

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,

- but not limited to, wayfinding, paving, etc. to the Transit Centre and future mass transit station shall be provided from the Town Centre Commercial area.”;
- hh. under Town Centre Commercial, Pedestrian Circulation, deleting item 2 and replacing it with the following: “Strong landscaped pedestrian connections from the Town Centre commercial blocks shall be provided to facilitate pedestrian interaction with the Main Street, Transit Centre, and future mass transit Station.”;
- ii. under 7.1.3.1 NSP Policy, add the following paragraph at the end of the implementation section:  
 “The 195 Avenue NW arterial road expansion has the potential to impact natural area Wetland 62, and the abutting pocket park. The southern portion of the wetland has no buffer because of the existing road alignment, and any further road expansion would significantly impact the viability and integrity of these features. As a result, no further road expansion to the existing 195 Avenue width will be permitted to the north abutting the wetland and park. Any required 195 Avenue road dedication in this area shall occur to the south.”;
- jj. under Section 9 Transportation, Context and Approach, deleting the second paragraph and replacing it with the following:  
 “Public transit services will be extended into the area in accordance with City of Edmonton Policy C539a: Transit Service Standards Procedure. Participating landowners and Edmonton Transit Service may explore innovative approaches to funding and operating transit service as Marquis develops. The neighbourhood has been designed to a scale whereby the majority of the residential areas will be within 600 m walking distance from transit service. This service will be accommodated within the neighbourhood as demand warrants. Internal collector roadways will be developed to accommodate transit service and provide readily accessible service to all areas of the neighbourhood. The NSP also provides a potential opportunity for mass transit which could be in the form of LRT, BRT, or other higher orders of transit. The area around the Transit Centre and future mass transit station(s) are meant to concentrate housing, shopping, and employment along a network of walkable and bikeable streets.”;
- kk. under Section 9.1 Modal Types, Overview & Rationale, deleting the first paragraph in its entirety and replacing it with the following:  
 “The Marquis neighbourhood will accommodate multiple modes of travel including automobiles, public transit, walking and cycling.

Mass Transit is envisioned to be introduced into the Horse Hill and Marquis NSP in a staged manner as the area develops over many years. It is anticipated that LRT will be extended from its current terminus at Clareview Station into the Gorman NSP area as the City grows to a 1.5 million population. The extension of mass transit from Gorman NSP into Horse Hill ASP and beyond is anticipated to occur sometime after this.

The form of mass transit (e.g. LRT, bus-based, etc.) beyond Gorman NSP is not known at this time. The Horse Hill ASP and Marquis NSP has been planned such that a variety of mass transit technologies could be contemplated. Further planning will be required as the area develops to determine the most appropriate technology, locations of stops, and first/last mile connectivity to adjacent land uses.

Figure 13.0 Transportation Network illustrates the conceptual mass transit routing in Marquis NSP. From the Gorman LRT Station, the mass transit follows arterials 18 Street NW, Horse Hill Boulevard NW, and Meridian Street. This alignment provides connectivity to many neighbourhood features, including the District Park, higher density residential uses along Marquis Boulevard NE, and the Retail Centre commercial areas. Land dedication for mass transit will be secured through the subdivision process as part of arterial road right-of-way. As development north/west of Manning Drive occurs, there is potential to extend Mass Transit into the Edmonton Energy and Technology Park.”;

- ll. under Section 9.1.1.2 NSP Policy, deleting the first paragraph and replacing it with the following: “Developers shall work with City Administration to encourage alternative modes of travel such as incentive programs to increase transit ridership, expediting mass transit opportunities into the area, transportation demand management programs, and providing appropriate infrastructure within the roadway network to prioritize active modes of transportation.”;

- mm. deleting 9.1.1.3 NSP Policy and replacing it in its entirety with the following:

“9.1.1.3 NSP Policy

All residential land uses should be within 600 metres walking distance of a transit route, Mass Transit Station, or Transit Centre.

Implementation

Arterial and collector roadways have been identified as future transit routes. Edmonton Transit Service will determine the interim and ultimate routing for bus service in Marquis. Walkway connections between blocks to collector and arterial roadways shall be provided to promote

direct access to transit and mass transit routes. A Transit Centre has been located in the Town Centre area as shown in **Figure 5: Development Concept**. Potential future mass transit routing through the plan area is also shown in this figure.”;

- nn. Under Section 9.2 Road Network, Overview and Rationale, adding the following paragraph after the first paragraph: “To support the initial stages of development of the Marquis NSP, Transportation Economic Corridors (the Province) may permit an intertim at-grade traffic signalized access point to Manning Drive connecting to Meridian Street, in advance of the ultimately required service interchange. The design and construction of this intersection and other corridor improvements required for safe and efficient operating conditions on Manning Drive, including at the intersection of 18 Street/195 Avenue and Manning Drive, will be an obligation for area developers to the satisfaction of the Province and Transportation Services.”;
- oo. under 9.2.1.1 NSP Policy, add to the end of Implementation the following paragraph: “A local roadway connection across the north-south pipeline is required to support development and connectivity between the medium density residential lands to the west of the pipeline and the lower density lands to the east. This connection will be reviewed as the lands in the area are subdivided and shall be to the satisfaction of Transportation Services.”;
- pp. under 9.2.2 Objective 72, deleting the second image depicting an LRT train and replacing it with an image of Bus Rapid Transit or conventional transit;
- qq. under 9.2.2.2 NSP Policy, Implementation, deleting paragraph 4 and replacing it in its entirety with the following:
 

“Paved SUPs are identified along utility right-of-ways, natural areas, and portions of existing road right-of-way that are not anticipated to ultimately accommodate a roadway. Walkway or shared pathway connections to utility corridor shared pathways shall be provided to promote connectivity and integration with the neighbourhood. Despite this, Granular SUPs may be utilized adjacent to wetland areas to provide connections along the overall active modes network. These granular SUPs must be reviewed in conjunction with SSNAMP and implemented in consultation with Parks Planning and Biodiversity. Top-of-bank SUPs will be provided along the North Saskatchewan River Valley and Horsehills Creek. SUPs will be developed adjacent to 50% of the perimeter of storm water management facilities (SWMF). Based on the overall active modes network and the location of storm water management facilities, the majority of the SWMF SUPs are anticipated to provide short recreational links and are not anticipated to be used as major connectors through the plan area.”;

- rr. deleting Section 9.3.2 Objective 74 and Section 9.3.2.1 NSP Policy and replacing it in its entirety with the following:

“9.3.2 Objective 74

Transit Oriented Development shall be integrated with the Transit Centre and future mass transit station(s) within 400 m.

9.3.2.1 NSP Policy

Development surrounding the Transit Centre shall be developed in accordance with the City’s *Transit Oriented Development Guidelines*.

Implementation

**Figure 5: Development Concept** shows land uses near the Transit Centre. Section 6.4 Town Centre provides details regarding land uses near the Transit Centre and future mass transit station. The Mass Transit network alignment and station locations are subject to further study and may change.”;

- ss. deleting the map entitled “Bylaw 19351 – Amendment to Marquis Neighbourhood Structure Plan (as amended)” and replacing with the map entitled “Bylaw 20825 – Amendment to Marquis Neighbourhood Structure Plan” attached hereto as Schedule “A” and forming part of this bylaw;
- tt. deleting the statistics entitled “Marquis Neighbourhood Structure Plan Land Use and Population Statistics Bylaw 19351” and substitute with the statistics entitled “Marquis Neighbourhood Structure Plan Land Use and Population Statistics Bylaw 20825” attached hereto as Schedule “B” and forming part of this bylaw;
- uu. deleting the map entitled “Figure 5.0 Development Concept”, and replacing it with the map entitled “Figure 5.0 Development Concept”, attached hereto as Schedule “C” and forming part of this bylaw;
- vv. deleting the map entitled “Figure 6.0 Town Centre Development Concept”, and replacing it with the map entitled “Figure 6.0 Town Centre Development Concept”, attached hereto as Schedule “D” and forming part of this bylaw;
- ww. deleting the map entitled “Figure 7.0 Ecological Network & Parks”, and replacing it with the map entitled “Figure 7.0 Ecological Network & Parks”, attached hereto as Schedule “E” and forming part of this bylaw;

- xx. deleting the map entitled “Figure 8.0 Agriculture & Food”, and replacing it with the map entitled “Figure 8.0 Agriculture & Food”, attached hereto as Schedule “F” and forming part of this bylaw;
- yy. deleting the map entitled “Figure 9.0 Sanitary Servicing”, and replacing it with the map entitled “Figure 9.0 Sanitary Servicing”, attached hereto as Schedule “G” and forming part of this bylaw;
- zz. deleting the map entitled “Figure 10.0 Stormwater Servicing”, and replacing it with the map entitled “Figure 10.0 Stormwater Servicing”, attached hereto as Schedule “H” and forming part of this bylaw;
- aaa. deleting the map entitled “Figure 11.0 Water Servicing”, and replacing it with the map entitled “Figure 11.0 Water Servicing”, attached hereto as Schedule “I” and forming part of this bylaw;
- bbb. deleting the map entitled “Figure 12.0 Staging Plan”, and replacing it with the map entitled “Figure 12.0 Staging Plan”, attached hereto as Schedule “J” and forming part of this bylaw;
- ccc. deleting the map entitled “Figure 13.0 Transportation Network”, and replacing it with the map entitled “Figure 13.0 Transportation Network”, attached hereto as Schedule “K” and forming part of this bylaw; and
- ddd. deleting the map entitled “Figure 14.0 Active Mode Transportation Network”, and replacing it with the map entitled “Figure 14.0 Active Mode Transportation Network”, attached hereto as Schedule “L” and forming part of this bylaw.

READ a first time this	2nd day of July	, A. D. 2024;
READ a second time this	2nd day of July	, A. D. 2024;
READ a third time this	4th day of February	, A. D. 2025;
SIGNED and PASSED this	4th day of February	, A. D. 2025.

THE CITY OF EDMONTON



MAYOR

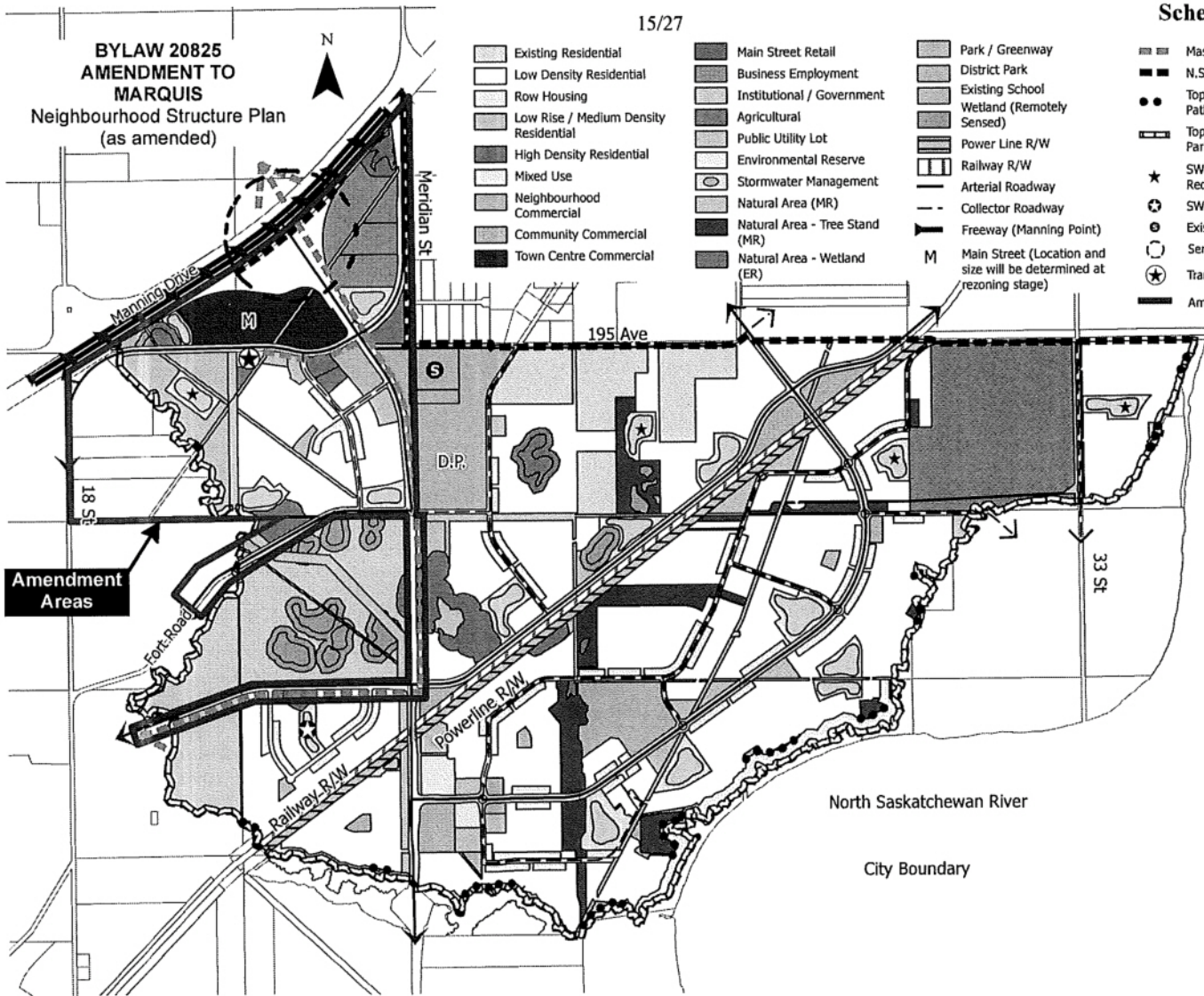


CITY CLERK

**BYLAW 20825  
AMENDMENT TO  
MARQUIS  
Neighbourhood Structure Plan  
(as amended)**

**Schedule "A"**

- |  |                                       |  |                                |  |  |
|--|---------------------------------------|--|--------------------------------|--|--|
|  | Existing Residential                  |  | Main Street Retail             |  | Park / Greenway  |
|  | Low Density Residential               |  | Business Employment            |  | District Park  |
|  | Row Housing                           |  | Institutional / Government     |  | Existing School  |
|  | Low Rise / Medium Density Residential |  | Agricultural                   |  | Wetland (Remotely Sensed)  |
|  | High Density Residential              |  | Public Utility Lot             |  | Power Line R/W   |
|  | Mixed Use                             |  | Environmental Reserve          |  | Railway R/W  |
|  | Neighbourhood Commercial              |  | Stormwater Management          |  | Arterial Roadway   |
|  | Community Commercial                  |  | Natural Area (MR)              |  | Collector Roadway  |
|  | Town Centre Commercial                |  | Natural Area - Tree Stand (MR) |  | Freeway (Manning Point)  |
|  |                                       |  | Natural Area - Wetland (ER)    |  | M Main Street (Location and size will be determined at rezoning stage) |
|  |                                       |  |                                |  | Mass Transit   |
|  |                                       |  |                                |  | N.S.P. Boundary  |
|  |                                       |  |                                |  | Top of Bank Shared Use Path  |
|  |                                       |  |                                |  | Top of Bank Roadway / Park   |
|  |                                       |  |                                |  | SWMF - Further Study Required  |
|  |                                       |  |                                |  | SWMF - Pilot Project   |
|  |                                       |  |                                |  | Existing School  |
|  |                                       |  |                                |  | Service Interchange  |
|  |                                       |  |                                |  | Transit Centre   |
|  |                                       |  |                                |  | Amendment Area   |



**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.

## 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			

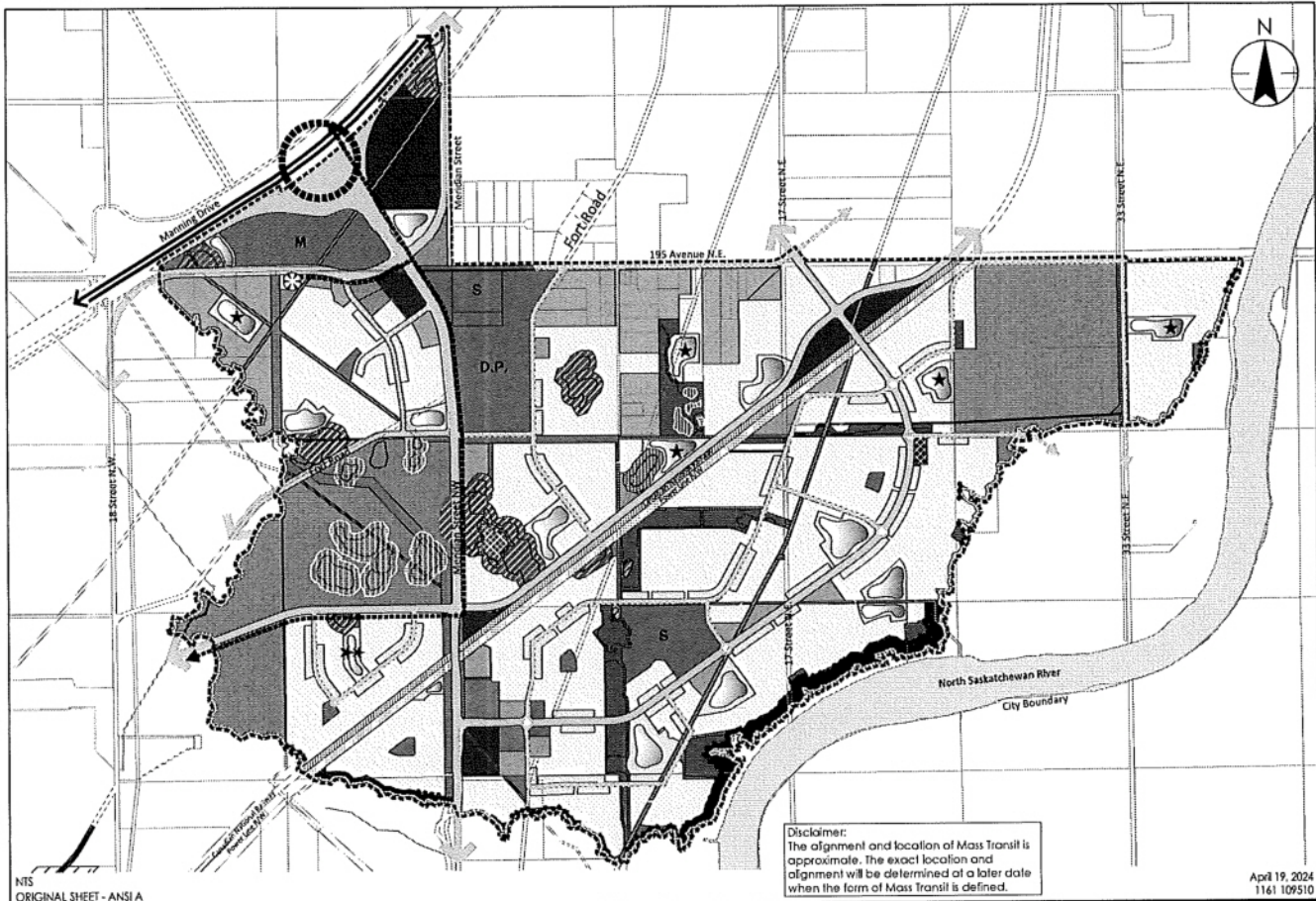
## STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	1,279	639
Junior High School	639	320
Senior High School	639	320
<b>Total</b>	<b>2,557</b>	<b>1,279</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.

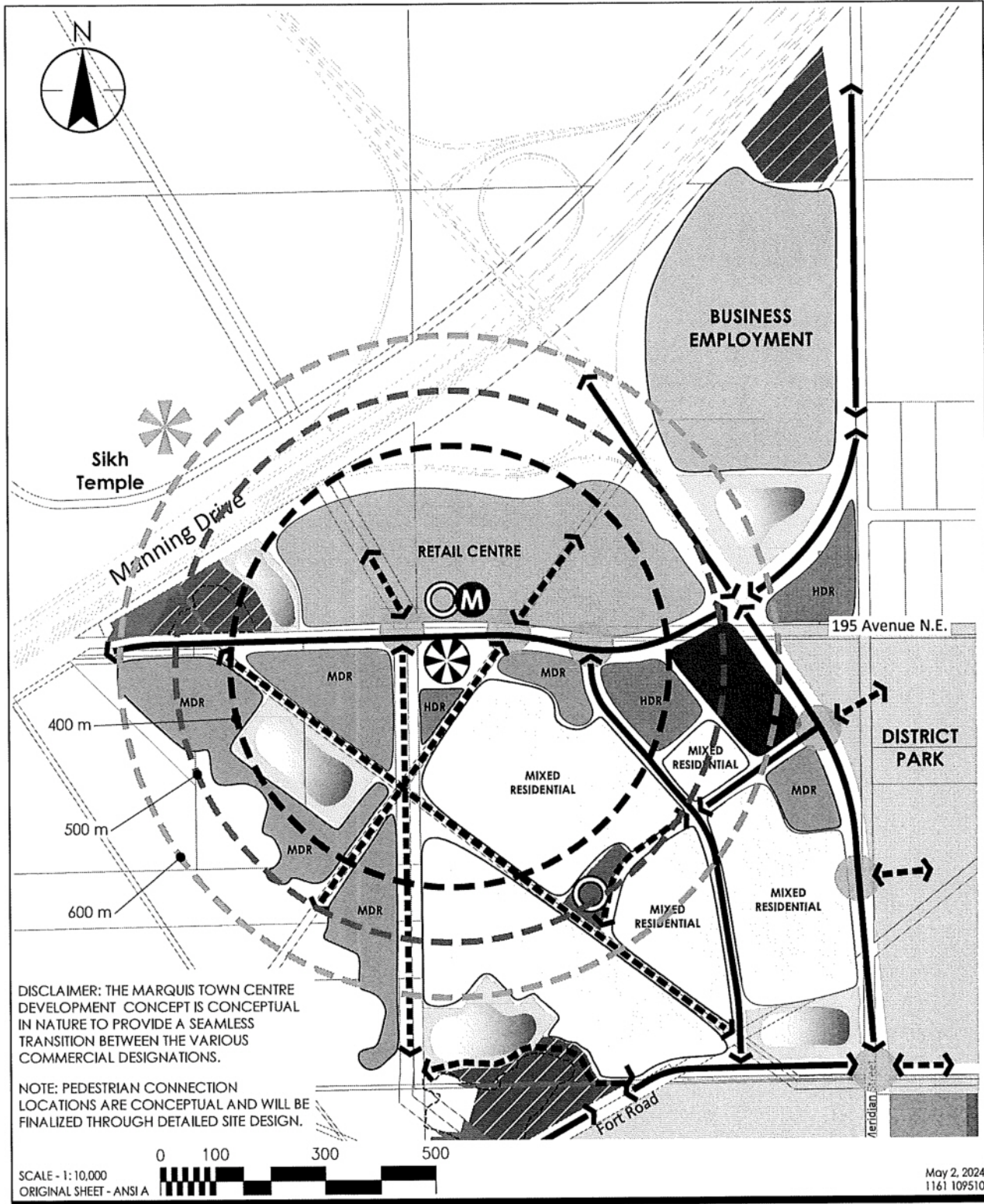


Disclaimer:  
The alignment and location of Mass Transit is approximate. The exact location and alignment will be determined at a later date when the form of Mass Transit is defined.

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NTS  
ORIGINAL SHEET - ANS1 A

<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Existing Residential</li> <li>Single / Semi-Detached Residential</li> <li>Row Housing</li> <li>Low Rise / Medium Density Housing</li> <li>High Density Residential</li> <li>Mixed Uses</li> <li>Community Commercial</li> <li>Neighbourhood Commercial</li> <li>Town Centre Commercial</li> </ul>	<p><b>M</b> Main Street (Location and size will be determined at rezoning stage)</p> <ul style="list-style-type: none"> <li>Institutional (Government Land)</li> <li>Business Employment</li> <li>Agricultural Land</li> <li>Canadian National Railway</li> <li>Altalink Powerline R/W</li> <li>Environmental Reserve</li> <li>Public Utility Lot</li> </ul>	<ul style="list-style-type: none"> <li>Natural Area (MR)</li> <li>Natural Area - Tree Stand (MR)</li> <li>Natural Area - Wetland (ER)</li> <li>Wetland - Remotely Sensed</li> <li>School / Park</li> <li>Stormwater Management Facility</li> <li>★ SWMF - Further Study Required</li> <li>★ SWMF - Pilot Project</li> </ul>	<ul style="list-style-type: none"> <li>Top-of-Bank Shared-use Path</li> <li>Top-of-Bank Roadway / Park</li> <li>Transit Centre</li> <li>Mass Transit</li> <li>Collector Roadway</li> <li>Arterial Roadway</li> <li>Freeway (Manning Drive)</li> <li>Service Interchange</li> <li>NSP Boundary</li> </ul>	<p>Client/Project CAMERON COMMUNITIES INC. MARQUIS NEIGHBOURHOOD NSP AMENDMENT</p> <p>Figure No. 5.0</p> <p>Title Development Concept</p>
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**LEGEND**

- POTENTIAL PEDESTRIAN CONNECTIONS
- VEHICULAR & PEDESTRIAN CONNECTIONS
- POTENTIAL AMENITY AREA
- TRANSIT CENTRE
- POTENTIAL LOCATION OF MAIN STREET
- SPECIAL ATTENTION TO CROSSINGS IN THIS AREA

Client/Project

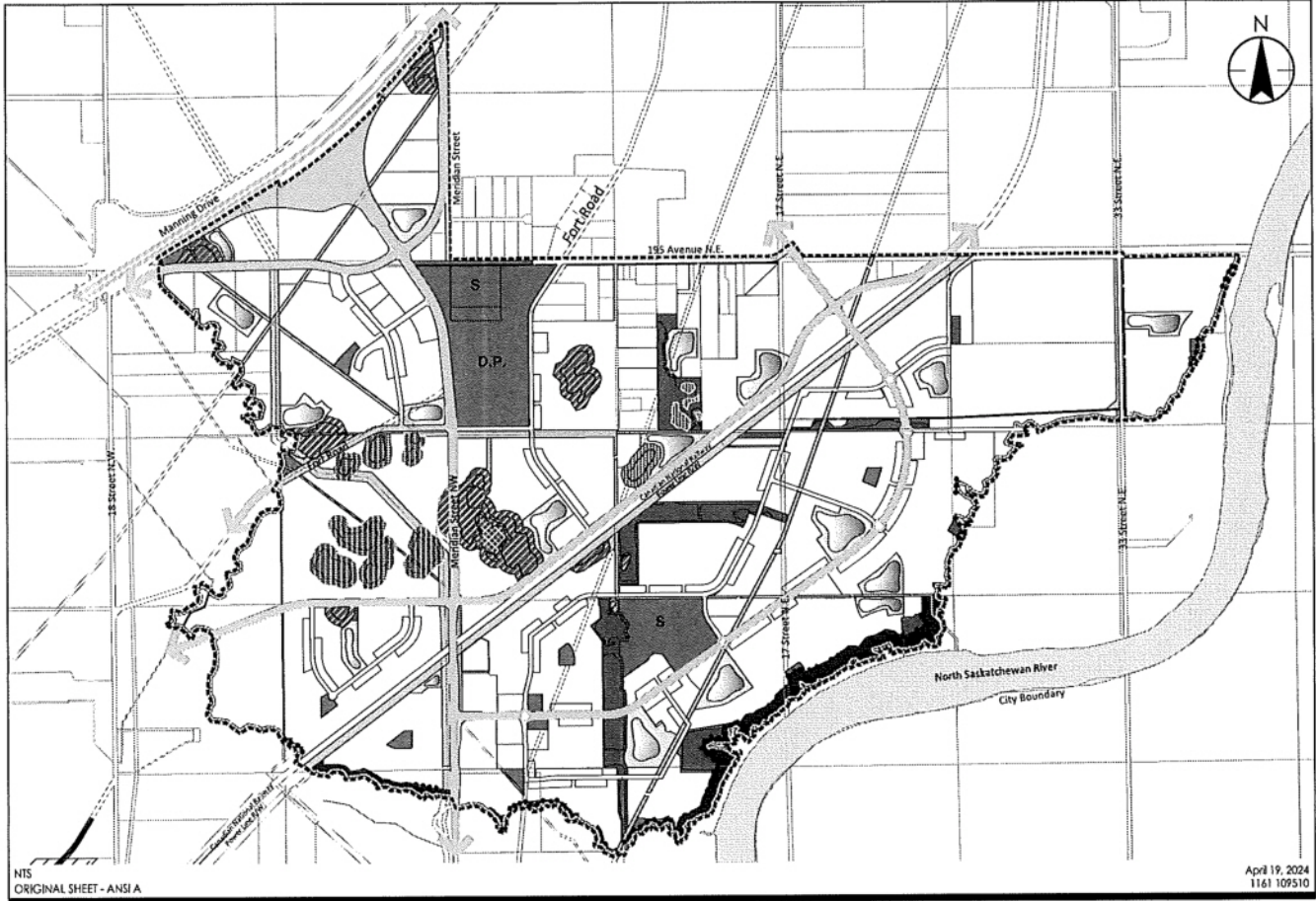
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MARQUIS NEIGHBOURHOOD  
TOWN CENTRE

Figure No.

6.0

Title

TOWN CENTRE  
DEVELOPMENT CONCEPT



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**Legend**

- Natural Area - Tree Stand (MR)
- Natural Area (MR)
- Natural Area - Wetland (ER)
- Wetland - Remotely Sensed
- School / Park

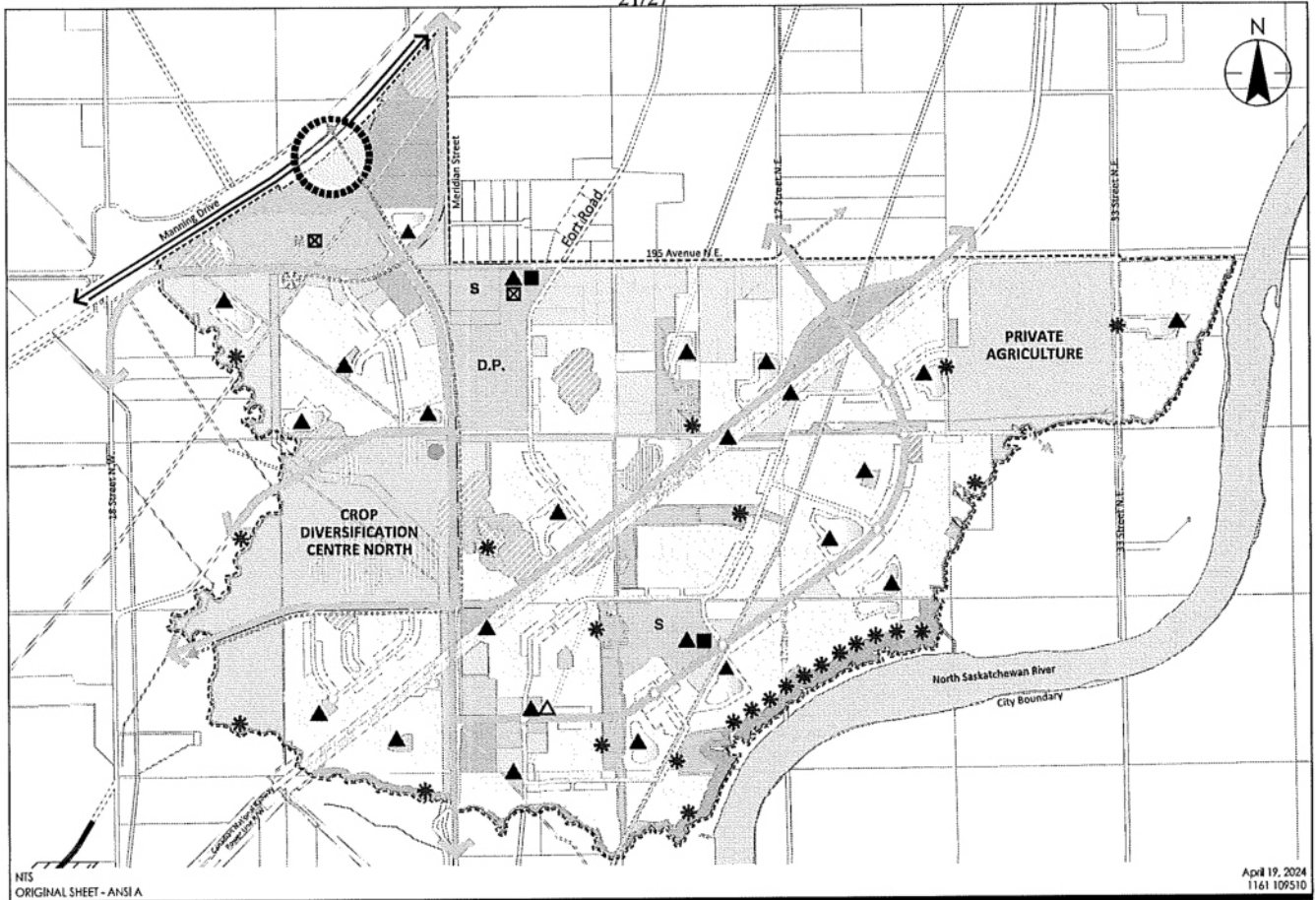
- Stormwater Management Facility
- Environmental Reserve (to be confirmed by Studies)
- Public Utility Lot as Multi-Use Trail

- 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.  
7.0

Title  
Ecological Network & Parks



NIS ORIGINAL SHEET - ANS1A

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Legend

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

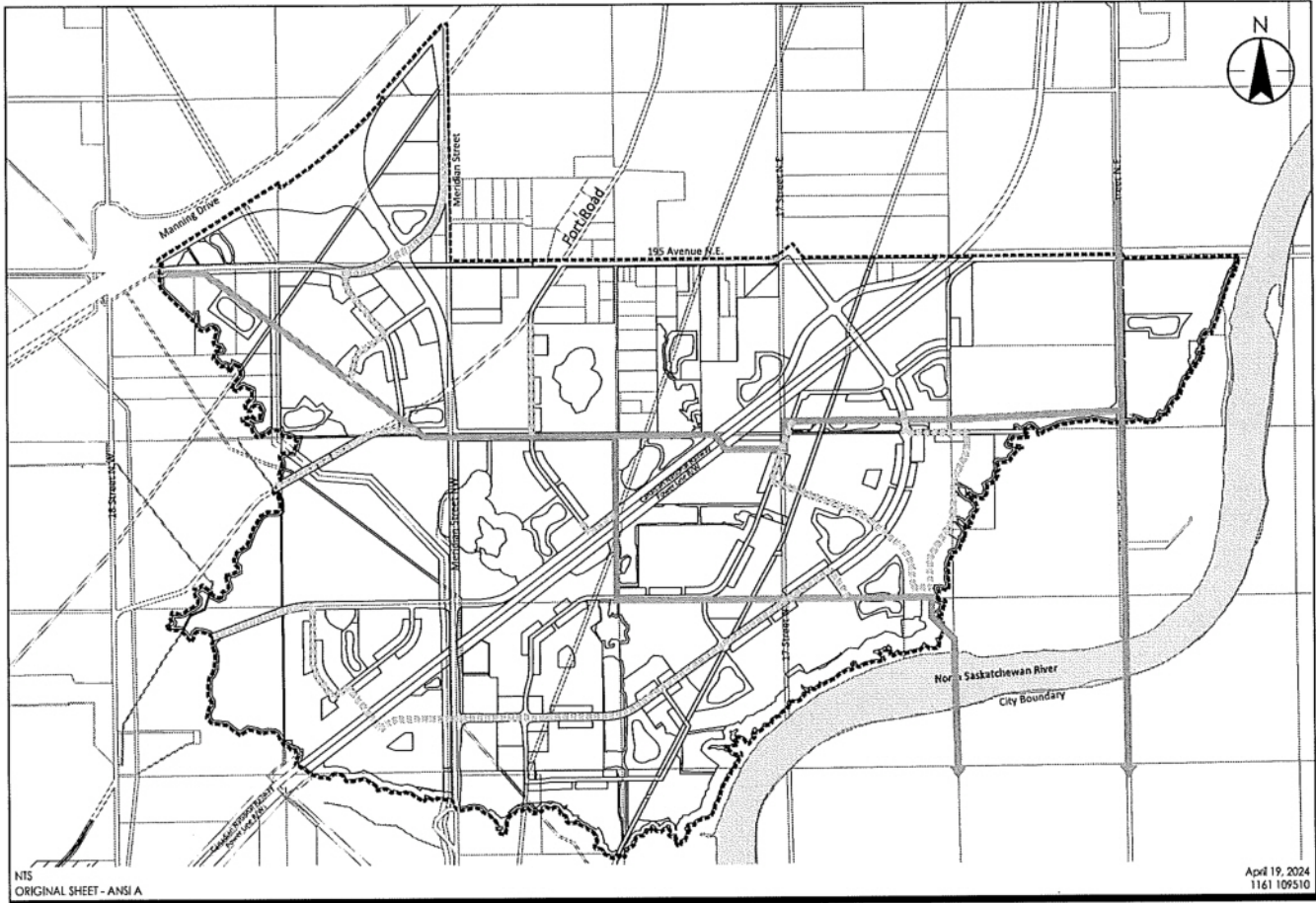
NOTE: ADDITIONAL OPPORTUNITIES AVAILABLE ON PRIVATE PROPERTY AND ON ROAD RIGHTS OF WAY.

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MARQUIS NEIGHBOURHOOD NSP AMENDMENT




Figure No. 8.0

Title Agriculture & Food

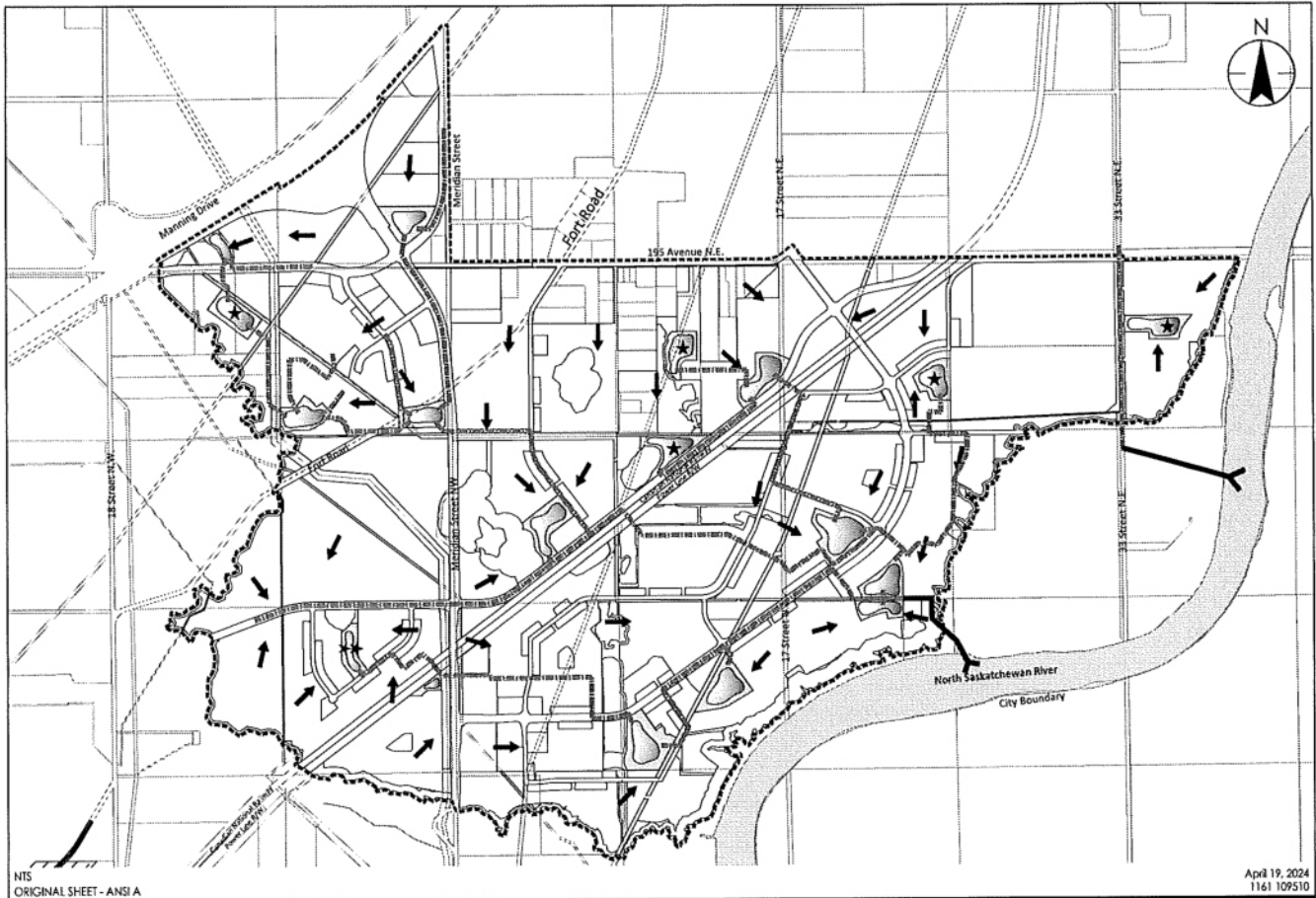


NTS  
ORIGINAL SHEET - ANSI A

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

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CAMERON COMMUNITIES INC.  
  
MARQUIS NEIGHBOURHOOD  
NSP AMENDMENT  
  
Figure No.  
9.0  
  
Title  
Sanitary Servicing

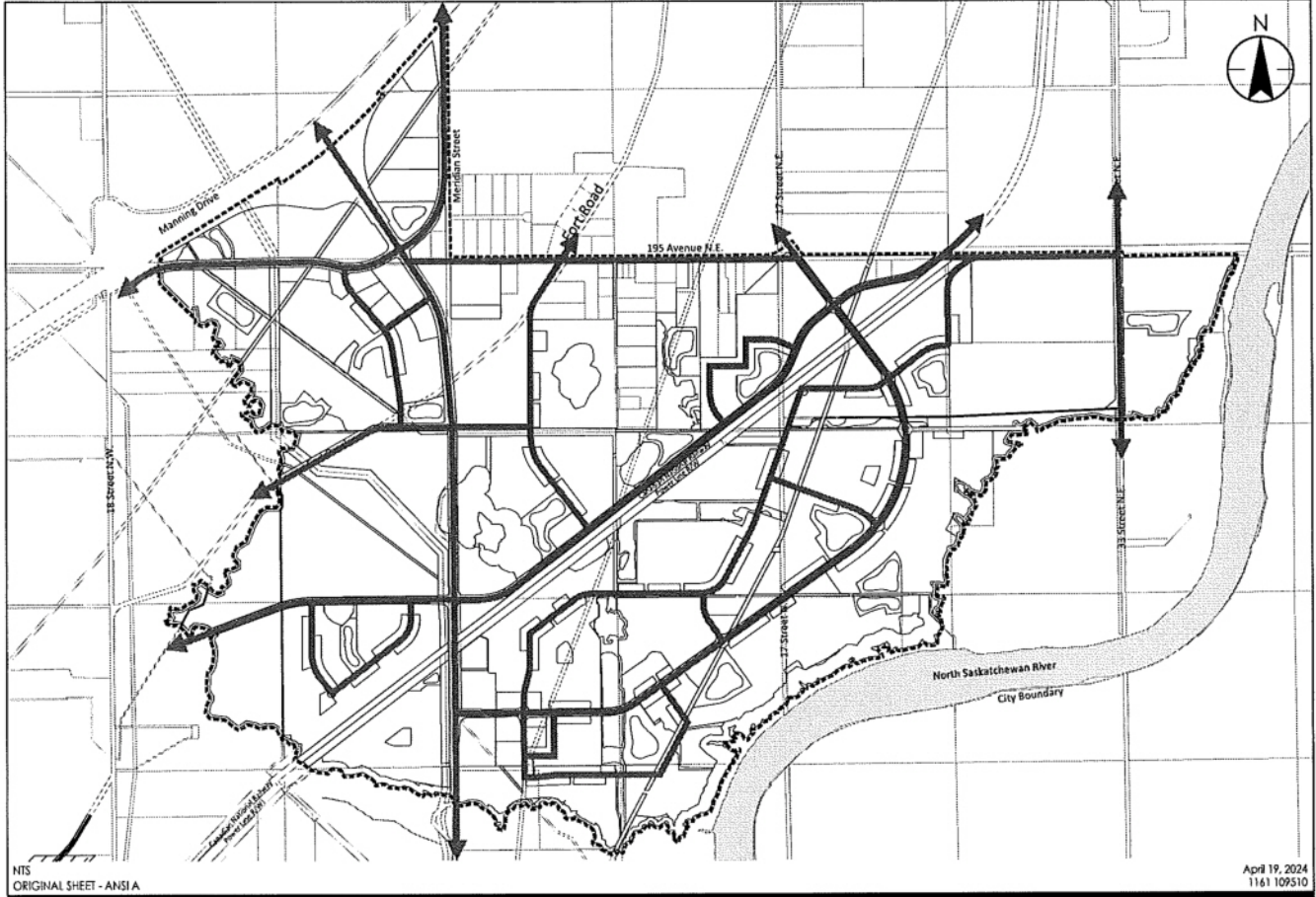


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ORIGINAL SHEET - ANSI A

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

Client/Project  
CAMERON COMMUNITIES INC.  
  
MARQUIS NEIGHBOURHOOD  
NSP AMENDMENT  
  
Figure No.  
10.0  
  
Title  
Stormwater Servicing



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- Legend**
-  Water Main
  -  NSP Boundary

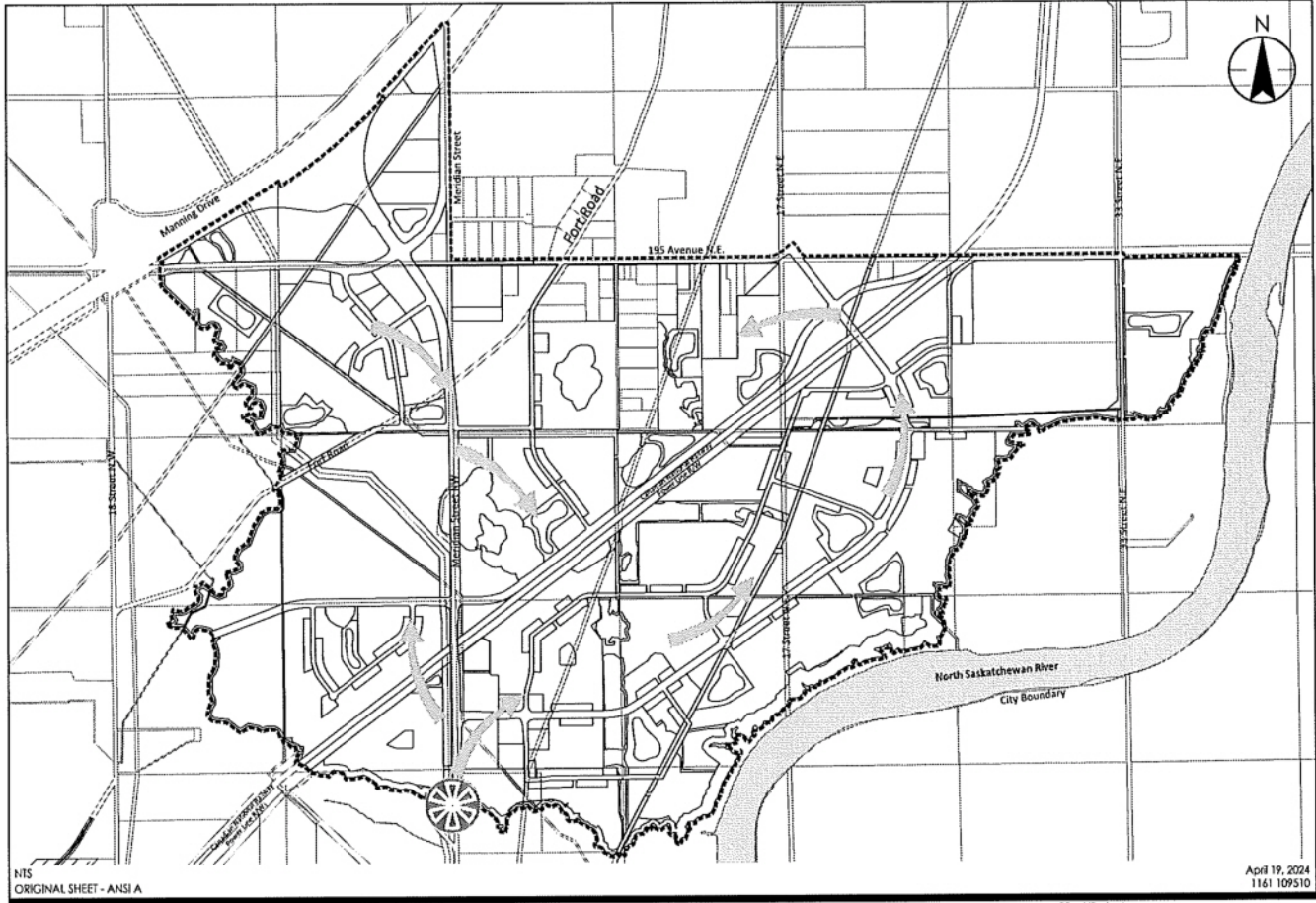
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MARQUIS NEIGHBOURHOOD  
NSP AMENDMENT

Figure No.  
11.0

Title  
Water Servicing





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ORIGINAL SHEET - ANSI A

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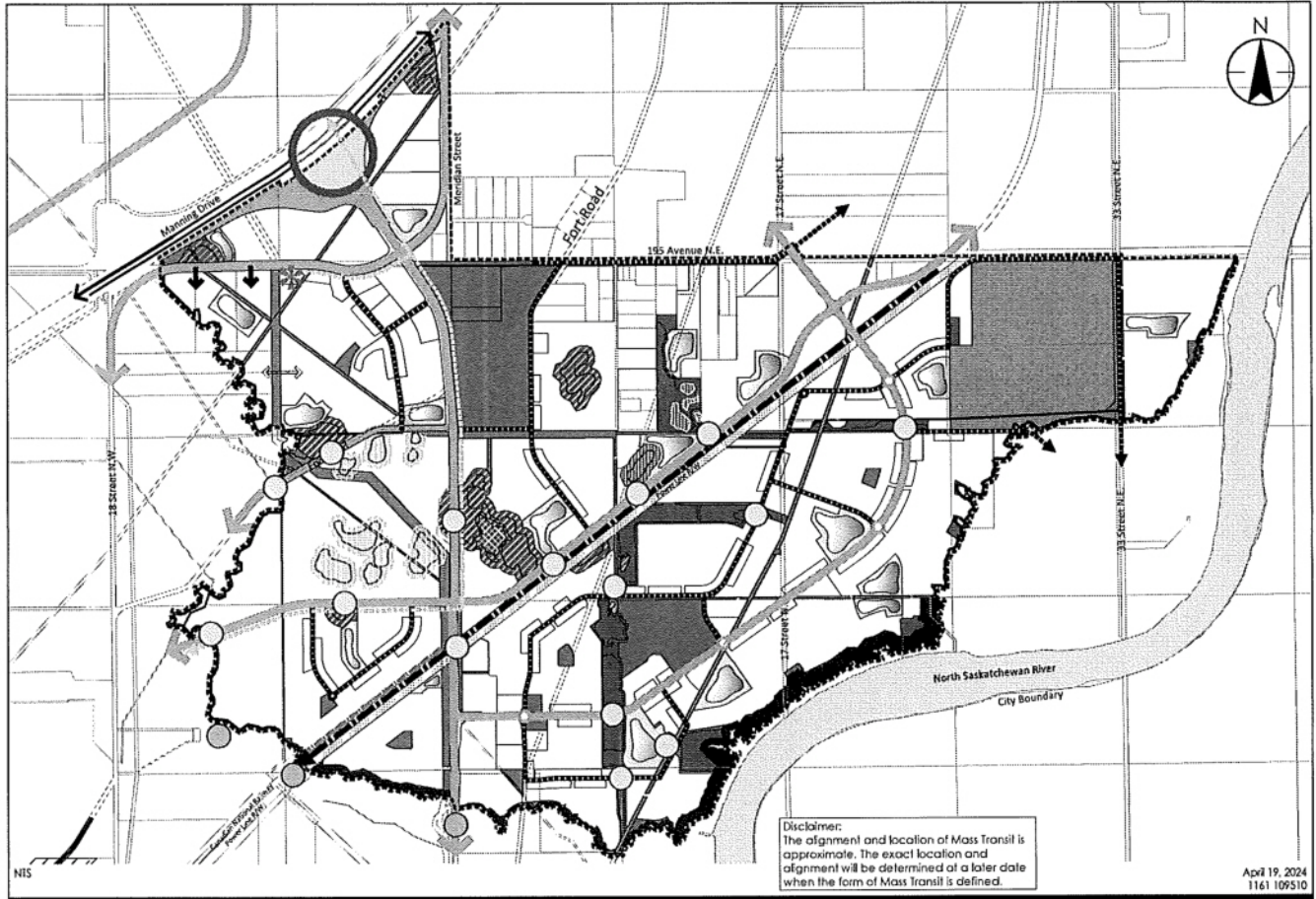
- Legend**
-  General Direction & Sequence Of Development
  -  Development Starting Point
  -  NSP Boundary

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MARQUIS NEIGHBOURHOOD  
NSP AMENDMENT

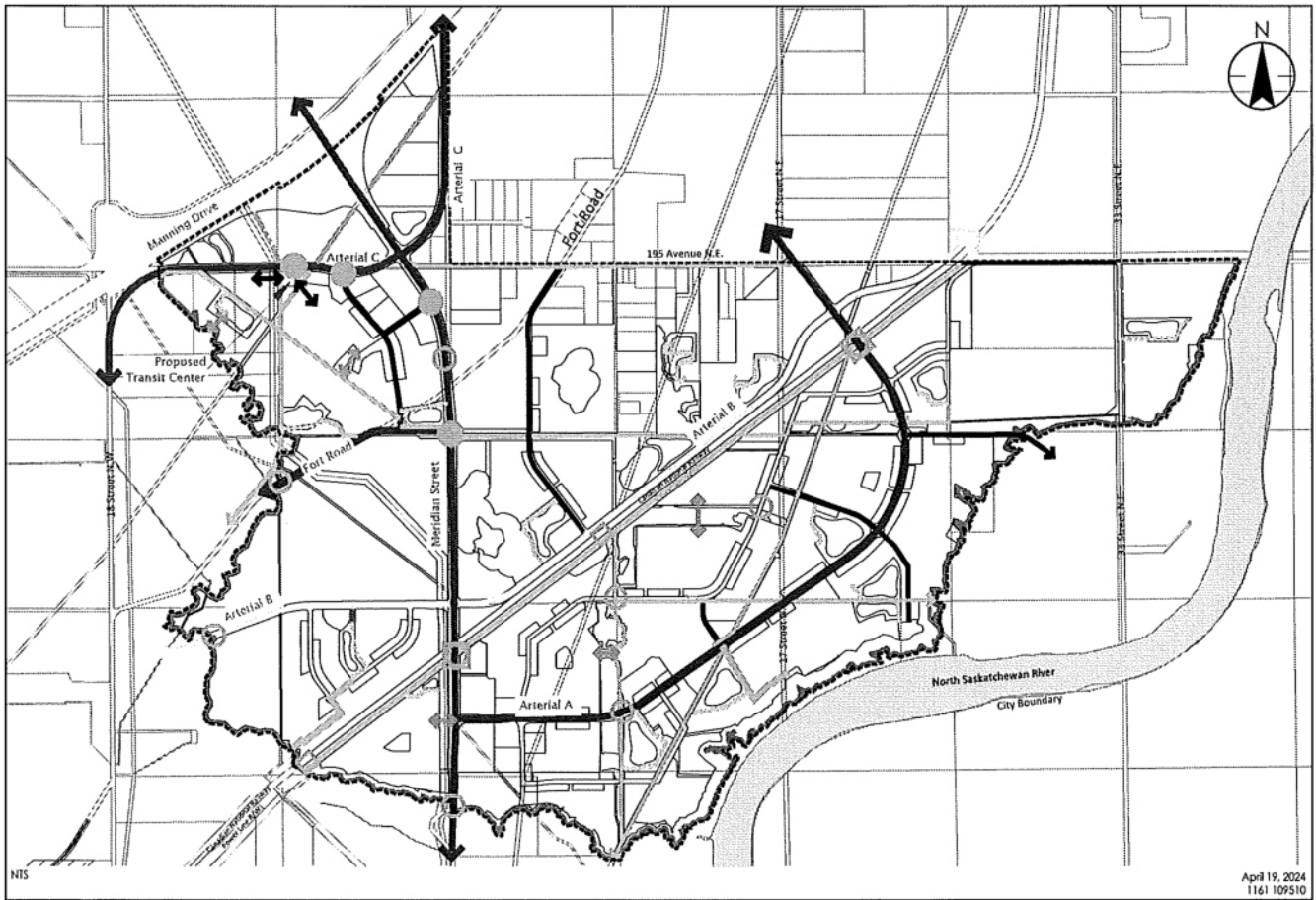
Figure No.  
12.0

Title  
Staging Plan



- |  |
|--|
| <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>■ Canadian National Railway</li> <li>— Mass Transit</li> <li>↔ Approximate Local Road Connection Location</li> <li>■ Collector Roadway</li> <li>➤ Potential Collector Road Access Point</li> <li>— Arterial Roadway</li> <li>■ Natural Area - Tree Stand (MR)</li> <li>▨ Natural Area (MR)</li> <li>▨ Natural Area - Wetland (ER)</li> <li>▨ Wetland - Remotely Sensed</li> <li>■ School / Park</li> <li>■ Stormwater Management Facility</li> <li>■ Agricultural Land</li> <li>▨ Altalink Powerline R/W</li> <li>■ Environmental Reserve</li> <li>■ Public Utility Lot</li> <li>— Freeway (Manning Drive)</li> <li>⊗ Transit Centre</li> <li>○ Service Interchange</li> <li>■ NSP Boundary</li> <li>○ Wildlife Crossing</li> <li>○ Existing Wildlife Crossing Barrier</li> <li>▨ Proposed Berm and Fence</li> </ul> |
|--|

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MARQUIS NEIGHBOURHOOD  
NSP AMENDMENT  
Figure No.  
13.0  
Title  
Transportation Network



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**Legend:**

- Primary Bike Network
- Secondary Bike Network
- Tertiary Bike Network Paved
- Shared Use Path
- Approximate Location of 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
- Approximate Walkway Location
- Priority Pedestrian Crossing
- Potential Midblock
- Potential At-Grade CN Pedestrian Crossing
- Potential long Term Grade Separated

Client/Project

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MARQUIS NEIGHBOURHOOD  
NSP AMENDMENT

Figure No.

14.0

Title

Active Mode Transportation  
Network