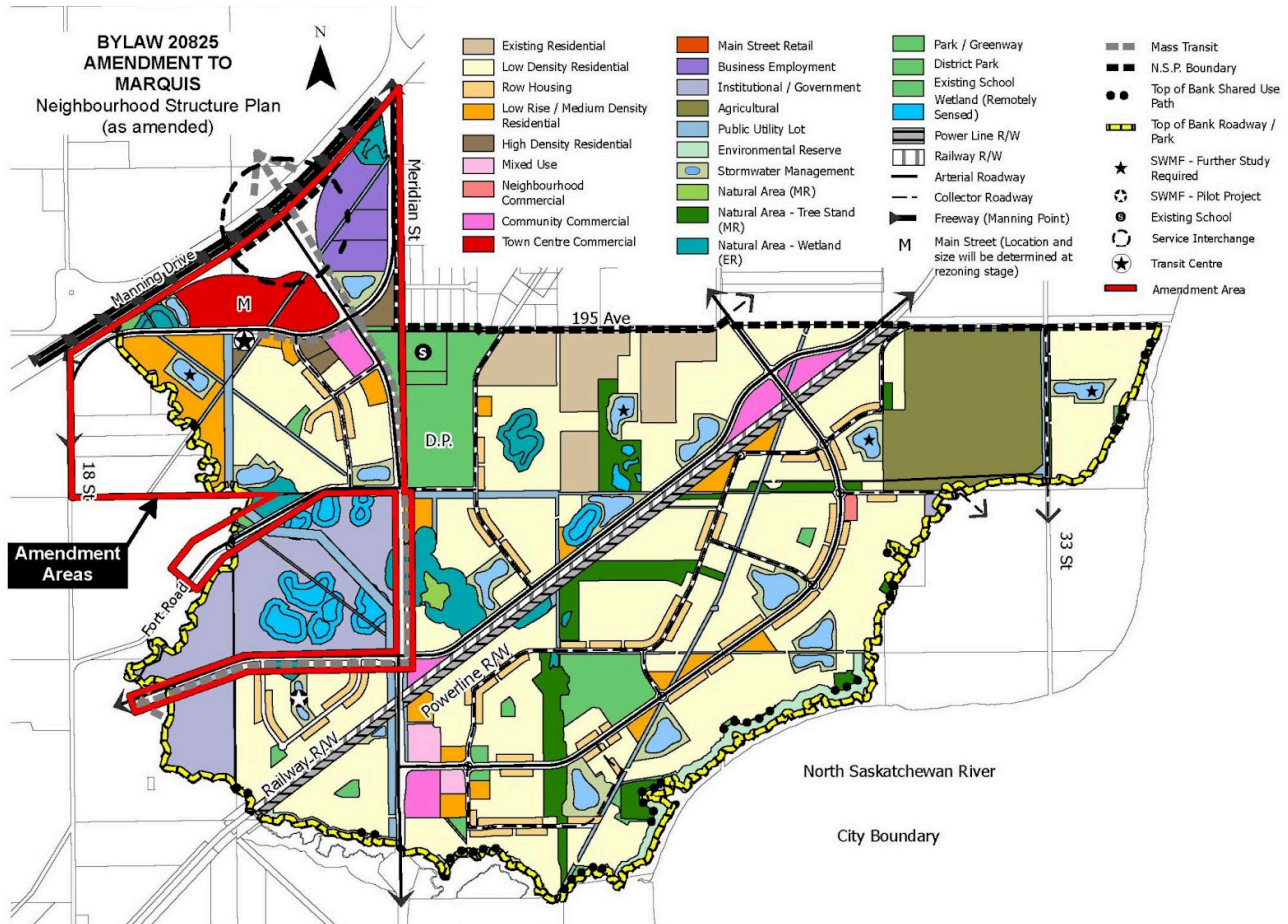


## South of Manning Drive NW and West of Meridian Street NW Position of Administration: Support



### Summary

Bylaw 20824 proposes to amend the Horse Hill Area Structure Plan by updating text, figures, and land use and population statistics to reflect land use changes for an associated amendment to the Marquis Neighbourhood Structure Plan.

Bylaw 20825 proposes amendments to the Marquis Neighbourhood Structure Plan to reconfigure land uses within the Marquis Town Centre, renaming the future proposed LRT line to a mass transit line, and adjustments to the arterial road and mass transit networks.

Charter Bylaw 20827 proposes an update of the Horse Hill Catchment area within Bylaw 14380, Arterial Roads for Development, to reflect changes in the arterial roadway network in the Marquis

Town Centre area, and add additional obligations for interim access improvements to Manning Drive.

Public engagement for this application included a mailed notice, information on the City's webpage, and an Engaged Edmonton webpage. The City heard from nine (9) people, with two (2) people with concerns and (2) who were mixed or provided no clear position, and five (5) requesting more information. Most comments of concerns were with regards to the changes to the planned LRT line and that additional public consultation should be required.

Administration supports this application because it:

- Generally supports the intensity of the Horse Hill Centre District Node, as directed by The City Plan.
- Allows for a variety of residential density and building types that transition to their surroundings.

## **Application Details**

This application was submitted by Stantec Consulting Ltd. on behalf of Cameron Development Corporation.

## **Plan Amendments**

This application proposes to amend the Marquis Neighbourhood Structure Plan (NSP) and Horse Hill Area Structure Plan (ASP) to update policy text, map figures, and land use population statistics. The purpose of the amendments is to reflect evolving market trends by updating the lands within and around the Town Centre. This includes providing residential development, and services and amenities for existing and new residents of the Marquis community.

A summary of proposed changes includes the following:

- Adjust land uses to reduce the size of the Town Centre Commercial area and locate it north of 195 Avenue and west of Meridian Street.
- Redistribute higher residential forms along major roadways and replace other portions of the current Town Centre with low density residential uses in the interior portions of the site, and reconfigure a public park.
- Adjust the arterial road network by removing a northeast-southwest arterial cutting through the site and replacing it with a new arterial alignment along the 195 Avenue right-of-way.
- Relocate the Mass Transit Centre to 195 Avenue and realign the mass transit line.
- Relabel the future proposed LRT line to a mass transit line to reflect The City Plan, which identifies that mass transit includes LRT and bus-based mass transit.

## **Site and Surrounding Area**

The proposed amendment area encompasses approximately 75 hectares, and is located in the northernmost portion of the Marquis neighbourhood. The site is bordered by Manning Drive

(Highway 15) to the north, Fort Road to the south, and is generally located between Horse Hill Creek and Meridian Street.

The area is generally undeveloped and used primarily for rural residential and agricultural purposes. The Horse Hill Elementary School is located on the future District Park site immediately east of the amendment area. Other institutional uses in the area include a religious assembly and cemetery to the north and northeast.



*Aerial view of site area*

## **Community Insights**

This application was brought forward to the public using a broadened approach. This approach was selected because the application proposes substantial amendments to the Horse Hill area. The broadened approach included:

### **Mailed Notice, June 15, 2023**

- Notification Area: Marquis Neighbourhood Notification and property owners of 10 lots to the north and east of the site (located outside the Marquis Neighbourhood).
- Recipients: 269
- Responses: 7
  - In support: 0
  - In opposition: 2 (29%)
  - Questions only: 5 (71%)

## Engaged Edmonton Webpage, November 13, 2023 to December 3, 2023

- Notification Area: All neighbourhoods within the Horse Hill area and property owners of 10 lots to the north and east of the site (located outside the Horse Hill ASP area).
- Recipients: 269
- Site visits: 281
- Aware: 190
- Informed: 66
- Engaged: 3
  - In support: 0
  - In opposition: 1
  - Mixed/Questions only: 2

The Engaged Edmonton Webpage included information about the subsequent rezoning application which is currently being reviewed. The rezoning does not form part of this application.

## Webpage

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications)

## Notified Community Organizations

- Horse Hill Community Community League
- Hairsine Community League
- Clareview and District Area Community Council
- Area Council No. 17
- Edmonton Evergreen Community Association

## Common comments heard

- Development on prime agricultural land should be minimized with focus on development to be in infill settings instead of expanding servicing further out. Servicing costs will burden citizen's income through an increase in taxes.
- Additional public consultation is required to gauge on the proposed changes to the planned LRT.
- A dedicated LRT right-of-way must be reserved at this time in order to secure the area for future LRT needs and avoid design related issues such as a 90 degree turn at the intersection of Meridian Street and 195 Avenue.
- Combine the commercial area and the higher density areas together, allowing shops where people are and build vertically in support of more mixed use developments.

- The proposed amendments have some positive changes including isolating the Town Centre without dissecting it by way of major arterials.

A “What We Heard” Public Engagement Report is found in Appendix 1.

On January 12, 2024 and February 1, 2024, Administration met with a representative of the Horse Hill Community League to discuss concerns about the shift from a dedicated LRT corridor to a broader mass transit designation, which encompasses other forms of transit, as well as the potential new alignment for mass transit. Administration provided an update on the review including that the mass transit analysis for The City Plan suggested it could come in many forms including bus rapid transit or LRT in order to allow flexibility in the future. Details around projected timelines for mass transit into the Marquis NSP, and required future design work, right-of-way requirements, and first/last mile integration will be examined in detail as the neighbourhood develops over many years.

## **Application Analysis**

### **The City Plan**

The City Plan is the city's strategic direction for planning and development. Recognizing the essential connection between land use and transportation, The City Plan identifies key areas within the city in a Nodes and Corridors system where population, business and employment growth are to be focused.

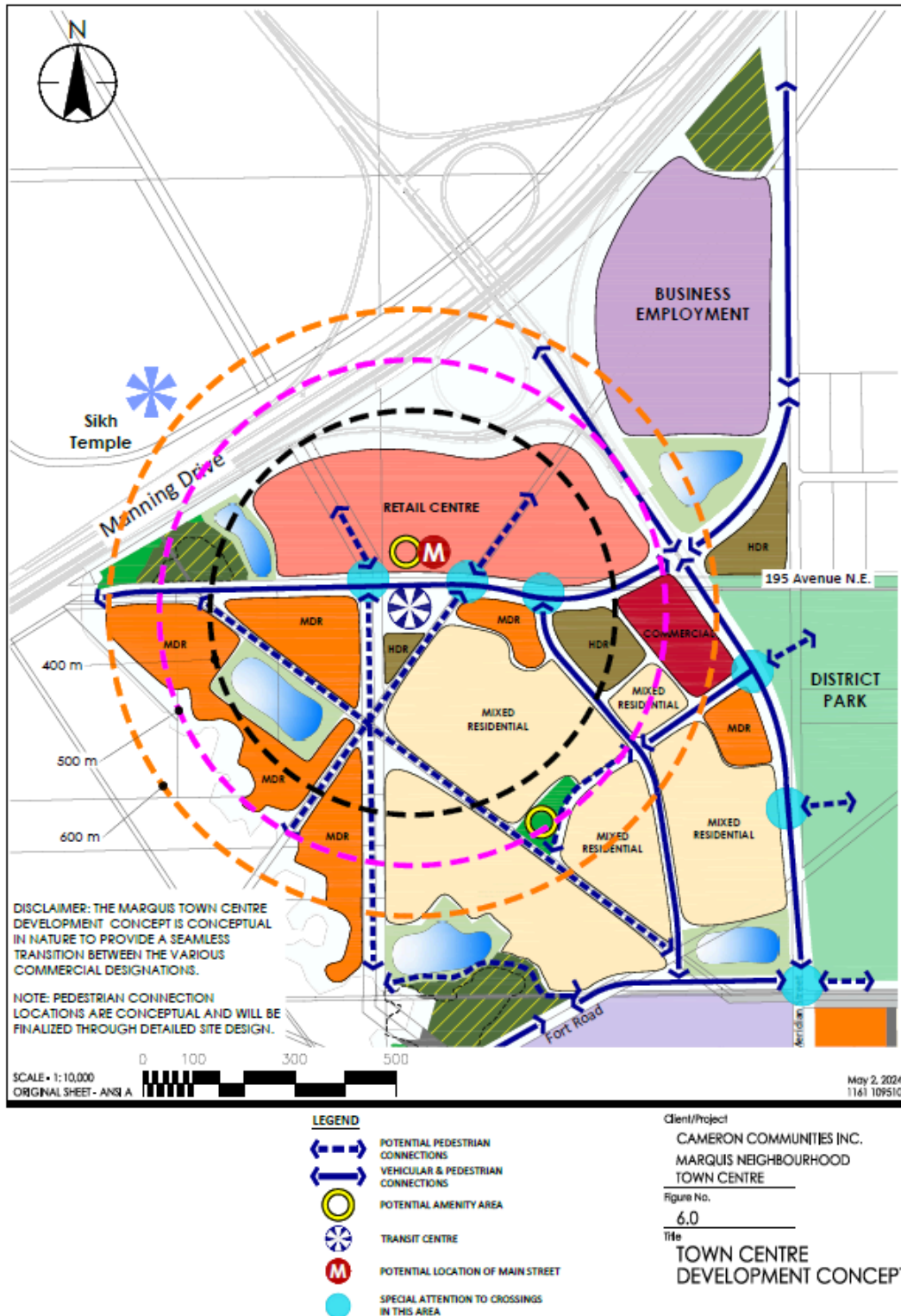
The proposed amendment area is within the Horse Hill District Planning Area and is generally supported by relevant policies contained in The City Plan. Under The City Plan, it identifies the site as the ‘Horse Hill Centre’, the area’s District Node.

District Nodes are generally scaled in size between 800 m to 1 km across, with a desired minimum density of 150 people and/or jobs per hectare. A District Node is meant to support a variety of business and community amenities serving multiple neighbourhoods and includes diverse housing, employment and amenities. Typical massing and forms for buildings in the node include mid-rises with opportunities for high-rise developments near transit stations and along arterial roadways. With this application, there will continue to be opportunities for medium and high density development within the District Node in alignment with this intent. All District Nodes are expected to be connected through at least one primary or secondary corridor, and/or high quality transit.

Anchored by a Transit Centre along 195 Avenue, this application generally supports the District Node for lands within a 500 metre radius providing connectivity between land uses. It is important to recognize that the relocated Transit Centre is further from the future District Park where three future school facilities and a recreation centre are anticipated to be developed. As a result, the District Park now falls entirely outside of the 500 metre radius of the Transit Centre.

Despite this, the proposed changes maintain pedestrian connectivity to and from the Transit Centre. Nearby high density residential sites are proposed along 195 Avenue, including directly adjacent to the Transit Centre, and north of the District Park helping to create a gateway to the neighbourhood and Town Centre. The lower density residential uses are concentrated internally

and are supported by connection points through shared use paths, collector roads, and strategically located crossings through the arterial roads.



*Proposed Marquis Town Centre Development Concept*

Although the application reduces the commercial retail areas and replaces the majority of the site with lower density forms (See Current Marquis Town Centre Development Concept on

Appendix 2), the District Node is still planned to approximately 180 people per hectare based on the residential uses. In the early stages of development, the commercial developments are expected to only yield jobs at a rate of approximately 75 jobs per hectare based on a series of assumptions using standard zoning regulations and analysis of existing similar suburban retail centres.

The City does not have formal calculation methods on employment forecasting to validate these findings and it is important to note that the intensity of commercial and business employment varies based on the types of operation. This puts the overall jobs and/or people per hectare at approximately 135, below the desired minimum of 150 for a District Node. However, it is also assumed that while the area will initially be built for suburban commercial developments, it will shift toward more dense forms of commercial while preserving opportunities for additional residential density as development progresses and mass transit is introduced to the area. It is possible that the District Node minimum gets met at full build out and with mass transit present.

Existing nodes near existing LRT within a suburban context do not currently demonstrate denser forms of commercial development. Given this, there is significant growth that will be needed in order to fully intensify these types of suburban nodes as we look towards the 2 million population horizon in The City Plan.

## **Area Structure Plan**

Development in the Marquis neighbourhood is guided by the approved Horse Hill Area Structure Plan (ASP). An amendment to the Horse Hill ASP is required to facilitate the associated amendment to the Marquis Neighbourhood Structure Plan (NSP). The proposed amendment is in alignment with the Horse Hill ASP's principles and objectives through the following:

- Incorporates a town centre which encompasses commercial, business employment, mixed uses, and natural areas.
- Creates a commercial town centre that is intended to be high quality development that is pedestrian friendly and defined by main street commercial with convenient access to transit.

## **Neighbourhood Structure Plan**

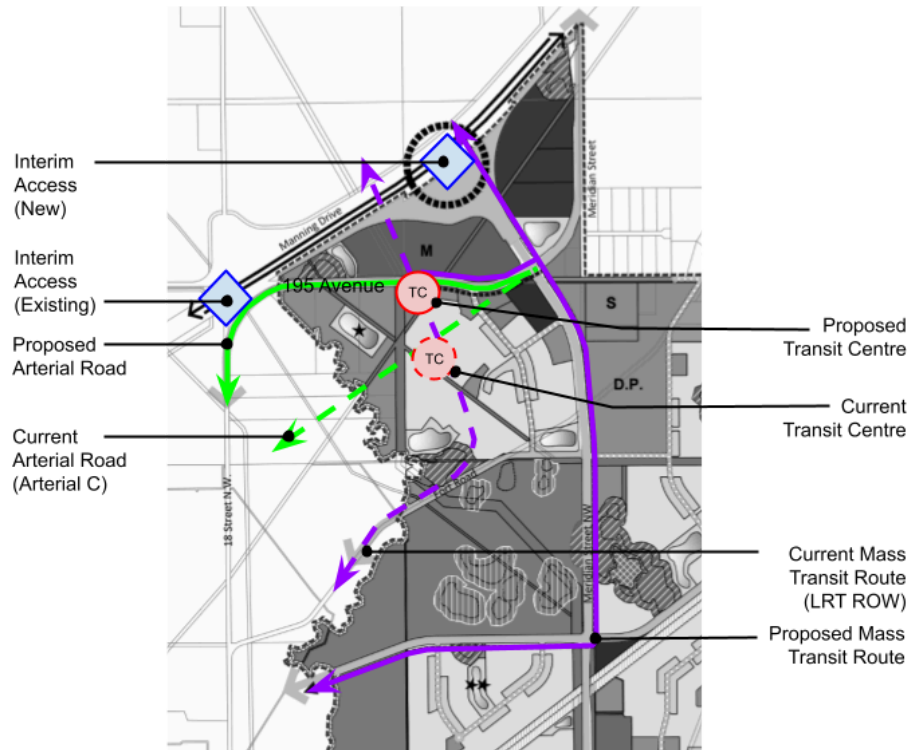
The purpose of this application is to reconfigure land uses in the undeveloped northern portion of the Marquis neighbourhood. The Marquis NSP will be amended through changes to arterial and collector roads, mass transit, commercial sites, residential uses, a pocket park, and stormwater management facilities.

## **Transportation and Mass Transit**

The amendment proposes four significant changes to the transportation network (see below):

- The relocation of the northeast-southwest running Arterial C to an east-west alignment generally following the existing 195 Avenue NW corridor and reconfiguring the site's collector roads
- The removal of a dedicated LRT right-of-way corridor and replacement with mass transit routing following arterial roadways

- The relocation of a Transit Centre from the interior of the Town Centre up to 195 Avenue NW
- The introduction of an additional interim access point on Manning Drive (Alberta Highway 15) at Meridian Street to supplement the existing interim access at 18 Street NW



*Proposed Marquis Transportation Network*

The proposed plan amendments significantly change many aspects of the Horse Hill mobility network. A Transportation Impact Assessment (TIA) was submitted in support of the amendments. Aspects of the TIA are still under development. A finalized report will be required before further rezonings or concept planning can proceed.

### Arterial and Collector Road Realignments

The current NE-SW arterial roadway (Arterial C) is proposed to be removed. In its place, the existing 195 Avenue NW corridor will be widened to serve arterial traffic volumes. As a major roadway parallel to Manning Drive that intersects Meridian Street NW, 195 Avenue NW is meant to serve as a gateway to the Marquis neighbourhood and Town Centre, and will be designed to accommodate and facilitate safe pedestrian movement.

This new alignment separates the more concentrated retail centre to the north from primarily residential lands and the Transit Centre to the south. A public collector roadway has not been planned within the retail centre, and multimodal access will need to be accommodated along private roads. Public collector roadways are planned through the amendment area south of 195 Avenue NW and west of Meridian Street NW. These have been designated as secondary bike routes and will include bikeway facilities.

Lands west of the Transit Centre are designated as medium density residential within the Marquis NSP, but are now constrained by Horse Hills Creek, multiple utility corridors, and the



stormwater management facility (SWMF). To mitigate access issues, a local road access across a utility corridor will be required from the low density residential lands to the east. Access details, including the need for an additional collector roadway accessed via 195 Avenue NW, will be further refined as the area is subdivided.

An amendment to Bylaw 14380 – Arterial Roads for Development accompanies the proposed plan amendments to facilitate the arterial network and interim access changes in the Horse Hill Catchment.

### Mass Transit Realignment

The Horse Hill Centre District Node is primarily anchored by its connection to mass transit. The current ASP and NSP both include a dedicated LRT mass transit alignment through the amendment area, which reflected mass transit plans when the area was first planned. Since then, The City Plan and Mass Transit Strategy have broadened the vision of mass transit to encompass other technologies, including bus-based models.

The amendment conforms to this by allowing for future planning to determine the mass transit type that will best serve the area's needs. Further planning will be required as the area develops to determine the most appropriate technology (e.g. LRT, bus-based), locations of stops, and first/last mile connectivity to adjacent land uses. Developers will be required to update Concept Plans for these corridors to include additional right-of-way for future mass transit.

Appendices 3 and 4 include the conceptual mass transit routing in Horsehill ASP and Marquis NSP respectively. From the future Gorman LRT Station, the routing follows arterials, 18 Street NW, Arterial B (now known as Horse Hill Boulevard NW), Meridian Street and 195 Avenue NW. This alignment provides connectivity to many neighbourhood features, including the District Park, higher density residential uses along Meridian Street and 195 Avenue NW, and the Retail Centre commercial areas.

The extension of mass transit into Marquis is not anticipated to occur for several decades. It is anticipated that LRT will be extended from its current terminus at Clareview LRT Station / Transit Centres into the Gorman NSP area as the City grows to a population of 1.5 million people. The extension of mass transit from Gorman into Horse Hill and beyond is anticipated to occur sometime after this.

### Transit Centre Relocation & Future Conventional Transit

The Town Centre Transit Centre has been relocated to a parcel adjacent to two utility corridors and 195 Avenue NW. Compared to the currently approved Transit Centre location, the proposed Transit Centre is no longer located at the intersection of an arterial and lower volume collector roadway, and is overall less integrated.

The relocated Transit Centre does retain multimodal access through shared pathways along 195 Avenue NW and the adjacent utility corridors. Vehicular access to the adjacent high density residential development will be shared with transit.

There are currently no active conventional bus routes or On-demand service areas near the plan amendment area, nor are there immediate plans to introduce transit into the plan amendment area. ETS intends to provide bus service to Marquis in the future, but implementation is dependent on neighbourhood build-out, demand for transit and funding availability. Initial bus

service to Marquis may begin with an expansion of conventional or On-demand transit that connects riders to Clareview Transit Centres / LRT Station.

### Transportation Infrastructure and Development Staging

The owner/applicant has shared their intent to start developing the northerly subject lands within the next five years. To assist in supporting servicing these lands in the near term, the amendment considers the potential addition of an interim at-grade signalized intersection that connects Meridian Street NW to Manning Drive. This access would be in addition to allowing the existing interim 18 Street NW intersection to continue to operate. The Ministry of Transportation and Economic Corridors (TEC) has tentatively agreed to permit these at-grade intersections.

The design and operations of these interim intersections will be subject to further review and ongoing traffic monitoring by both City Administration and TEC. As the Horse Hill ASP develops, these interim intersections will ultimately be removed and replaced with an interchange at Meridian Street.

### **Commercial and Employment Uses**

Located in the general vicinity near the intersection of Meridian Street and Manning Drive/195 Avenue, a concentration of commercial uses and employment uses form part of the District Node. These land uses are anticipated to have good vehicular access and will be within walking distance to transit services.

The revised size and location of the new retail Town Centre north of 195 Avenue has been changed to align with market conditions and maintain good visibility from Manning Drive/Highway 15 as the focal point of the neighbourhood. The Town Centre features large, medium and small scale retail formats and will include a distinct human-scaled Main Street retail area mixed with residential opportunities that is located in close proximity to public transit. Buildings will frame the entrances and intersections along pedestrian friendly routes. While surface parking lots are expected to be 'broken up' or minimized when abutting Meridian Street and 195 Avenue. Future amendments to the MRC land use zone will be required to help support the implementation of the Town Centre.

A community commercial site south of 195 Avenue and a business employment centre to the east of the Town Centre across Meridian Street will provide additional commercial and employment opportunities serving both sides of Meridian Street.

### **Open Spaces and Natural Areas**

A Parkland Impact Assessment (PIA) was prepared as part of this application to support the proposed changes to the smaller pocket parks in the Town Centre and to consolidate them into one larger pocket park. This will provide a more programmable and usable space for residents. The total area of the proposed park space within the area of development remains the same. The PIA demonstrated that all residents remain within walking distance of park space, while the park configurations provide for appropriate access, visibility, and programming opportunities. Multi-modal connections to the Transit Centre, particularly for the District Park Site and future schools, will be provided through a combination of pedestrian priority crossings, collector roadways, walkway connections, and utility corridors with shared pathways.

The proposed plan amendment includes policy to prevent any additional road expansion of the existing 195 Avenue to occur to the north in order to prevent impacts to the abutting park and Wetland 62 natural area.

A Phase II Ecological Network Report Memorandum was prepared and approved as a part of this application to support a refined delineation of the wetland area located within Natural Area NE513, in the southwest of the plan amendment area. Through additional field work and study, the area of protected wetland has decreased on the north side and increased on the east due to the removal of the LRT line. The increase on the east supports the overall ecological viability of the feature. The decrease on the north was the result of further study, and the assessment that this area was low permanence and historically disturbed via agriculture. Overall there is a net decrease of 0.2 ha of environmental reserve “natural area - wetland.”

A Site Specific Natural Area Management Plan will be prepared at the rezoning stage, to provide future operational guidance to support the integrity and health of the natural area.

### Residential Uses

Residential uses proposed with this NSP amendment provide for some higher density forms near future Transit and along arterial roads while incorporating more low density residential forms in the internal portions of the amendment area. This will provide an increase in variety of housing in the general area although it will reduce overall neighbourhood densities for Marquis from 43.6 dwellings per hectare down to 38.6 dwellings units per hectare.

While the Edmonton Regional Growth Plan (EMRGP) targets 45 dwelling units per hectare, a Ministerial Order approved in December 2020, states that when evaluating statutory plan amendments for plans approved by the Edmonton Metropolitan Region Board (the Board) under the Capital Region Growth Plan (CRGP), the Board may use the density targets of the CRGP (30-40 dwelling units per hectare) rather than the density provisions within the EMRGP.

Changes to Land Use and Population Statistics are summarised in the table below.

Land Use and Population Statistics	Current (ha)	Proposed (ha)	Difference (ha)
Natural Area (ER)	25.7	25.5	-0.2
Natural Area (MR)	33.6	33.6	0
School / Park (MR)	47.9	47.8	-0.1
Business Employment	15.3	16.9	+1.6
Town Centre	37.2	13.8	-23.4
Community Commercial	11.9	15.1	+3.2
Neighbourhood Commercial	0.8	0.8	0
Single/Semi-Detached	222.5	254.5	+32.0
Row Housing	28.6	31.6	+3.0

Low Rise / Medium Density Housing	33.4	32.7	-0.7
Medium to High Rise Units	5.4	4.9	-0.5
Mixed Uses (Residential Portion)	2.3	2.3	0
Mixed Uses - town Centre (Res. Portion)	8.0	2.9	-5.1
<b>Residential Density (Dwelling Units per Hectare)</b>	<b>43.6 DU/ha</b>	<b>38.6DU/ha</b>	<b>-5DU/Ha</b>

Administrative updates to both the ASP and NSP text have also been proposed to bring the existing plans in alignment with current best practices, including updates to the Zoning Bylaw references.

## Risk

The site is located adjacent to Manning Drive (a dangerous goods route) and several easements containing natural gas, crude oil, and butane/condensate pipelines. A risk assessment is available on file that indicates there are no setback requirements from the pipelines. In addition, land within 55 metres of the dangerous goods route is limited to low-density residential, commercial uses, and open space.

The risk assessment does not address sensitive uses, so if a sensitive use is proposed (i.e. Child Care Services), an updated risk assessment may be required at the Development Permit stage.

## Utilities

The proposed amendments conform to the Marquis Neighbourhood Design Report (NDR), which identifies permanent sanitary and stormwater servicing plans for the neighbourhood. Sanitary servicing is available from the St. Albert Regional Trunk Line that runs through the amendment area. Storm servicing will be available through future offsite sewers and an outfall that discharges to the North Saskatchewan River. These systems have been designed to accommodate development under the proposed statutory amendments.

As part of an administrative update to correct previous errors in figures and to align with the overall Plan, the plan amendment also removes a proposed network of environmental corridors and stormwater outfalls shown to discharge to Horse Hills Creek. Horse Hills Creek is identified as a sensitive watercourse and permanent stormwater outfall structures are not suggested to be located within it. Temporary measures that involve diverting stormwater flows to Horse Hills Creek may be considered at the time of future subdivision subject to the submission of proper technical studies that outline procedures to ensure the ongoing protection of the Creek.

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

EPCOR Water has limited water infrastructure in the area, and offsite water infrastructure construction may be required with development. The applicant/owner will be responsible for all

costs associated with providing City standards for water supply including any changes to the existing water infrastructure required by this application.

### **Other Regional Considerations**

As the application proposes to amend the Marquis Neighbourhood Area Structure within 0.4 km of a planned LRT line, the Edmonton Metropolitan Region Board (EMRB) must review and approve the application before Council can give third reading of the bylaws, pursuant to Regional Evaluation Framework (REF) 2.0 Ministerial Order NO MSL: 088/20.

## Appendices

1. "What We Heard" Public Engagement Report
2. Current Marquis Town Centre Development Concept
3. Horse Hill ASP Land Use Concept Map Comparison
4. Marquis NSP Land Use Concept Map Comparison
5. Current Horse Hill ASP Land Use and Population Statistics
6. Proposed Horse Hill ASP Land Use and Population Statistics
7. Current Marquis NSP Land Use and Population Statistics
8. Proposed Marquis NSP Land Use and Population Statistics

Written By: Marty Vasquez

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

# What We Heard Report

## Marquis Town Centre

### LDA23-0184 & LDA22-0453



## Public Engagement Feedback Summary

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**Project Address:** 1004 - 195 Avenue NW, 130 - 195 Avenue NW, 18850 - Meridian Street NW, 19350 - Meridian Street NW, 19650 - Meridian Street NW, 20304 - Meridian Street NW, 803 - 195 Avenue NW

**Project Description:** Application to rezone the Marquis Town Centre lands in the Marquis Neighbourhood (LDA23-0184).

This application proposes to rezone several existing parcel's zones,

FROM: (AG) Agricultural Zone; (AP) Public Parks Zone; (CB2) General Business Zone; (RA9) High Rise Apartment Zone; (PU) Public Utility Zone; (MMUT) Marquis Mixed Use Transition Zone; (MRC) Marquis Retail Centre Zone; (MMS) Marquis Main Street Zone; (MED) Marquis Entertainment District.

TO: (AGU) Urban Reserve Zone; (AP) Public Parks Zone; (CB2) General Business Zone; (CSC) Shopping Centre Zone; (MRC) Marquis Retail Centre Zone; (NA) Natural Area Protection Zone; (PU) Public Utility Zone; (RA7) Low Rise Apartment Zone; (RA8) Medium Rise Apartment Zone; (RF5) Row Housing Zone; (RLD) Residential Low Density Zone.

The proposed zones allow for many uses and activities. The following lists a prominent use that may be developed under each zone:

- (AGU) Urban Reserve Zone - Rural Farm
- (AP) Public Parks Zone - Public Park
- (CB2) General Business Zone - Commercial Uses
- (CSC) Shopping Centre Zone - Commercial Uses
- (MRC) Marquis Retail Centre Zone - Commercial Uses
- (NA) Natural Area Protection Zone - Natural Areas
- (PU) Public Utility Zone - Utility infrastructure/ telecommunications, etc
- (RA7) Low Rise Apartment - Apartment Housing
- (RA8) Medium Rise Apartment - Apartment Housing
- (RF5) Row Housing Zone - Row Housing
- (RLD) Residential Low Density Zone - Single and Semi Detached Housing

LDA22-0453: Horse Hill Area Structure Plan and Marquis Neighbourhood Area Structure Plan Amendments

An accompanying application under LDA22-0453 has been made to amend the Marquis Neighbourhood Structure Plan (NSP) to align with the proposed rezoning.

A summary of changes includes the following:

- Updates to land use designations.
  - Reducing the Town Centre Commercial area.
  - Increasing the mix of residential land uses including low density, medium density, and high density residential.
  - Reconfiguring a public park designation.
- Updates to the transportation network
  - Relabelling the future proposed LRT line to a mass transit line to reflect The City Plan, which identifies that mass transit includes not just LRT as it has in the past, but also bus-based mass transit. This allows for future flexibility to implement the mass transit type that will best serve an area's needs as Edmonton grows and develops.
  - Realignment of the future proposed mass transit line.
  - Relocation of the Transit Centre along 195 Avenue arterial roadway.
  - Adjustments to the primary road network.

An amendment to the higher-level Horse Hill Area Structure Plan (ASP) is also proposed, to align with the NSP amendments.

**Engagement Format:**

Online Engagement Webpage - Engaged Edmonton:  
<https://engaged.edmonton.ca/marquistowncentre>

**Engagement Dates:**

November 13, 2023 through December 3, 2023.

**Number Of Visitors:**

- Engaged: 3
- Informed: 66
- Aware: 190

See "Web Page Visitor Definitions" at the end of this report for explanations of the above categories.

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**About This Report**

The information in this report includes summarized feedback received between November 13, 2023 to December 3, 2023 through online engagement via the Engaged Edmonton platform and emails submitted directly to the file planner.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councilor, and will be an Appendix to the Council Report should the application proceed to a Public Hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision. The City's



report and finalized version of the applicant's proposal will be posted for public viewing on the City's public hearing agenda approximately three (3) weeks prior to a scheduled public hearing for the file.

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## **Engagement Format**

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

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## **Feedback Summary**

Number of Responses:

In Support: 0

In Opposition: 1

Mixed Comments/General Feedback: 2

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## **What We Heard**

The following section includes a summary of collected comments:

### **Reasons For Opposition**

- Development on prime agricultural land should be retained with focus on development to be in infill settings instead of expanding servicing further out. Servicing costs will burden citizen's income through an increase in taxes.
- Additional public consultation is required to gauge on the proposed changes to the planned LRT.
- A dedicated LRT right-of-way must be reserved at this time in order to secure the area for future LRT needs and avoid issues of turning as in the case of the proposed 90 degree turn.

### **Suggestions For Improvement/General Comments**

- Combine the commercial area and the higher density areas together, allowing shops where people are and build vertically in support of more mixed use developments.
  - The proposed amendments have some positive changes including isolating the Town Centre without dissecting it by way of major arterials.
- 

## **Web Page Visitor Definitions**

### Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

### Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

### Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

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### **Next Steps**

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

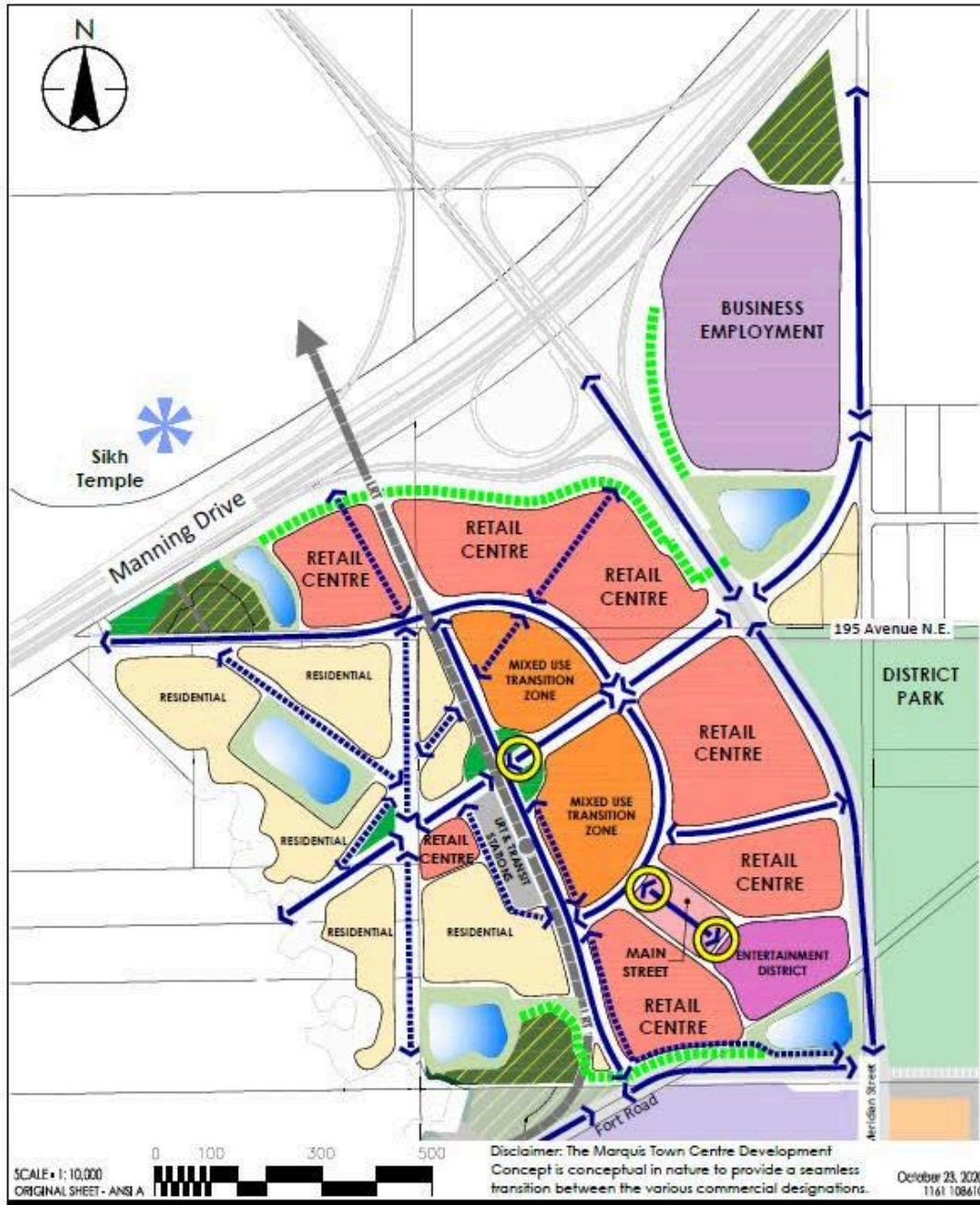
When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
  - Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at [edmonton.ca/meetings](http://edmonton.ca/meetings) or calling the Office of the City Clerk at 780-496-8178.
  - Members of the public may listen to the Public hearing on-line via [edmonton.ca/meetings](http://edmonton.ca/meetings).
  - Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).
- 

If you have questions about this application please contact:

Marty Vasquez, Planner  
780-495-1948  
[marty.vasquz@edmonton.ca](mailto:marty.vasquz@edmonton.ca)

## Current Marquis Town Centre Development Concept



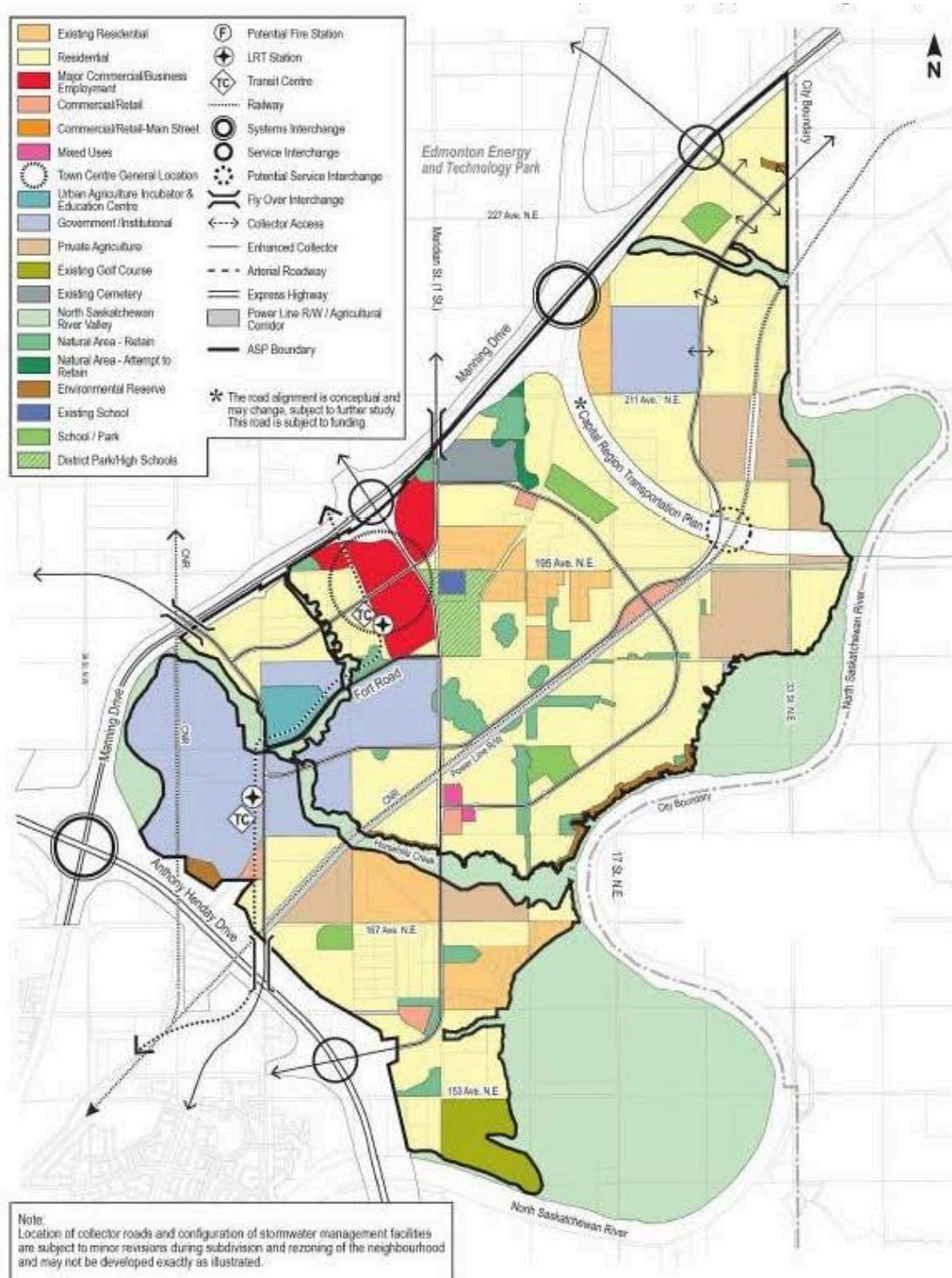
- Legend**
- Potential Pedestrian Connections
  - Vehicular & Pedestrian Connections
  - Potential Amenity Area
  - Environmental Corridor
- NOTE: PEDESTRIAN CONNECTION LOCATIONS ARE CONCEPTUAL AND WILL BE FINALIZED THROUGH DETAILED SITE DESIGN.

Client/Project  
CAMERON COMMUNITIES INC.  
MARQUIS NEIGHBOURHOOD  
TOWN CENTRE

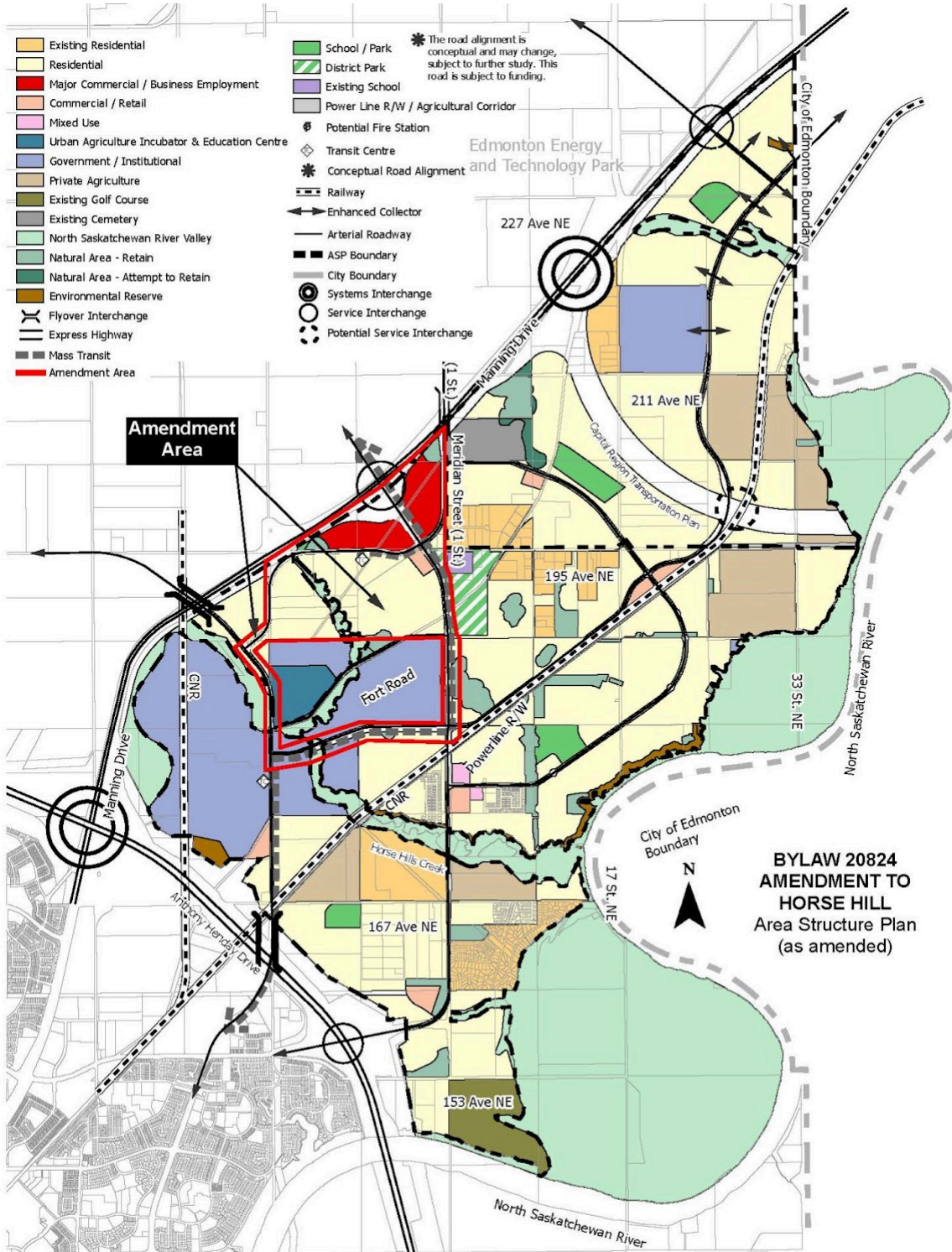
Figure No.  
6.0

Title  
**TOWN CENTRE  
DEVELOPMENT CONCEPT**

## Horse Hill ASP Land Use Concept Map Comparison



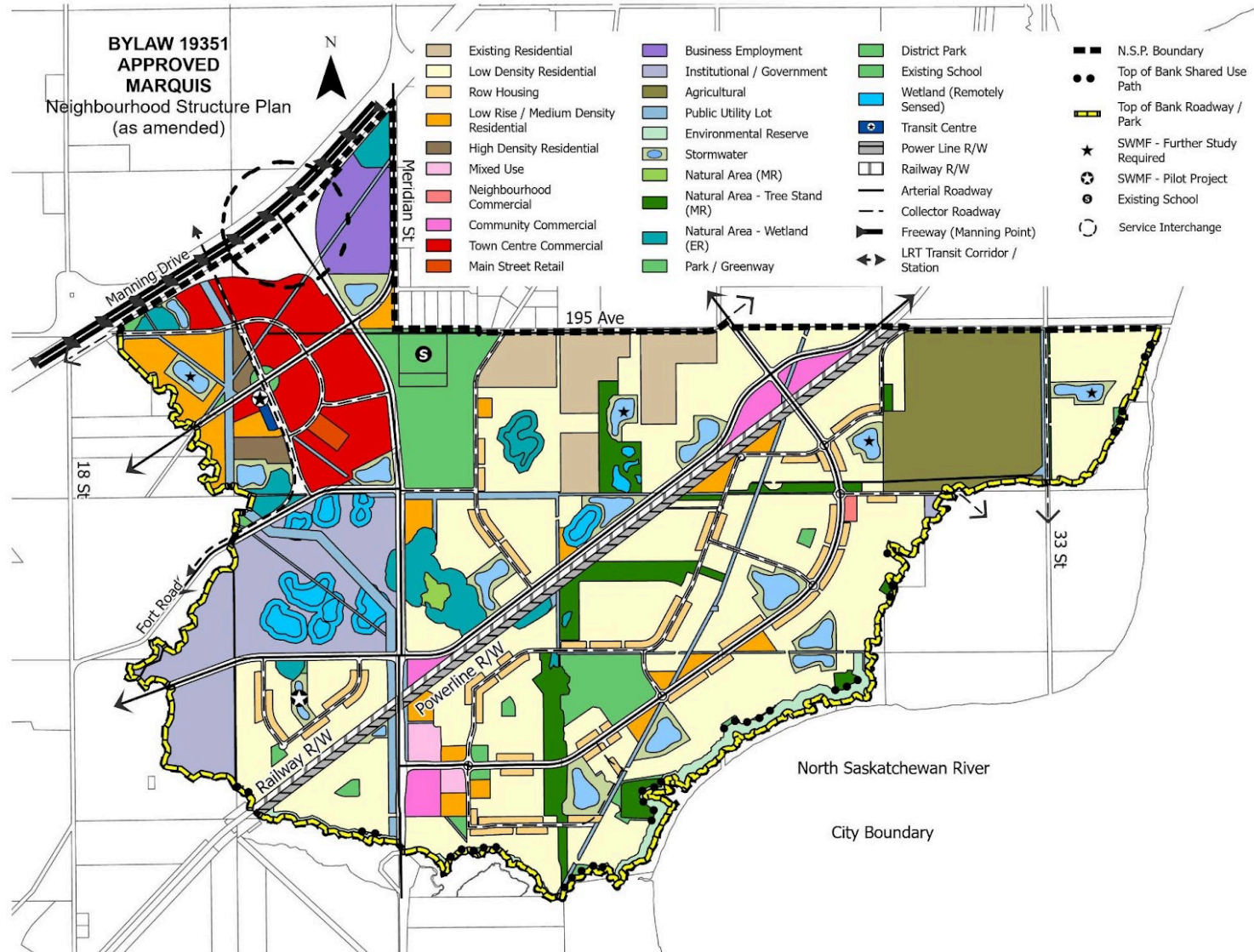
Current ASP Land Use Concept Map



**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.

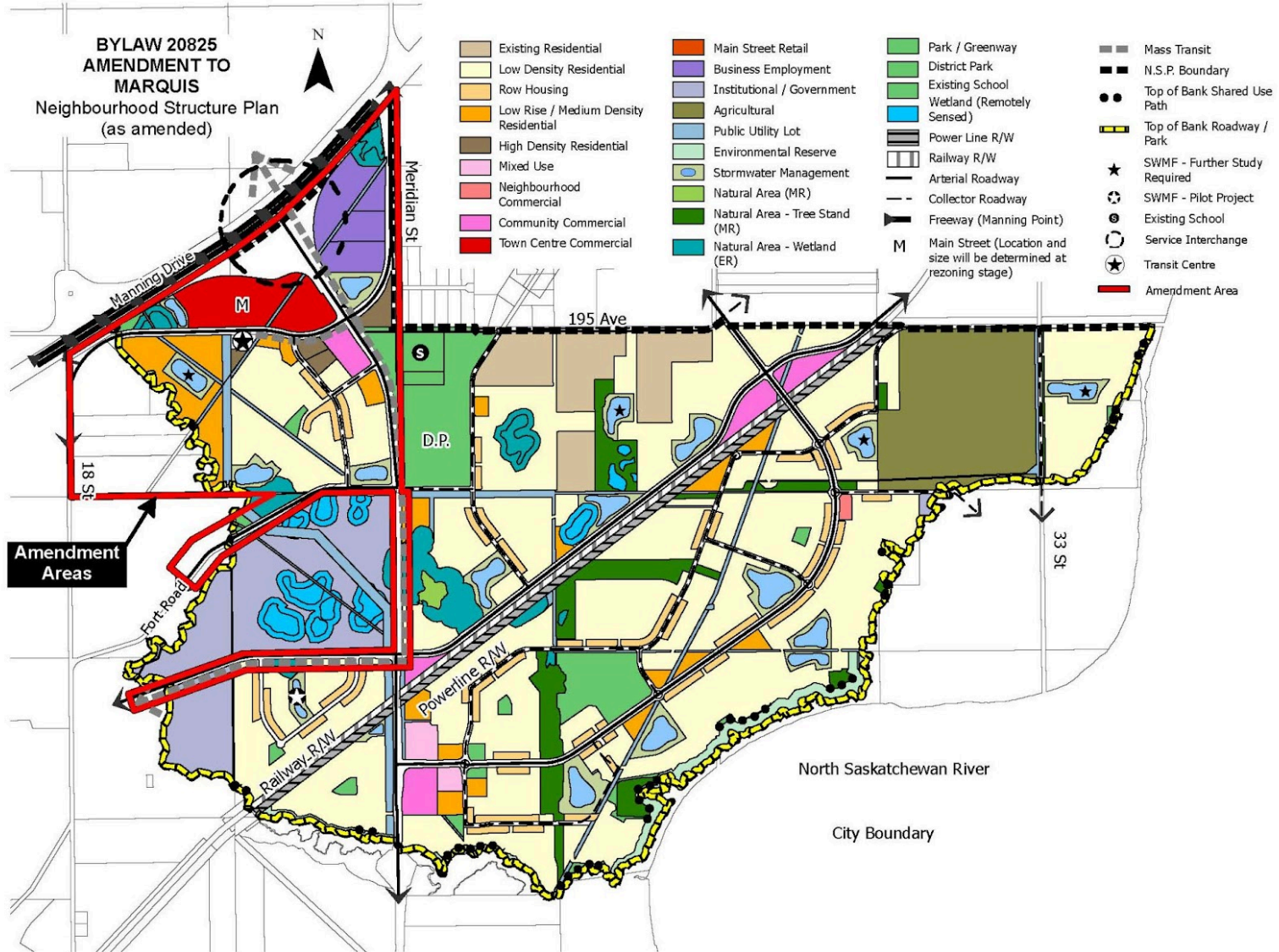
*Proposed ASP Land Use Concept Map*

## Marquis NSP Land Use Concept Map Comparison



**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.

Current NSP Land Use Concept Map



Proposed NSP Land Use Concept Map

## Current Horse Hill ASP Land Use and Population Statistics

### 3 LAND USE, TRANSPORTATION, AND SERVICING

#### 3.1 LAND USE CONCEPT AND POPULATION STATISTICS

TABLE 3: LAND USE AND POPULATION STATISTICS

	Area (ha)	% GA	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
<b>GROSS AREA</b>	<b>2,792.6</b>	<b>100.0%</b>	<b>145.1</b>	<b>298.8</b>	<b>1004.7</b>	<b>374.5</b>	<b>367.6</b>	<b>601.9</b>
Natural Area – (Environmental Reserve *)	63.1	2.3%	0.0	0.0	55.6	5.7	0.0	1.8
Railways	34.7	1.2%	0.0	5.1	11.8	5.9	0.9	11.0
Pipeline & Utility Right-of-Way	66.1	2.4%	7.3	4.2	49.0	0.0	5.6	0.0
Express Highway	168.2	6.0%	0.0	0.0	15.1	6.5	72.2	74.4
Arterial Road Right-of-way	97.1	3.5%	3.6	3.1	52.7	14.2	8.5	15.0
Existing Land Uses								
Existing Residential	198.5	7.1%	40.8	66.6	36.6	0.0	30.0	24.5
Existing Cemetery	25.4	0.9%	0.0	0.0	0.0	0.0	25.4	0.0
Existing Golf Course	48.6	1.7%	0.0	48.6	0.0	0.0	0.0	0.0
Institutional/Government	365.3	13.1%	0.0	0.0	79.7	221.2	0.0	64.4
Existing School/Municipal Reserve	11.1	0.4%	4.8	0.0	6.3	0.0	0.0	0.0
Agricultural								
College of Agriculture	21.9	0.8%	0.0	0.0	0.0	21.9	0.0	0.0
Private Agriculture	180.6	6.5%	22.6	26.6	56.6	0.0	0.0	74.8
<b>GROSS DEVELOPABLE AREA</b>	<b>1,512.3</b>	<b>54.2%</b>	<b>66.0</b>	<b>144.6</b>	<b>641.6</b>	<b>99.2</b>	<b>224.9</b>	<b>336.0</b>
	Area (ha)	% GA	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Commercial								
Major Commercial/Business Employment	58.6	3.9%	0.0	0.0	58.6	0.0	0.0	0.0
Commercial/Retail/Mixed Use	26.4	1.7%	1.8	5.4	16.6	0.0	2.6	0.0
Main Street Commercial /Retail	1.8	0.1%	0.0	0.0	1.8	0.0	0.0	0.0
Parkland Recreation School Municipal Reserve**								
School/Park	108.7	7.2%	4.8	8.2	54.2	7.5	15.0	19.0
Natural Area (Municipal Reserve)	44.0	2.9%	0.0	10.4	33.6	0.0	0.0	0.0
Natural Area (Other)	19.9	1.3%	0.0	0.0	0.0	0.0	18.6	1.3
Institutional								
Fire Station	0.8	0.1%	0.0	0.0	0.0	0.0	0.0	0.0
Transportation								
Circulation	303.9	20.1%	13.2	29.1	128.3	21.1	45.0	67.2
Transit Centre/Park & Ride /LRT	5.6	0.4%	0.0	0.0	3.2	1.2	1.2	0.0
Infrastructure & Servicing								
Stormwater Management	107.3	7.1%	3.9	10.4	54.0	10.6	12.0	16.4
<b>Total Non-Residential</b>	<b>676.2</b>	<b>44.7%</b>	<b>23.7</b>	<b>63.5</b>	<b>350.4</b>	<b>40.4</b>	<b>94.3</b>	<b>103.9</b>
<b>Net Residential</b>	<b>836.1</b>	<b>55.3%</b>	<b>42.3</b>	<b>81.1</b>	<b>291.2</b>	<b>58.8</b>	<b>130.6</b>	<b>232.1</b>
<p>*Additional ER may be identified within the ASP area at the NSP stage and dedicated at the time of subdivision for wetland protection/preservation and/or to address creek stability.  **Additional MR requirements may be identified at the NSP stage.</p>								



RESIDENTIAL LAND USE AREA, DWELLING UNIT & POPULATION COUNT								
Land Use		ASP	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Single/Semi-detached	Area (ha)	693.4	38.1	69.7	214.8	51.7	114.9	204.2
25 du/nrha	Units	17,337	953	1,743	5,370	1,293	2,873	5,105
2.8 p/du	Population	48,538	2,667	4,879	15,033	3,620	8,044	14,295
Row Housing	Area (ha)	67.1	0.0	9.1	28.6	4.1	9.1	16.2
45 du/nrha	Units	3,022	0.0	410	1,285	185	411	731
2.8 p/du	Population	8,4561	0.0	1,147	3,597	518	1,152	2,047
Low-rise/Medium Density Housing	Area (ha)	57.4	4.2	1.0	35.3	2.4	5.2	9.3
90 du/nrha	Units	5,158	378	90	3,173	212	470	835
1.8 p/du	Population	9,285	680	162	5,712	381	846	1,504
Medium to High Rise Housing	Area (ha)	18.2	0.0	1.3	12.7	0.6	1.3	2.3
225 du/nrha	Units	4,092	0.0	293	2,851	132	294	522
1.5 p/du	Population	6,137	0.0	439	4,276	198	441	783
<b>Total Residential</b>	<b>Area (ha)</b>	<b>836.1</b>	<b>42.3</b>	<b>81.1</b>	<b>291.2</b>	<b>58.8</b>	<b>130.6</b>	<b>232.1</b>
	<b>Units</b>	<b>29,609</b>	<b>1,331</b>	<b>2,536</b>	<b>12,678</b>	<b>1,822</b>	<b>4,048</b>	<b>7,194</b>
	<b>Population</b>	<b>72,423</b>	<b>3,347</b>	<b>6,627</b>	<b>28,619</b>	<b>4,718</b>	<b>10,483</b>	<b>18,629</b>

SUSTAINABILITY MEASURES		ASP	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Population Per Net Hectare (p/nha)		86.6	79.1	81.7	98.3	80.3	80.3	80.3
Dwelling Units Per Net Residential Hectare (du/nha)		33.4	31.0	31.0	43.5	31.0	31.0	31.0
Population (%) within 500m of Parkland		87%						
Population (%) within 400m of Transit		100%						
Population (%) within 600m of Commercial		43%						
<b>Presence/Loss of Natural Area Features</b>								
Protected as Environmental Reserve (ha)		64.1	0	0	56.6	5.7	0	1.8
Conserved as Naturalized Municipal Reserve (ha)		42.7	0	10.4	32.3	0	0	0
Protected through other means (ha)		19.9	0	0	0	0	18.6	1.3
Lost to Development (ha)		56	0		31.9			
<b>STUDENT GENERATION COUNT</b>		<b>ASP</b>	<b>Nbhd 1A</b>	<b>Nbhd 1B</b>	<b>Nbhd 2</b>	<b>Nbhd 3</b>	<b>Nbhd 4</b>	<b>Nbhd 5</b>
<b>Public School Board</b>								
Elementary		3,024	132	289	1,283	198	450	672
Junior High		1,516	66	145	642	102	225	336
Senior High		1,513	66	145	642	99	225	336
<b>Separate School Board</b>								
Elementary		1,513	66	145	642	99	225	336
Junior High		756	33	72	321	50	112	168
Senior High		756	33	72	321	50	112	168
<b>Total Students</b>		<b>9,078</b>	<b>396</b>	<b>868</b>	<b>3,851</b>	<b>598</b>	<b>1,349</b>	<b>2,016</b>

## Proposed Horse Hill ASP Land Use and Population Statistics

Table 3: Land Use and Population Statistics - Bylaw 20824

	Area (ha)	% GA	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
<b>GROSS AREA</b>	<b>2,792.6</b>	<b>100%</b>	<b>145.1</b>	<b>298.8</b>	<b>1004.7</b>	<b>374.5</b>	<b>367.6</b>	<b>601.9</b>
Natural Area (Environmental Reserve)*	62.4	2.2%	0.0	0.0	54.9	5.7	0.0	1.8
Railway	34.7	1.2%	0.0	5.1	11.8	5.9	0.9	11.0
Pipeline & Utility Right-of-Way	65.4	2.3%	7.3	4.2	48.3	0.0	5.6	0.0
Express Highway	168.1	6.0%	0.0	0.0	15.0	6.5	72.2	74.4
Arterial Road Right-of-Way	104.3	3.7%	3.6	6.7	56.3	14.2	8.5	15.0
Existing Land Uses								
Existing Residential	198.5	7.1%	40.8	66.6	36.6	0.0	30.0	24.5
Existing Cemetery	25.4	0.9%	0.0	0.0	0.0	0.0	25.4	0.0
Existing Golf Course	48.6	1.7%	0.0	48.6	0.0	0.0	0.0	0.0
Institutional/Government	365.4	13.1%	0.0	0.0	79.8	221.2	0.0	64.4
Existing School / Municipal Reserve	11.1	0.4%	4.8	0.0	6.3	0.0	0.0	0.0
Agricultural								
College of Agriculture	21.9	0.8%	0.0	0.0	0.0	21.9	0.0	0.0
Private Agricultural	176.6	6.3%	22.6	22.6	56.6	0.0	0.0	74.8
<b>GROSS DEVELOPABLE AREA</b>	<b>1,510.2</b>	<b>54%</b>	<b>66.0</b>	<b>144.6</b>	<b>639.1</b>	<b>99.2</b>	<b>224.9</b>	<b>336.0</b>
	<b>Area (ha)</b>	<b>% GDA</b>	<b>Nbhd 1A</b>	<b>Nbhd 1B</b>	<b>Nbhd 2</b>	<b>Nbhd 3</b>	<b>Nbhd 4</b>	<b>Nbhd 5</b>
Commercial								
Major Commercial / Business Employment	31.3	2.1%	0.0	0.0	31.3	0.0	0.0	0.0
Commercial/Retail/Mixed Use (Commercial)	28.0	1.9%	1.8	5.4	18.2	0.0	2.6	0.0
Parkland, Recreation, School (Municipal Reserve)**								
School / Park	102.3	6.8%	4.8	8.2	47.8	7.5	15.0	19.0
Natural Area (Municipal Reserve)	44.0	2.9%	0.0	10.4	33.6	0.0	0.0	0.0
Natural Area (Other)	19.9	1.3%	0.0	0.0	0.0	0.0	18.6	1.3
Institutional								
Fire Station***	-	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
Transportation								
Circulation	303.5	20.1%	13.2	29.1	127.9	21.1	45.0	67.2
Transit Centre / Park & Ride / Mass Transit	3.2	0.2%	0.0	0.0	0.8	1.2	1.2	0.0
Infrastructure & Servicing								
Stormwater Management	104.2	6.9%	3.9	10.4	50.9	10.6	12.0	16.4
<b>Total Non-Residential Area</b>	<b>636.3</b>	<b>42%</b>	<b>23.7</b>	<b>63.5</b>	<b>310.5</b>	<b>40.4</b>	<b>94.3</b>	<b>103.9</b>
<b>Net Residential Area</b>	<b>873.9</b>	<b>58%</b>	<b>42.3</b>	<b>81.1</b>	<b>328.6</b>	<b>58.8</b>	<b>130.6</b>	<b>232.1</b>

\*Additional ER may be identified within the ASP area at the NSP stage and dedicated at the time of subdivision for wetland protection/preservation and/or to address creek stability.

\*\*Additional MR requirements may be identified at the NSP stage.

\*\*\* Preliminary planning suggests Fire Stations may be located in Neighbourhoods 1 and 4. Actual locations to be determined through future planning

### RESIDENTIAL LAND USE AREA, DWELLING UNIT & POPULATION COUNT

Land Use		ASP	Nbhd 1A	Nbhd 1B	Nbhd 2	Nbhd 3	Nbhd 4	Nbhd 5
Single/Semi-detached	Area (ha)	732.8	38.1	69.7	254.2	51.7	114.9	204.2
25 du/nrha	Units	18,321	953	1,743	6,355	1,293	2,873	5,105
2.8 p/du	Population	51,299	2,667	4,879	17,794	3,620	8,044	14,295
Row Housing	Area (ha)	70.2	0.0	9.1	31.6	4.1	9.1	16.2
45 du/nrha	Units	3,159	0.0	410	1,422	185	411	731
2.8 p/du	Population	8,845	0.0	1,147	3,982	518	1,152	2,047
Low-rise/Medium Density Housing	Area (ha)	57.1	4.2	1.0	35.0	2.4	5.2	9.3
90 du/nrha	Units	5,136	378.0	90	3,150	212	470	835
1.8 p/du	Population	9,243	680.4	162	5,670	381	846	1,504
Medium to High Rise Housing	Area (ha)	13.3	0.0	1.3	7.8	0.6	1.3	2.3
225 du/nrha	Units	2,996	0.0	293	1,755	132	294	522
1.5 p/du	Population	4,493	0.0	439	2,633	198	441	783
<b>Total Residential</b>								
	Area (ha)	873.4	42.3	81.1	328.6	58.8	130.6	232.1
	Units	29,612	1,331	2,536	12,682	1,822	4,048	7,194
	Population	73,882	3,347	6,627	30,078	4,718	10,483	18,629

<b>SUSTAINABILITY MEASURES</b>	<b>ASP</b>	<b>Nbhd 1A</b>	<b>Nbhd 1B</b>	<b>Nbhd 2</b>	<b>Nbhd 3</b>	<b>Nbhd 4</b>	<b>Nbhd 5</b>
Population Per Net Residential Hectare (p/nrha)	84.5	79.1	81.7	91.5	80.3	80.3	80.3
Dwelling Units Per Net Residential Hectare (du/nrha)	33.9	31	31	39	31	31	31
Population (%) within 500m of Parkland*	83%						
Population (%) within 600m of Transit Service*	99%						
Population (%) within 600m of Commercial Service*	41%						
Presence/Loss of Natural Areas							
Protected as Environmental Reserve	62.6	0.0	0.0	55.1	5.7	-	1.8
Conserved as Naturalized Municipal Reserve (ha)	44.1	0.0	10.4	33.7	-	-	-
Protected though other means (ha)	19.9	0.0	0.0	-	-	18.6	1.3
Lost to Development (ha)**	56.0	0.0	0.0	31.9			

<b>STUDENT GENERATION COUNT</b>	<b>ASP</b>	<b>Nbhd 1A</b>	<b>Nbhd 1B</b>	<b>Nbhd 2</b>	<b>Nbhd 3</b>	<b>Nbhd 4</b>	<b>Nbhd 5</b>
<b>Public School Board</b>							
Elementary School	3,019	132	289	1,278	198	450	672
Junior High	1,513	66	145	639	102	225	336
Senior High	1,510	66	145	639	99	225	336
<b>Separate School Board</b>							
Elementary School	1,510	66	145	639	99	225	336
Junior High	755	33	72	320	50	112	168
Senior High	755	33	72	320	50	112	168
<b>Total Student Population</b>	<b>9,062</b>	<b>396</b>	<b>868</b>	<b>3,835</b>	<b>598</b>	<b>1,350</b>	<b>2,016</b>

\*Calculated at ASP level. Does not include neighbourhood parks or neighbourhood commercial.

\*\*Estimate based on City of Edmonton Natural Areas database. Area to be determined at NSP level.

## Current Marquis NSP Land Use and Population Statistics

Table 2: Land Use & Population Statistics

	Area (ha)	% of GA	% of GDA
<b>Gross Area</b>	<b>1,004.7</b>	<b>100.0%</b>	
Environmental Reserve			
Natural Area - Wetland	25.7	2.6%	
Other ER	25.6	2.5%	
Remotely Sensed Wetland*	3.8	0.4%	
Pipeline & Utility Right-of-Way			
Pipeline	32.6	3.2%	
Power transmission	14.4	1.4%	
Transportation			
Manning Drive	15.0	1.5%	
Arterial Roadway	54.7	5.4%	
Railway	11.8	1.2%	
<b>Gross Developable Area</b>	<b>821.3</b>		<b>100.0%</b>
Existing Land Uses			
Residential	36.6	3.6%	
Institutional - Provincial Government	79.0	7.9%	
Institutional - Municipal Government	0.8	0.1%	
Municipal Reserve / School Site	6.3	0.6%	
Agricultural Land	56.6	5.6%	
<b>Adjusted Gross Developable Area</b>	<b>642.2</b>		<b>100.0%</b>
Commercial			
Business Employment	15.3		2.4%
Town Centre Commercial	37.2		5.8%
Main Street Commercial	1.8		0.3%
Community Commercial	11.9		1.9%
Neighbourhood Commercial	0.8		0.1%
Mixed Uses**			
Residential / Commercial (non-residential portion)	2.3		0.4%
Residential / Commercial - Town Centre (non-residential portion)	1.6		0.3%
Parkland, Recreation, School (Municipal Reserve)			
School / Park	47.9		7.5%
Natural Area	33.6		5.2%
Institutional			
Fire Station	-		0.0%
Transportation			
Circulation	128.4		20.0%
Transit Centre and LRT Station	1.0		0.2%
Light Rail Transit Corridor	2.1		0.3%
Infrastructure & Servicing			
Stormwater Management	53.9		8.4%
Environmental Corridor	4.0		0.6%
<b>Total Non-Residential Area</b>	<b>342.0</b>		<b>53.3%</b>
<b>Net Residential Area (NRA)</b>	<b>300.2</b>		<b>46.7%</b>

**RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION**

Land Use	Area (ha)	Units/ha	Units	% of NRA	People/Unit	Population	% of Total
Single/Semi-Detached	222.5	25	5,563	74.1%	2.8	15,577	43%
Rowhousing	28.6	45	1,285	9.5%	2.8	3,597	10%
Low-rise / Multi / Medium Units	33.4	90	3,010	11.1%	1.8	5,417	23%
Medium to High Rise Units	5.4	225	1,213	1.8%	1.5	1,819	9%
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	2.7%	1.5	2,700	14%
<b>Total</b>	<b>300.2</b>		<b>13,074</b>	<b>100%</b>		<b>29,477</b>	

**SUSTAINABILITY MEASURES**

Population Per Net Residential Hectare (p/nrha)	98.2
Dwelling Units Per Net Residential Hectare (du/nrha)	43.6
[Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	42.6%
Population (%) within 500m of Parkland (Park sites 2 ha or greater)	33%
Population (%) within 400m of Transit Service	99%
Population (%) within 600m of Commercial Service	70%
<b>Presence/Loss of Natural Areas**</b>	
Protected as Environmental Reserve	56.6
Conserved as Naturalized Municipal Reserve (ha)	32.3
Protected through other means (ha)	0.0
Lost to Development (ha)	31.9

**STUDENT GENERATION STATISTICS**

Level	Public	Separate
Elementary	1,284	642
Junior High School	642	321
Senior High School	642	321
<b>Total</b>	<b>2,569</b>	<b>1,284</b>

\*Excludes wetlands on Provincial Gov't lands.

\*\*Town Centre Mixed Use assumes 83% residential, 17% commercial; remaining Mixed Use assumes 50% residential, 50% commercial

\*\*\*Approximate Areas. See ENR for details.

## Proposed Marquis NSP Land Use and Population Statistics

### Marquis Neighbourhood Structure Plan Land Use and Population Statistics Bylaw 20825

	Area (ha)	% of GA	% of GDA
Gross Area	1004.7	100.0%	
Environmental Reserve			
Natural Area - Wetland	25.5	2.5%	
Other ER	25.6	2.5%	
Remotely Sensed Wetland*	3.8	0.4%	
Pipeline & Utility Right-of-Way			
Pipeline	33.9	3.4%	
Power transmission	14.4	1.4%	
Transportation			
Manning Drive	15.0	1.5%	
Arterial Roadway	56.3	5.6%	
Railway	11.8	1.2%	
	186.3		
<b>Gross Developable Area</b>	<b>818.4</b>		
Existing Land Uses			
Residential	36.6	3.6%	
Institutional - Provincial Government	79.0	7.9%	
Institutional - Municipal Government	0.8	0.1%	
Municipal Reserve / School Site	6.3	0.6%	
Agricultural Land	56.6	5.6%	
	179.3		
<b>Adjusted Gross Developable Area</b>	<b>639.1</b>		
Commercial			
Business Employment	16.9		2.6%
Town Centre Commercial	13.8		2.2%
Community Commercial	15.1		2.4%
Neighbourhood Commercial	0.8		0.1%
Mixed Uses**			
Residential / Commercial (non-residential portion)	2.3		0.4%
Residential / Commercial - Town Centre (non-residential portion)	0.6		0.1%
Parkland, Recreation, School (Municipal Reserve)			
School / Park	47.8		7.5%
Natural Area	33.6		5.3%
Institutional			
Fire Station	0.0		0.0%
Transportation			
Circulation	127.9		20.0%
Transit Centre	0.8		0.1%
Infrastructure & Servicing			
Stormwater Management	50.9		8.0%
Total Non-Residential Area	310.5		48.6%
<b>Net Residential Area (NRA)</b>	<b>328.6</b>		<b>51.4%</b>

#### RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units/ha	Units	% of NRA	People/	
					Unit	Population
Single/Semi-Detached	254.2	25	6,355	77.4%	2.8	17,794
Rowhousing	31.6	45	1,422	9.6%	2.8	3,982
Low-rise / Multi / Medium Units	32.7	90	2,943	10.0%	1.8	5,297
Medium to High Rise Units	4.9	225	1,103	1.5%	1.5	1,654

Mixed Uses (residential portion)	2.3	90	207	0.7%	1.8	373
Mixed Uses - Town Centre (residential portion)	2.9	225	653	0.9%	1.5	979
<b>Total</b>	<b>328.6</b>		<b>12,682</b>	<b>100%</b>		<b>30,078</b>

#### SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (p/nrha)						91.5
Dwelling Units Per Net Residential Hectare (du/nrha)						39
[Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio				77.4%		22.6%
Population (%) within 500m of Parkland (Park sites 2 ha or greater)						33.0%
Population (%) within 400m of Transit Service						99.0%
Population (%) within 600m of Commercial Service						70.0%
Presence/Loss of Natural Areas**						
Protected as Environmental Reserve			55.1			
Conserved as Naturalized Municipal Reserve (ha)			33.7			
Protected through other means (ha)			0			
Lost to Development (ha)			31.9			

#### STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	1,279	639
Junior High School	639	320
Senior High School	639	320
Total	2,557	1,279

\*Excludes wetlands on Provincial Gov't lands.

\*\*Town Centre Mixed Use assumes 83% residential, 17% commercial; remaining Mixed Use assumes 50% residential, 50% commercial

\*\*\*Approximate Areas. See ENR for details.