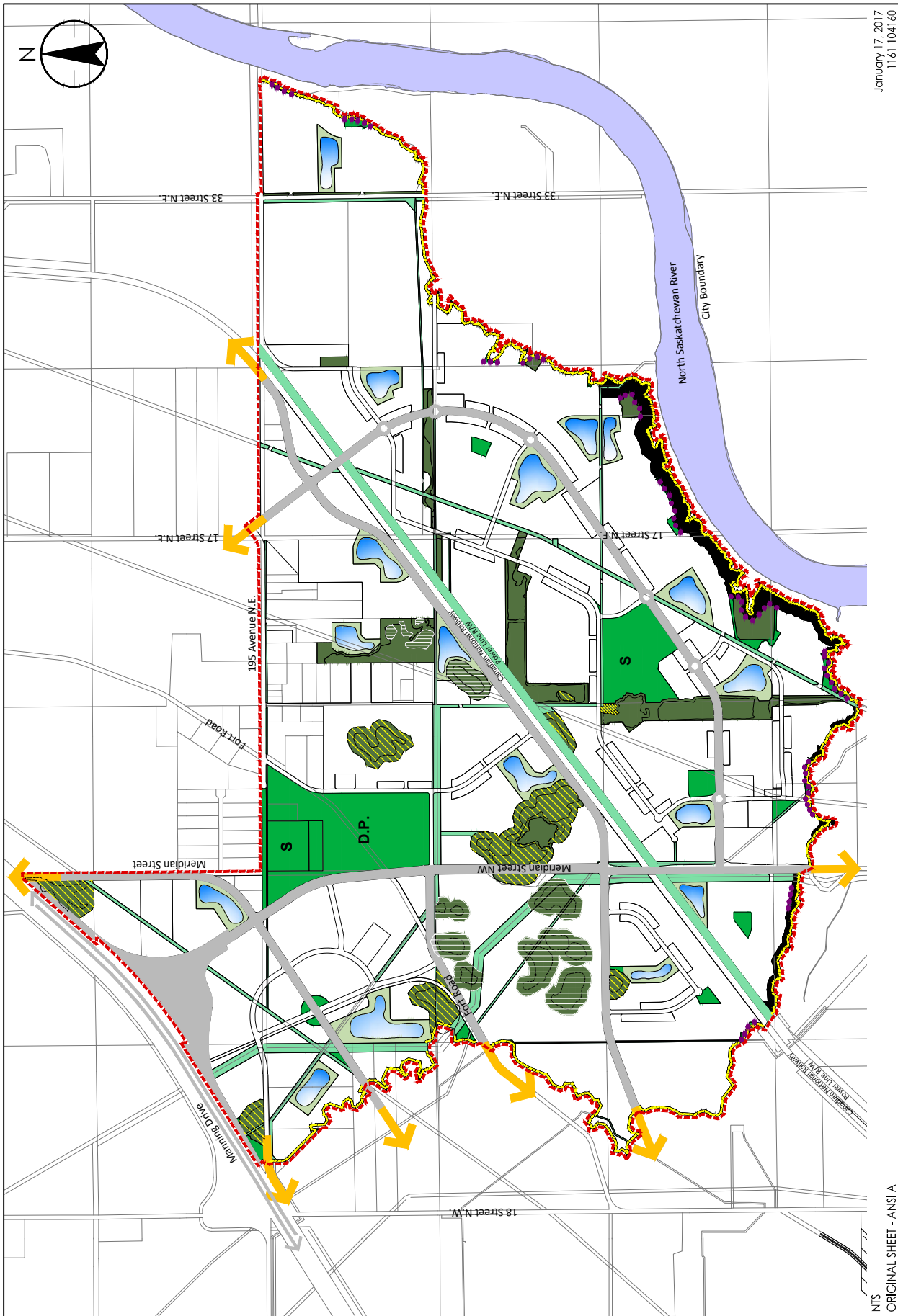


Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.





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NTS

ORIGINAL SHEET - ANSI A

January 17, 2017
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Client/Project

CAMERON COMMUNITIES INC.

MARQUIS NEIGHBOURHOOD
NSP AMENDMENT

Figure No.

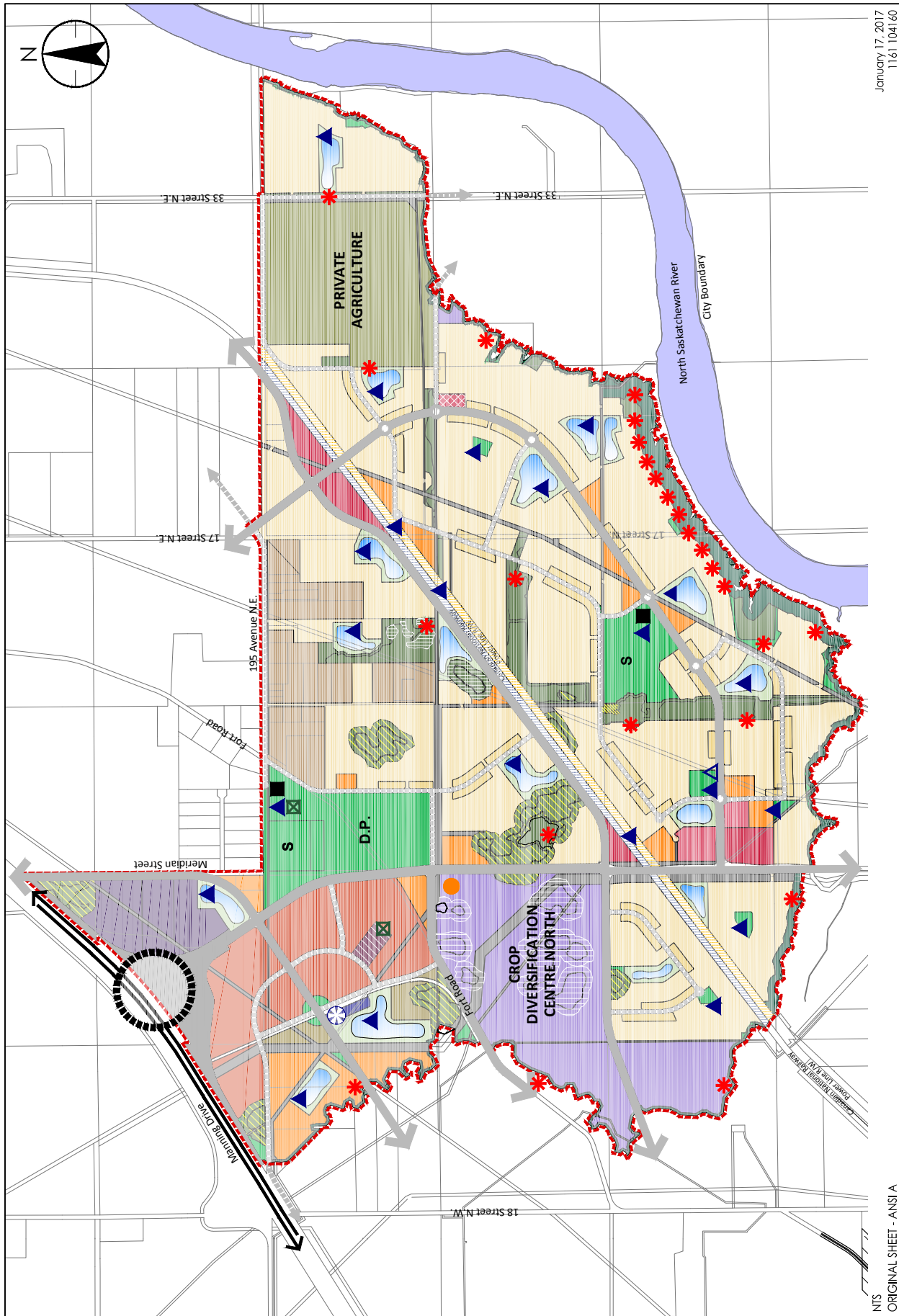
7.0

Title

Ecological Network & Parks



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NSP AMENDMENT

Figure No.

8.0

Title

Agriculture & Food

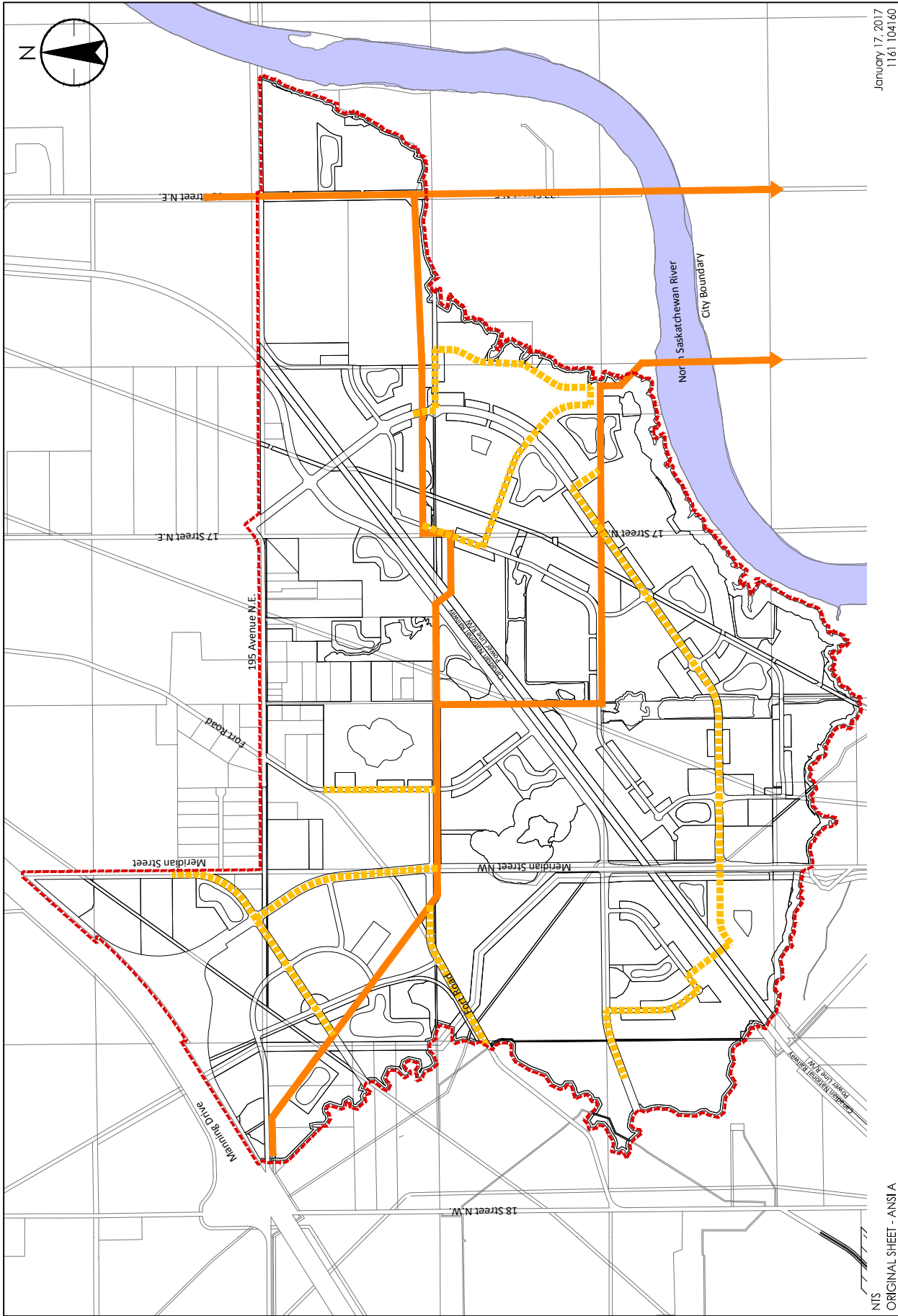
Legend

- Potential Community Garden Location
- Potential Farmers Market
- Potential Naturalized Edible Landscaping
- Potential Food Education & Collaboration
- Potential Orchard Location
- Potential Community Kitchen Location

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



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NSP AMENDMENT

Figure No.

9.0

Title

Sanitary Servicing

Legend

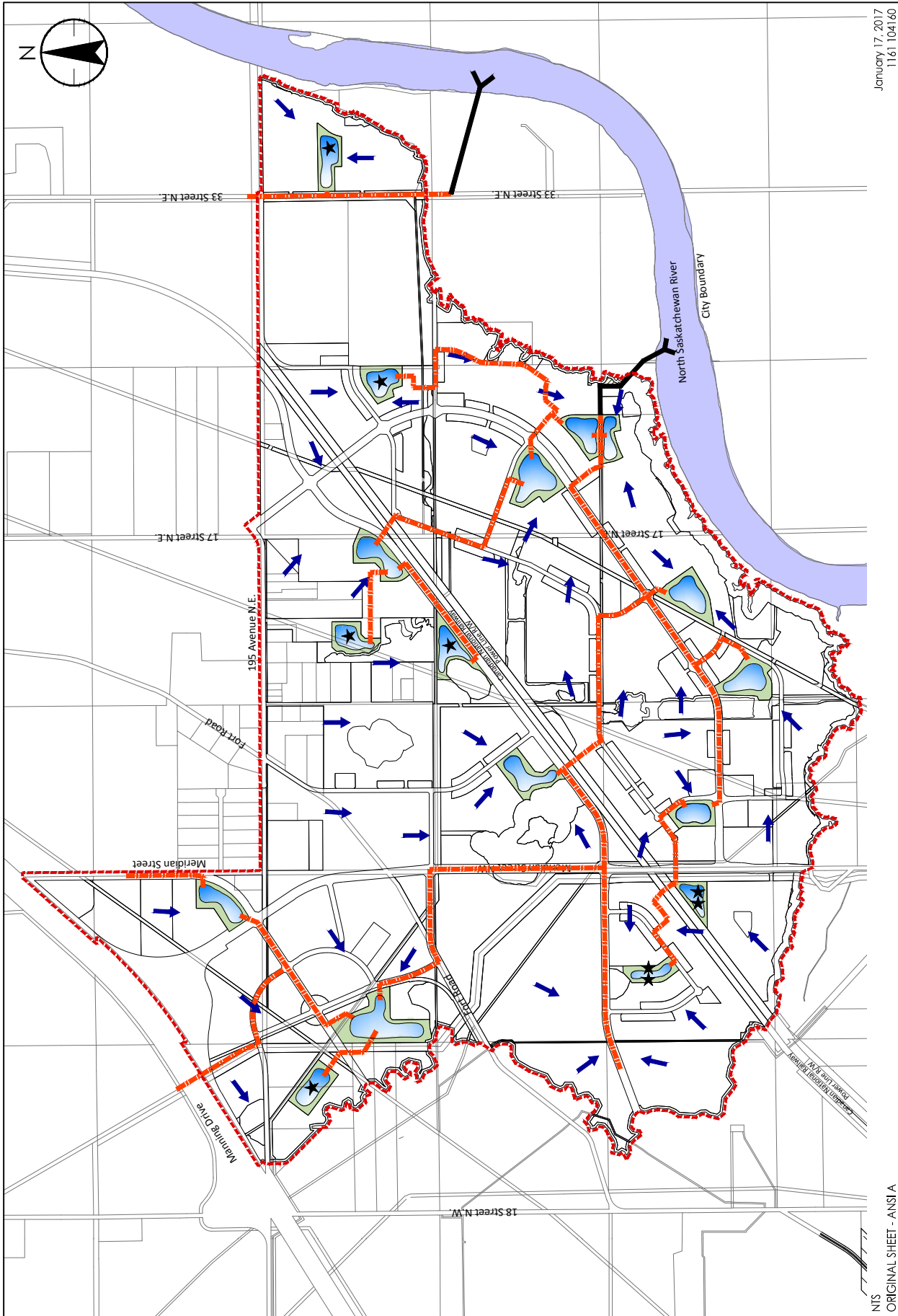
Proposed Sanitary Trunk

Existing Sanitary Trunk

NSP Boundary



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NSP AMENDMENT

Figure No.

10.0

Title

Stormwater Servicing

Legend

Stormwater Management Facility

Storm Trunk & Interconnecting Pipe

Outfall

Direction of Flow

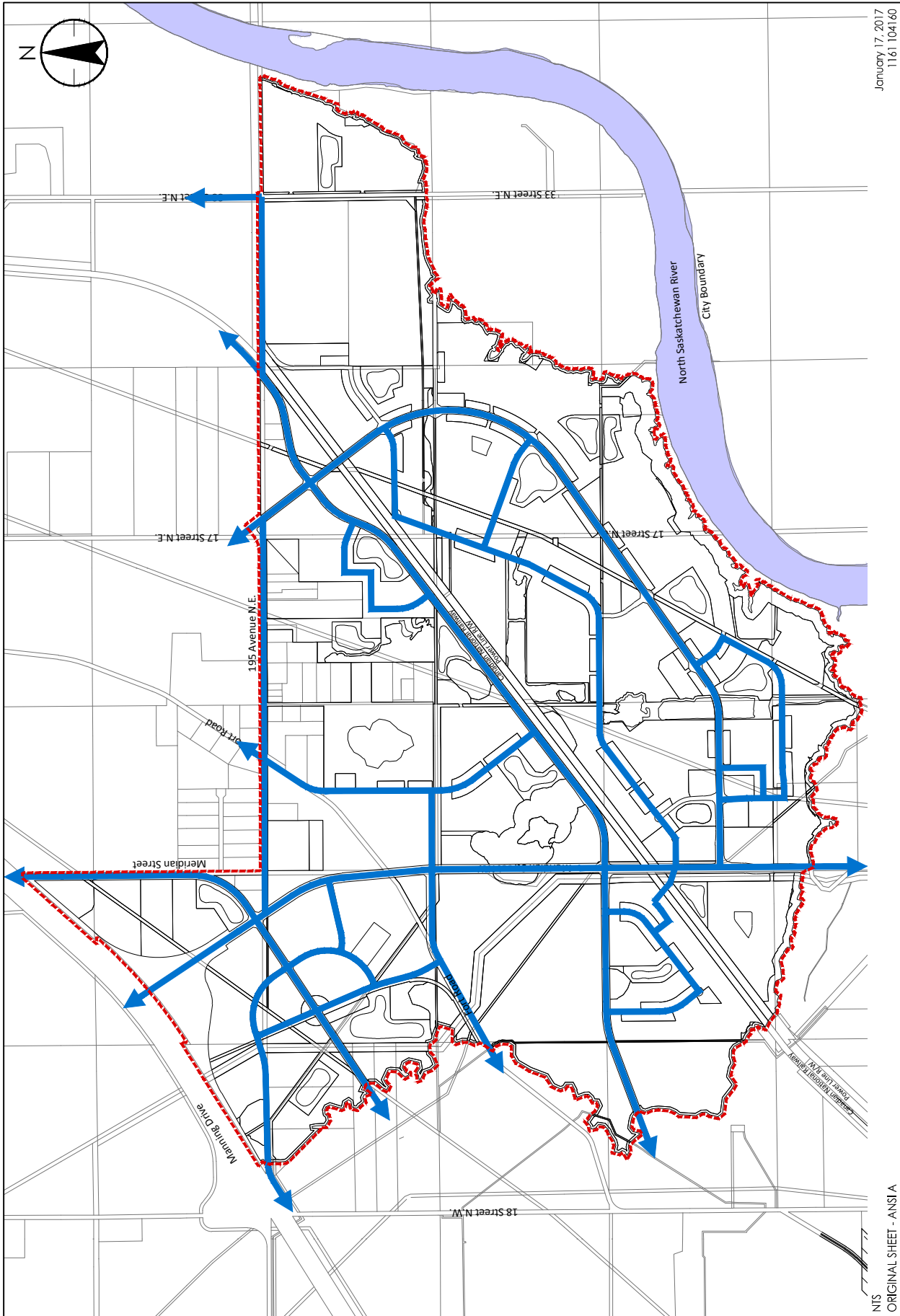
NSP Boundary

SWMF - Further Study Required

SWMF - Pilot Project



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Figure No.

11.0

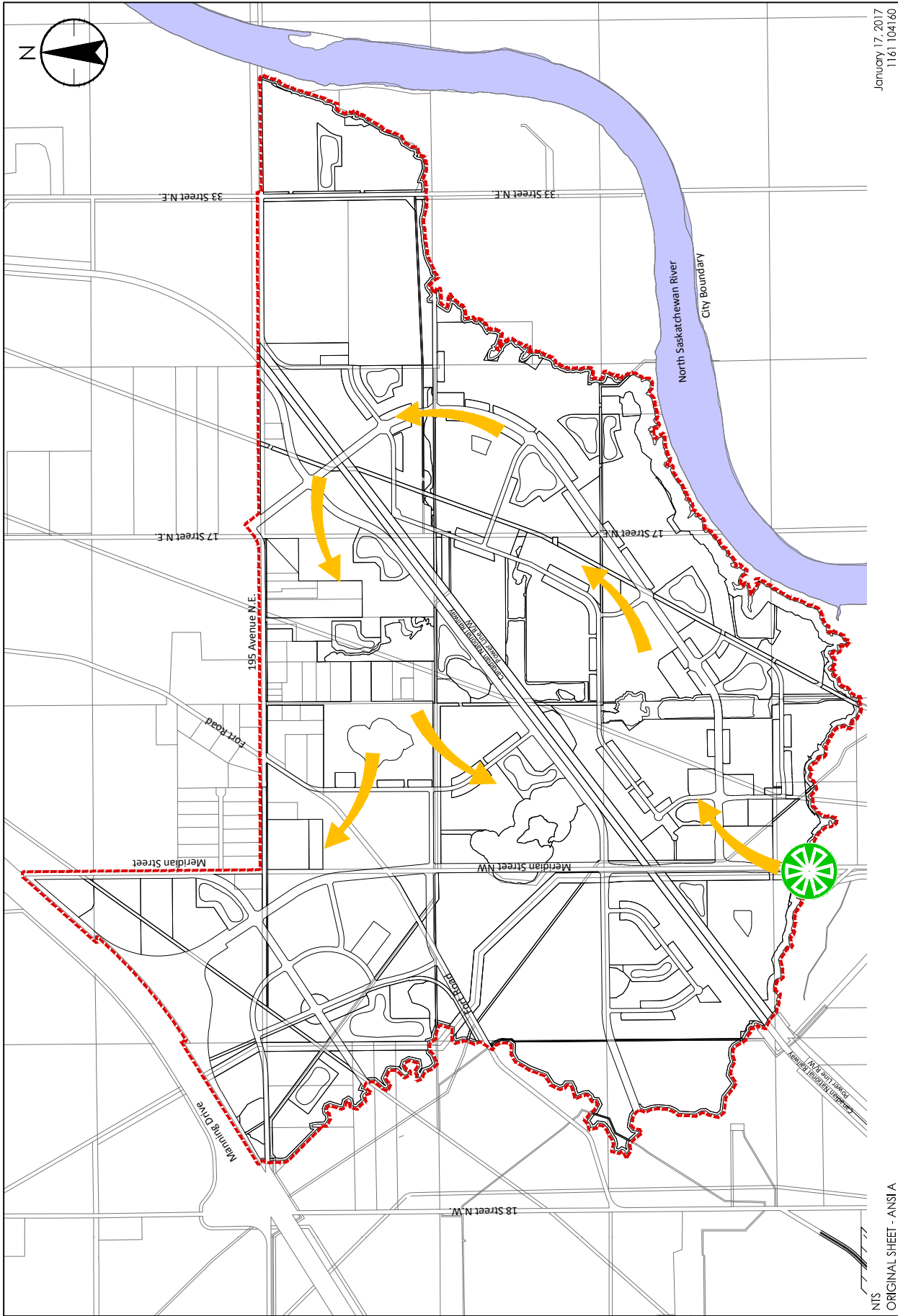
Title

Water Servicing

Legend
Water Main
NSP Boundary

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NSP AMENDMENT

Figure No.

12.0

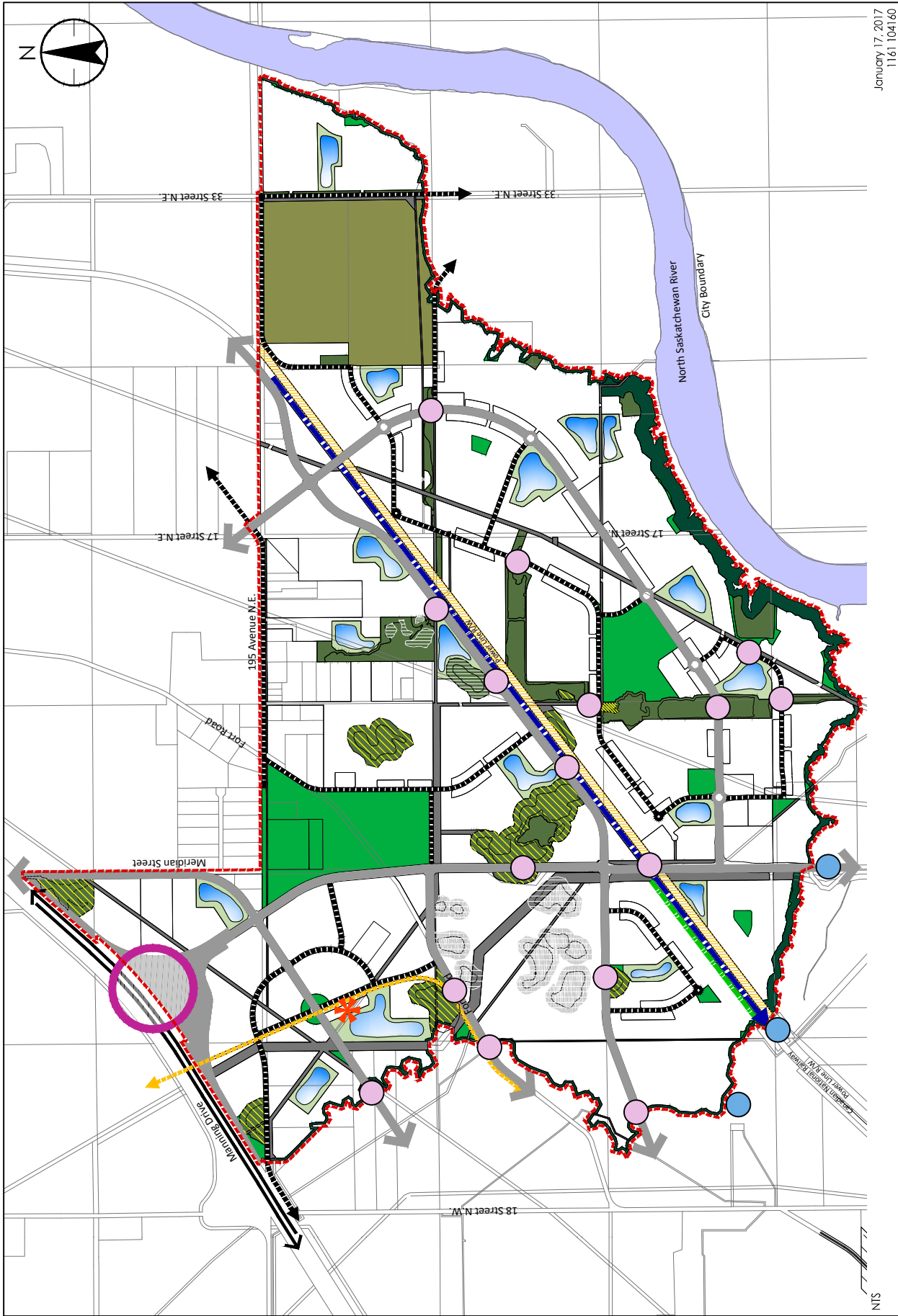
Title

Staging Plan

- Legend**
- General Direction of Development
 - Development Starting Point
 - NSP Boundary

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NSP AMENDMENT

Figure No.

13.0

Title

Transportation Network

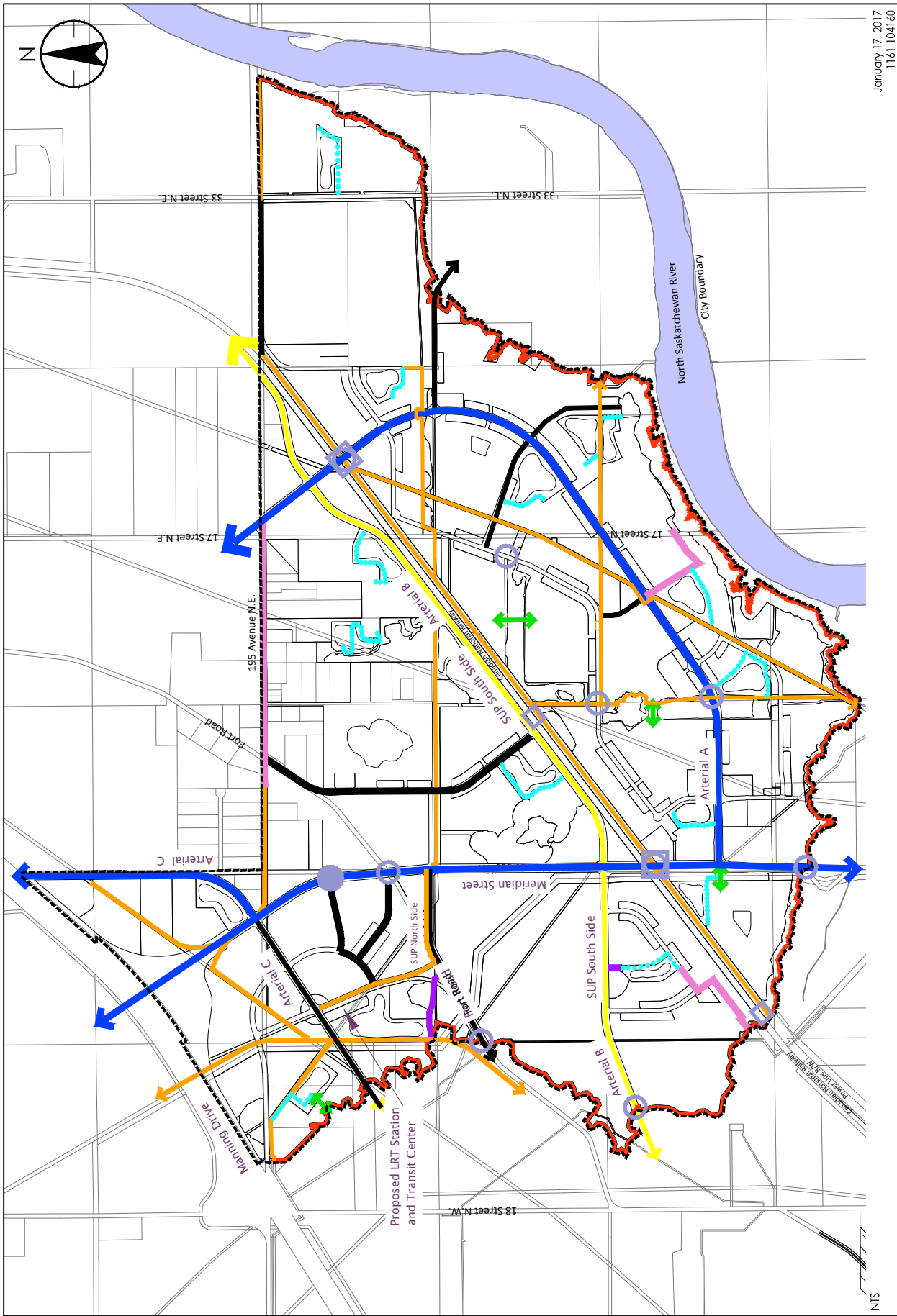
Legend

- Canadian National Railway
- LRT Transit Corridor/ Station
- Collector Roadway
- Arterial Roadway
- Natural Area - Tree Stand (MR)
- Natural Area (MR)
- Natural Area - Wetland (ER)
- Wetland - Remotely Sensed
- School / Park
- Stormwater Management Facility
- Agricultural Land
- Altalink Powerline R/W
- Environmental Reserve
- Public Utility Lot

- Freeway (Manning Drive)
- Transit Centre
- Service Interchange
- NSP Boundary
- Wildlife Crossing
- Existing Wildlife Crossing Barrier
- Proposed Berm and Fence



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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
- Midblock
- 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.



Source: Manning Town Centre – Edmonton, AB

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



Source: Market Street – Woodlands, Texas

Maximum Density:

- 125 Units Per Hectare

Maximum Height:

- 24 metres

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:

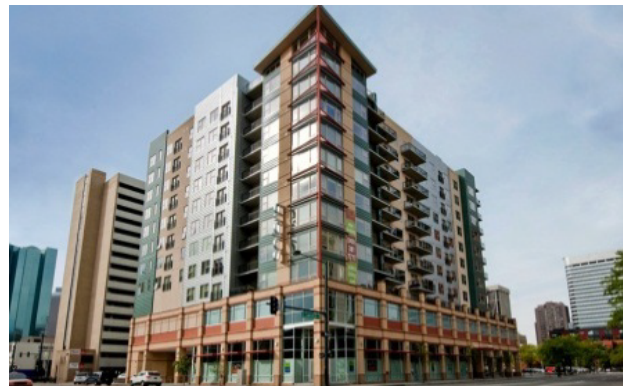
- Apartment Housing
- General Retail
- Restaurants
- Professional, Financial and Office Support Services

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 SouthGlenn - Colorado