

## **(DC1) DIRECT DEVELOPMENT CONTROL PROVISION**

### **Walker**

#### **5003, 5205 and 5309 - Ellerslie Road SW; and 110 and 130 - Watt Common SW**

##### **1. General Purpose**

The purpose of this DC1 Provision is to facilitate the development of a Community Commercial Centre in the Walker Neighbourhood that may accommodate a range of commercial, office, entertainment, cultural and institutional uses such that development is appropriate in appearance and function to a Site bounded by two arterial roadways, a collector roadway and a future Transit Priority Corridor.

##### **2. Area of Application**

This Provision shall apply to Lot 1, Block 30, Plan 1422177, Lot 2, Block 30, Plan 1422177, Lot 3, Block 30, Plan 1422177, Lot 4, Block 30, Plan 1422177, Lot 5, Block 30, Plan 1422177; containing approximately 16.07 hectares, more or less, as shown on Schedule "A" of the Bylaw, adopting this Provision

##### **3. Site Planning and Building Design Objectives**

###### **a. Ensure on-site development:**

- i. becomes a focal point for the surrounding area;
- ii. functions as a walkable commercial centre creating a sense of place for users;
- iii. relates appropriately to adjacent built forms, roadways, uses, functions and activities;
- iv. creates an attractive and cohesive visual identity;
- v. includes outdoor spaces of interest; presents an attractive streetscape along external roadways; and
- vi. is sympathetic to the presence and function of future abutting public transit facilities.

###### **b. Ensure buildings are developed:**

- i. in a harmonious architectural theme;
- ii. with 360 degree architecture and such that all facades are visually attractive and interesting;
- iii. with clearly defined entrances; and
- iv. with high quality and durable building materials and finishes

- c. Ensure interior access roads and walkways promote contiguous and logical patterns of safe pedestrian and vehicular movement throughout the Site and between the Site and surrounding development and uses.
- d. Ensure parking areas:
  - i. facilitate safe and convenient pedestrian movements;
  - ii. are appropriately landscaped to soften their appearance and add visual interest; and
  - iii. are dispersed and segmented.

#### 4. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Child Care Services
- d. Cannabis Retail Sales
- e. Commercial Schools
- f. Convenience Retail Stores
- g. Custom Manufacturing Establishments
- h. Drive-in Food Service
- i. ~~Flea~~-Markets, limited to farmers market involving the sale of items such as local produce and handicrafts
- j. Gas Bars
- k. General Retail Stores
- l. Government Services
- m. Health Services
- n. Hotels
- o. Indoor Participant Recreation Service
- ~~p. Major Alcohol Sales~~
- q. Liquor Stores
- r. Major Amusement Establishments
- s. Media Studios
- t. Minor Amusement Establishments
- u. Minor Service Stations
- v. Nightclubs

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- w. Personal Service Shops
- x. Private Clubs
- y. Private Education Services
- z. Professional, Financial and Office Support Services
- aa. Public Libraries and Cultural Exhibits
- bb. Rapid Drive-through Vehicle Services
- cc. Religious Assembly
- dd. Restaurants
- ee. Secondhand Stores
- ff. Specialty Food Services
- gg. Spectator Entertainment Establishments
- hh. Veterinary Services
- ii. Warehouse Sales
- jj. Fascia On-premises Signs
- kk. Projecting On-premises Signs
- ll. Roof On-premises Signs
- mm. Temporary On-premises Signs
- nn. Freestanding On-premises Signs
- oo. Minor Digital On-premises Signs
- pp. Major Digital Signs

## **5. Development Regulations**

### **5.1 General Development Regulations**

- a. Development shall be in general accordance with the objectives and the attached appendices:
  - i. Appendix I, Concept Plan; and
  - ii. Appendix II, Pedestrian Connections.
- b. At the Development Permit stage, a generalized, non-binding, concept plan shall be submitted for all new building development or substantial redevelopment to illustrate how the proposed development will integrate with existing and future surrounding and on-site development. The concept plans shall show the location of existing and future buildings, parking areas, vehicular and pedestrian routes and Amenity Areas .
- c. The maximum Floor Area Ratio shall not exceed 0.4 based on the total

site area.

- d. The maximum building height shall be 20.0 m.
- e. A minimum 6.0 m landscaped Yard shall be provided abutting all public roadways (i.e. Ellerslie Road, 50 Street SW, 54 Street SW, and 14 Avenue SW).
- f. A minimum Amenity Area of 1.0 m<sup>2</sup> shall be provided for every 10 surface parking spaces. An additional Amenity Area of 1.0 m<sup>2</sup> shall be provided for every 100 m<sup>2</sup> of commercial floor space.
- g. A CPTED Assessment shall be completed to guide the design of public and private spaces and facilities, focusing on natural surveillance and access control.
- h. Signs shall comply with the regulations in Schedule 59 F, and be subject to the following:
  - i. a Comprehensive Sign Design Plan for the overall Site, identifying all Freestanding On Premises Signs, including Minor and Major Digital signs, shall be submitted to the satisfaction of the Development Officer, in accordance to Section 59.3, of the Zoning Bylaw, as amended; and
  - ii. Development applications for signs identified within the Comprehensive Sign Design Plan may be permitted in stages. For context and the Development Officer's interpretation purposes, the Comprehensive Sign Design Site plan shall be submitted at each Development Permit stage, to illustrate how the proposed signs will integrate with existing and future on-site development.
- i. The owner shall enter into an Agreement (or Agreements) with the City of Edmonton for the following:
  - i. Construction of two new northbound lanes for 50 Street SW, adjacent to the existing two lanes, to a divided urban standard from Ellerslie Road, south to 14 Avenue, and construction of two lanes of Ellerslie Road to an urban standard from 62 Street SW to 50 Street SW. Construction shall include all channelization, accesses, intersections, multi-use trails, sidewalks, lighting, landscaping and transitional improvement;
  - ii. Dedication of the required road right-of-ways for the construction of 50 Street SW and Ellerslie Road as described in the Memorandum of Understanding signed December 2007. Roadway dedication shall be to the satisfaction of the Transportation Department;
  - iii. Payment of the proportionate share of the Arterial Roadway Assessment for the construction of arterial roadways in the catchment area in accordance with the Arterial Roads for Development Bylaw; and
  - iv. Repair of any damage to the abutting roadways, alleys, sidewalks,

and/or boulevards resulting from the construction of the development to the satisfaction of the Transportation Department. The site must be inspected by the Transportation Department prior to the start of construction and once again when construction is complete.

## **5.2 Site Design Regulations**

- a. Buildings shall generally, to the satisfaction of the Development Officer, be oriented to:
  - i. frame (or located at) the corner of the prominent intersection of two private internal roadways;
  - ii. frame major vehicular/pedestrian entry/exit points to/from the site; and
  - iii. permit views into the site along the axis of roadways and walkways intersecting the abutting perimeter public roadways.
- b. The pedestrian friendly commercial node, located at the intersection of two private roadways, shown in Appendix I, shall be designed in the following manner:
  - i. Clustering of commercial retail units (CRU) or architectural features consistent with the overall theme of the commercial centre in each node;
  - ii. At least 50% of the ground floor fronting the private internal road shall be glazed to the exterior;
  - iii. Horizontal breaks of uninterrupted façade shall not exceed 12.0 m in length;
  - iv. An amenity area within each node/quadrant;
  - v. Decorative paving, stamping or patterned concrete/brick to identify pedestrian crossings.
- c. Focal points identified in Appendix I, shall be designed and intended to provide special features and vistas within the Site and promote social interaction. The focal point may include:
  - i. A distinctively designed building with a strong vertical element;
  - ii. An architectural feature such as a clock tower or spire; and/or
  - iii. Public art / water features, a public plaza, open space, street furniture, or landscaped feature.
- d. Along the private internal roadways, the spaces between freestanding structures shall be improved to include landscaped pedestrian connections and:
  - i. Small pockets of landscaped parking areas;
  - ii. Public seating areas; and
  - iii. Landscaped open spaces.
- e. Not including the entrances from adjoining public roadways; a maximum of

60% of the frontages abutting the landscaped Yards along Ellerslie Road and 50 Street SW may be developed with surface parking to provide view corridors into the Site, as shown on Appendix I.

- f. Surface parking abutting 14 Avenue SW and 54 Street SW shall be screened from view using berms, and/or landscaping or similar screening features.

### 5.3 Building Design Regulations

- a. Buildings shall use a variety of architectural elements and treatments, materials and colours, to break up the massing and provide human scale development.
- b. The massing of building walls greater than 15 m in length shall be reduced through the use of architectural elements such as columns, ribs, pilasters or piers, changes in plane (e.g., recesses and projections), changes in building finishes, materials and textures, or other features that create an identifiable pattern and sense of human scale (see Figure 1.0 - Example of Building Elevation).

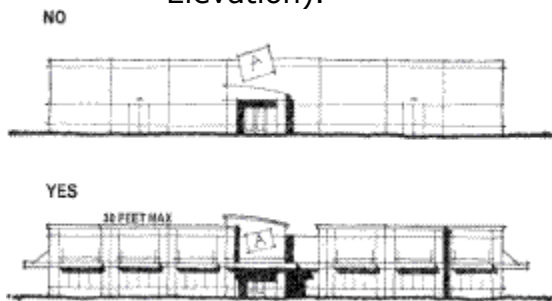


Figure 1.0 - Example of Building Elevation

- c. Landscaping along large format buildings shall be arranged in a manner that reduces and softens the building edge and creates visual relief.
- d. No walls that face a public street, private internal roadways or connecting pedestrian walkway shall have a blank uninterrupted length exceeding 15m.
- e. The façade of a building facing a public plaza, focal point or public Amenity Area shall be designed and finished to create an active streetscape, visual interest, and human scale by use of architectural features such as false entryways or entryways, windows, arcades, arbors, awnings, and trellises.
- f. Buildings shall be finished with durable materials of a quality that will retain their appearance over time, including, but not limited to, natural and synthetic stone, brick, acrylic stucco, metal and glazing.
- g. Colour schemes shall tie building elements together, relate buildings to one another, and enhance the architectural form of a building.
- h. All Buildings, including those whose tenants typically employ "chain architecture", shall be designed and finished to generally conform to a

consistent architectural theme using similar architectural design elements, materials and colours. "Chain architecture" shall generally be limited to corporate logos and signage.

- i. All buildings shall be developed with 360 degree architecture such that all facades are visually attractive and interesting.
- j. Buildings shall be designed to include a clearly identifiable primary entrance through the use of recesses, projections, canopies, porticos, overhangs, arcades, peaked roof forms, arches, outdoor patios, display windows, planters, walls, or other similar design elements (See Figure 2).



Figure 2.0 - Example of Commercial Retail Unit Frontage

- k. Building rooftop mechanical equipment shall be concealed from the public in a manner that is consistent with the character of the building.

#### **5.4 Vehicular and Pedestrian Circulation**

- a. Private internal roadways shall be established to accommodate the peak traffic volumes for the site to the satisfaction of the Transportation Department.
- b. Pedestrian connections as shown in Appendix II connecting the shopping and amenity areas shall be established through the utilization of clearly demarcated walkways, lighting and signage systems to reduce pedestrian conflict and create a more pedestrian friendly image.
- c. The private internal roads as shown on Appendix I where deemed appropriate shall serve as collector streets and shall be developed, in addition to walkways, to the satisfaction of the Development Officer in consultation with the Transportation Department, to encourage pedestrian movement and / or provide access to:
  - i. abutting buildings
  - ii. parking areas and / or parking structures
  - iii. site amenities and focal points
  - iv. sidewalks along public roadways

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- v. transit stops
- vi. defined crossing locations at all arterial and collector intersections
- d. Pedestrian connections shall consist of the following types as shown on Appendix II:
  - i. Multi-use trail
  - ii. Enhanced parking island with walkway (Figure 3.0)
  - iii. Pedestrian sidewalk
  - iv. Building front sidewalks



Figure 3.0-Example of enhanced parking island with walkway

- e. Pedestrian connections shall be developed generally as shown on Appendix II in the following ways:
  - i. Multi-use trails shall include landscaping and a 3.0 m Hard Surfaced multi-use trail with a dividing yellow centerline and 'Shared Use' signage;
  - ii. Enhanced parking island with walkway shall include a minimum 3.5 m landscaped islands with raised curbs including a 1.5 m sidewalk. Remedial treatment such as raised pedestrian crossings, landscaping, forecourts and landings, special paving, light and bollards shall be provided at significant points of pedestrian and vehicular crossings. These pedestrian connections shall connect a focal point to a commercial area, vista or Amenity Area;
  - iii. Pedestrian sidewalks shall be a minimum 1.5 m wide and developed along both sides of the private internal roadways with boulevard landscaping, within the pedestrian friendly commercial node only, and on one side on all other private internal roadways with boulevard landscaping, as illustrated in Appendix II; and
  - iv. Building sidewalks shall be provided in the front of large format buildings at a minimum of 3.0 m in width and the fronts of free standing buildings at a minimum of 2.0 m in width.



- f. Allow vehicular and pedestrian cross lot access and circulation to all areas within the commercial precinct to facilitate direct access to shopping.
- g. An updated Traffic Impact Assessment (TIA), focused on the development of the Walker commercial site, is required. The TIA must include a detailed assessment and analysis of anticipated traffic generated by the development area. The TIA must be review and approved the Transportation Department prior to approval from the Development Officer for any future Subdivision or Development Permit applications.

### **5.5 Vehicular Parking and Loading**

- a. Vehicular and bicycle parking shall be provided in accordance with Section 54 of the Zoning Bylaw and located to the satisfaction of the Development Officer in consultation with Transportation Services.
- b. Large parking areas shall be "broken up" by means of onsite private roads, drive aisles, pedestrian corridors and / or landscaped islands.
- c. Garbage collection for all buildings shall be located within a structure or enclosure that is architecturally compatible with the project design and screened from view of any residential site. Gates and/or doors of the garbage enclosures must not open or encroach into public or private road right-of-way.
- d. Loading and service areas shall be screened from abutting public roadways and uses and designed to ensure vehicles do not encroach or back onto public road right-of-way or the private internal roadways.

### **5.6 Landscaping and Amenities**

- a. A detailed landscaping plan shall be submitted in accordance with the Zoning Bylaw prior to the approval of any development permit. This plan shall illustrate landscaping internal to the site, Amenity Areas and pedestrian linkages. Outdoor amenity spaces shall be landscaped for the purpose of achieving pedestrian connectivity, opportunities for play and social interaction. Furthermore, outdoor amenity spaces shall create a sense of place, character and identity. In addition to landscaping, this shall be achieved through the use of park benches, pedestrian level lighting, waste receptacles and other means integrated with the landscaping and placed along public walking routes through the site to the satisfaction of the Development Officer.
- b. Notwithstanding Section 55 of the Zoning Bylaw, landscaping requirements shall exceed the minimum requirements for the number of trees and shrubs required by 10%.
- c. Landscaped yards shall not be used in the calculation of Amenity Areas.
- d. Landscaped areas shall utilize the three tiered planting system: 1) grasses and ground covers; 2) shrubs; 3) trees. All areas not covered with structures, yards, walkways, roadways, driveways, and parking spaces shall be landscaped. Low maintenance landscaping or naturalized vegetation types are encouraged.
- e. All parking areas fronting on to the public roadways shall be screened from

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view primarily by vertical landscaping inclusive of earth berms and trees and shrubs.

- f. Landscaping at Site entrances shall include:
  - i. the use of ornamental plant material, shrubs, and planting beds
  - ii. planting shall be massed and sized as appropriate for the entryway size and space
  - iii. surface treatments to further enhance the appearance of the entrance
- g. Coordinated and complementary streetscape enhancements shall be developed through the site, including street trees, fencing, pedestrian scaled lighting, street furniture and other elements.
- h. Where fences are developed they shall be consistent in design, materials, finishes, and colours with the dominant architectural theme for the site.
- i. The required Amenity Areas may be provided in the form of focal points, courtyards, interior landscaped open spaces, arcades, plazas, parkettes, commons, squares, greens, gathering places and public seating areas. The Amenity Areas may be developed with landscaping, planting beds, public art, street furniture and water features to facilitate social interaction amongst site users and create a "sense of place". Amenity Areas shall be distributed to be readily accessible to both visitors and on-site employees.
- j. Landscaping shall be used to highlight major circulation patterns, on-site walkways, pedestrian corridors, multi-use trails and the overall development.

### **5.7 Environmental Remediation**

- a. The applicant and/or owner shall provide proof satisfactory to the Development Planning Officer in consultation with Alberta Environment and Alberta Health that, if necessary the lands have been remediated to allow for the intended use. Prior to the issuance of the Development Permit, the Development Planning Officer shall be satisfied with the sign-off from the Environmental Planning Group.

### Appendix I & II