

Bylaw 20825

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 City Council found it desirable to from time to time to amend Bylaw 16353, as amended, being the Horse Hill Area Structure Plan by adding new neighbourhoods; and

WHEREAS on April 28, 2015 Council adopted, as Schedule "C" to Bylaw 16353, as amended, the Horse Hill Neighbourhood 2 Neighbourhood Structure Plan by the passage of Bylaw 17022; and

WHEREAS on November 2, 2015 Council amended the Horse Hill Neighbourhood 2 Neighbourhood Structure Plan by passage of Bylaw 17396 by renaming and adopting the plan as the Marquis Neighbourhood Structure Plan; and

WHEREAS Council has amended the Marquis Neighbourhood Structure Plan through the passage of Bylaws 18198, 19606, and 19351;

WHEREAS an application was received by Administration to amend the Marquis Neighbourhood Structure Plan; and

WHEREAS Council considers it desirable to amend the Marquis Area Structure Plan;

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

1. That Bylaw 17396 - The Marquis Neighbourhood Structure Plan is hereby further amended as follows:

- a. deleting all instances of the words "Section 100 and 200" and "Section 100 or 200" and replacing them with the words "Residential Standard Zones";
- b. deleting all instances of the words "Section 900" and "Section 900 (Special Areas)" and replacing them with the words "Special Area Zones";
- c. in Section 2.3 Neighbourhood Vision Statement, deleting the last sentence and replacing with the following: "A central transit hub provides convenient access to commercial and employment areas, while enhancing walkability and encouraging active transportation";
- d. in Section 2.4 Neighbourhood Concept, deleting the first bullet and replacing it with the following: "**Town Centre** – the Town Centre will be a pedestrian-friendly, focal point for the NSP area and the wider Horse Hill area. It will be defined by a human-scale Main Street Retail area along with opportunities for commercial and a variety of residential built forms. The Town Centre will create a dynamic urban environment, that is transit supportive where people can live, work and play.";
- e. in Section 2.4.1 Goals and Objectives, deleting item 3 under Urban Design and replacing it with the following: "3. Design streets and built form within 400 m of the Transit Centre and future mass transit station(s) to create a transit-oriented, walkable community.";
- f. in Section 2.4.1 Goals and Objectives, deleting item 31 under Town Centre and replacing it with the following: "31. Encourage increased residential densities within the Town Centre in support of public transit.";
- g. in Section 2.4.1 Goals and Objectives, deleting item 32 under Town Centre and replacing it with the following: "32. Create a Town Centre which is defined by a distinct human scale Main Street retail area that is located in close proximity to a variety of commercial uses, the district activity park site, residential opportunities and with convenient access to public transit.";
- h. in Section 2.4.1 Goals and Objectives, deleting item 33 under Town Centre and replacing it with the following: "33. Ensure careful integration between public transit and the built environment.";
- i. in Section 2.4.1 Goals and Objectives, deleting item 74 under Transit Oriented Development and replacing it with the following: "74. Transit Oriented Development shall be integrated within 400 m of the Transit Centre and future mass transit station(s).";
- j. deleting Section 3.1.3 Objective 3 in its entirety and replacing it with the following: "**3.1.3 Objective 3**

Design streets and built form within 400 m of the Transit Centre and future mass transit (stations) to create a transit-oriented, walkable community.”;

- k. deleting Section 3.1.3.1 NSP Policy in its entirety and replacing it with the following: “**3.1.3.1. NSP Policy**

Streets and land uses within 400 m of the Transit Centre and future mass transit station(s) shall be designed to provide a safe, convenient and attractive connection for transit riders.

IMPLEMENTATION

Streets and land uses will conform to the City of Edmonton *Transit Oriented Development Guidelines* for areas within 400 m of the Transit Centre and future mass transit (stations). Mass Transit could include any higher level transit network including but not limited to LRT, BRT, etc. Connections to the Transit Centre and future Mass Transit will be provided at the subdivision stage through a combination of shared-use paths, walkways and sidewalks. Also at the rezoning and subdivision stages, attention shall be paid to ensure where parcels front onto roadways providing connections to the Transit Centre and future mass transit are street oriented and designed to a human scale where possible.”;

- l. in Section 6.1 Commercial, under Town Centre Commercial and Main Street Retail, deleting the third sentence and replacing it with the following: “Due to the importance of the Town Centre and the wide variety of uses located within it (commercial, residential, future mass transit, Transit Centre) a separate section (Section 6.4 Town Centre) has been prepared with this NSP.”;
- m. in Section 6.1 Commercial, under Community Commercial, deleting the paragraph in its entirety and replacing it with the following: “Within the NSP area five sites have been identified for community commercial uses. Two of these sites are located in the north-east portion of the Plan area. These sites will be primarily vehicle oriented due to the separation of the sites from the rest of the neighbourhood by arterial roadways and the CN Railway. These sites may also be used for religious assembly purposes due to their prominent locations and good vehicular access. A third community commercial use is located in the northwest portion of the plan area, located at the southwest corner of Meridian Street and an arterial roadway entrance. The location is in close proximity to residential uses, the District Park/School sites and other employment areas including the Town Centre Commercial. This community commercial site will provide for synergies between both sides of Meridian Street as well as convenient access for residents and surrounding employment areas. The fourth and fifth

community commercial sites are located within the south-west portion of the Plan area, located on the east side of Meridian Street at the corners of arterial roadways. The location of these commercial sites provides for high visibility and convenient access to local residents of the neighbourhood and neighbouring communities.”;

- n. in Section 6.2 Residential, under High Density Residential, deleting the third sentence and replacing it with the following: “These uses are within walking distance of a future mass transit-station, Transit Centre, commercial uses, district park site and employment areas.”;
- o. deleting Section 6.4 Town Centre and replacing it in its entirety with the following:

“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 which includes commercial, office, institutional, residential, and the Transit Centre, as well as close proximity to the District Park and Business Employment areas, the Town Centre will create a dynamic urban environment that is transit supportive for people to live, work, and play in the area.

Zoning for the Town Centre may be implemented through Special Areas Zones or conventional zones found within the City of Edmonton Zoning Bylaw.

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 close proximity to public transit (Transit Centre and future mass transit station(s)). Buildings will frame entrances and intersections along pedestrian friendly routes, and surface parking will be “broken up” or minimized when abutting public streets (other than Manning Drive). Within the Town Centre Commercial there will be opportunities for: Main Street Retail, Retail Centre, Business Employment, and Residential components.

MAIN STREET RETAIL

The intent of the Main Street Retail is to allow for the development of a pedestrian friendly 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 the opportunity 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.

RETAIL CENTRE

Retail Centres provide a mix of uses, including retail, leisure/entertainment, dining/nightlife, and opportunities for residential development to be mixed vertically or horizontally. Main Street Retail is also to be included within the Retail Centre.

BUSINESS EMPLOYMENT

Business employment provides opportunities for offices, large format commercial, car dealerships as well as retail opportunities.

RESIDENTIAL

Medium and high density residential in the form of medium and high rise units, row housing, stacked row housing and low rise apartments are to be located in close proximity to the Mass Transit Network. Residential may be mixed vertically or horizontally with commercial uses. These residential uses are within walking distance of the Transit Centre and future mass transit station, commercial uses, district park site and employment areas, and will support the creation of a more compact walkable and livable neighbourhood.”;

- p. in Section 6.4.1.1 NSP Policy, under Implementation replacing the paragraph it in its entirety with the following: “Implementation

Figure 5: Development Concept illustrates the location of Town Centre Commercial with Main Street (exact location to be determined through design of the site). A variety of commercial retail, and residential uses shall be allowed in the Town Centre and may be implemented through Special Areas Zones of the Edmonton Zoning Bylaw.”;

- q. in Section 6.4.2.1 NSP Policy, under Implementation replacing the paragraph it in its entirety with the following: “Implementation

Figure 5: Development Concept illustrates the general location of Main Street Retail. The exact location of the Main Street will be determined through the design of the Retail Centre. The Main Street Retail policies may be implemented through Special Areas Zones of the Edmonton Zoning Bylaw.”;

- r. deleting Section 6.4.3.1 NSP Policy and replacing it in its entirety with the following: “**6.4.3.1 NSP Policy**

Commercial sites in the Town Centre shall be located along Manning Drive, arterials and/or collector road roadways, public transit routes, pedestrian linkages, and in close proximity to the Transit centre and future mass transit station to ensure high visibility and accessibility.

Implementation

Figure 5: Development Concept illustrates the location of commercial sites in the Town Centre. The Town Centre commercial will be located in proximity to public transit.”;

- s. deleting 6.4.4.1 NSP Policy and replacing it in its entirety with the following: “**6.4.4.1 NSP Policy**

The NSP will incorporate medium and high density residential uses within the Town Centre to provide increased densities within walking distance of a Transit Centre and future mass transit station. Further opportunities for residential may be explored within the Retail Centre.

Implementation

Figure 5: Development Concept illustrates the location of medium and high density residential sites in proximity to the Transit Centre and future mass transit station. Medium and high density residential development in the Town Centre may be implemented through Special Area Zones or conventional zones found within the City of Edmonton Zoning Bylaw.”;

- t. under Section 6.4.5 Objective 32 deleting the first paragraph and Section 6.4.5.1 it in its entirety and replacing it with the following: “Create a Town Centre which is defined by a distinct humanscale Main Street area that is located adjacent to a variety of commercial uses, residential opportunities and with convenient access to public transit and the District Park.

6.4.5.1 NSP Policy

The Town Centre shall maximize opportunities to provide a variety of commercial, main street retail, medium/high density residential, and amenities within 400 m of the proposed transit centre and future mass transit Station(s).

Implementation

Figure 6: Town Centre Development Concept guides the land uses for the Town Centre and surrounding areas.”;

- u. under Section 6.4.5.3 NSP Policy Design streets to create a walkable, urban environment within the Town Centre, replacing the first paragraph with the following: “Walkability in the core of the Town Centre shall be promoted through the use of walkways that include wider sidewalks, good quality street lighting and furniture, and street trees and plantings. Where appropriate, traffic calming infrastructure shall be incorporated into the design of the streets.”;
- v. deleting 6.4.6 Objective 33, 6.4.6.1 NSP Policy, 6.4.6.2 NSP Policy, 6.4.6.3 NSP Policy, 6.4.6.4 NSP Policy, and 6.4.6.5 NSP Policy, and replacing it in its entirety with the following: “**6.4.6 Objective 33**

Ensure careful integration between public transit (Transit Centre and future mass transit station) and the built environment.

6.4.6.1 NSP Policy

The Transit Centre and mass transit station shall be designed to integrate with surrounding development and complement the character of the area in scale, quality of materials, finishes, landscaping and the pedestrian environment.

Implementation

The Transit Centre and nearby future mass transit corridors should comply with the intent of the policies of the NSP.

6.4.6.2 NSP Policy

Where required, fences near the Transit Centre or along the mass transit corridor shall be decorative and transparent to ensure appropriate interface with adjacent land uses.

Implementation

The Transit Centre and nearby mass transit corridors should comply with the intent of the policies of the NSP.

6.4.6.3 NSP Policy

Town Centre commercial uses that are adjacent to the Transit Centre should be integrated with the Transit Centre.

6.4.6.4 NSP Policy

Safe, logical, and attractive pedestrian connections, which employ elements such as wayfinding, lighting, etc. shall be provided to the Transit Centre and future mass transit corridors from the surrounding area.

Implementation

For areas around the Transit Centre and future mass transit corridors, policies may be implemented through Special Area Zones or the use of conventional zones of the Edmonton Zoning Bylaw.

6.4.6.5 NSP Policy

The Transit Centre will be developed adjacent to a high density residential site directly to the south. At the time of zoning for either the Transit Centre or the residential site, a subdivision plan will be required that defines the precise area needed for the Transit Centre, as well as details on how access to both sites will function.”;

- w. deleting 6.4.7 bjective 34 subtitle and replacing with the following: “**6.4.7 Objective 34**”;

- x. under 6.4.10 Objective 37, deleting Implementation paragraphs under subsections 6.4.10.1, 6.4.10.2, and 6.4.10.3 and replacing each of them with the following:

“Implementation

For sites in and in proximity to the Town Centre, NSP policies may be implemented through Special Area Zones or the use of a conventional zone from the Zoning Bylaw.”;

- y. under 6.4.15 Objective 42, deleting Implementation paragraphs under subsections 6.4.15.1, 6.4.15.2, 6.4.15.3, 6.4.15.4, and 6.4.15.5 and replacing each of them with the following:

“Implementation

For sites in and in proximity to the Town Centre, NSP policies may be implemented through Special Area Zones or the use of a conventional zone from the Zoning Bylaw.”;

- z. under 6.4.16.2 NSP Policy, deleting Implementation paragraph and replacing it with the following:

“Implementation

For the Town Centre, NSP policies may be implemented through Special Area Zones or the use of a conventional zone from the Zoning Bylaw.”;

- aa. under 6.4.16.3 NSP Policy, deleting Implementation paragraph and replacing it with the following:

“Implementation

For the Town Centre, NSP policies may be implemented through Special Area Zones or the use of a conventional zone from the Zoning Bylaw.”;

- bb. under 6.4.16.4 NSP Policy, deleting Implementation paragraph and replacing it with the following:

“Implementation

For the Town Centre, NSP policies may be implemented through Special Area Zones or the use of a conventional zone from the Zoning Bylaw. For residential sites, pedestrian connections shall be defined, where practical and appropriate. Elements that may be used to define pedestrian connections include, but are not limited to, landscaping, pavement markings, changing surface materials, curb extensions, etc.”;

- cc. under 6.4.17 Objective 44, adding a subsection which reads:

“6.4.17.4 NSP Policy

195th Avenue west of Meridian Street will serve as a gateway to the Town Centre. 195th Avenue west of Meridian Street shall be designed to accommodate and facilitate safe pedestrian movement.

Implementation

At detailed design a unique cross section shall be designed for 195th Avenue west of Meridian Street, between the Retail Centre and the Transit Centre that integrates residential lands to the south with the Retail Centre to the north. Effort should be made to limit pedestrian crossing distances where feasible.”;

dd. under 6.4.17.1 NSP Policy, deleting Implementation paragraph and replacing it with the following:

“Implementation

For the Town Centre, NSP policies may be implemented through Special Area Zones or through the use of a conventional zone from the Zoning Bylaw. For residential sites, development permit applications shall be in conformance with the Sign Regulations of the Zoning Bylaw.”;

ee. under 6.4.17.2 NSP Policy, deleting Implementation paragraph and replacing it with the following:

“Implementation

For the Town Centre, NSP policies may be implemented through Special Area Zones or through the use of a conventional zone from the Zoning Bylaw. For residential sites, development permit applications shall be in conformance with the Sign Regulations of the Zoning Bylaw.”;

ff. under 6.4.17.3 NSP Policy, deleting Implementation paragraph and replacing it with the following:

“Implementation

For the Town Centre, NSP policies may be implemented through Special Area Zones or through the use of a conventional zone from the Zoning Bylaw. For residential sites, development permit applications shall be in conformance with the Sign Regulations of the Zoning Bylaw.”;

gg. under Town Centre Urban Design Guidelines, Pedestrian Circulation, deleting item 2 and replacing it with the following: “A pedestrian connection identified through elements such as,

