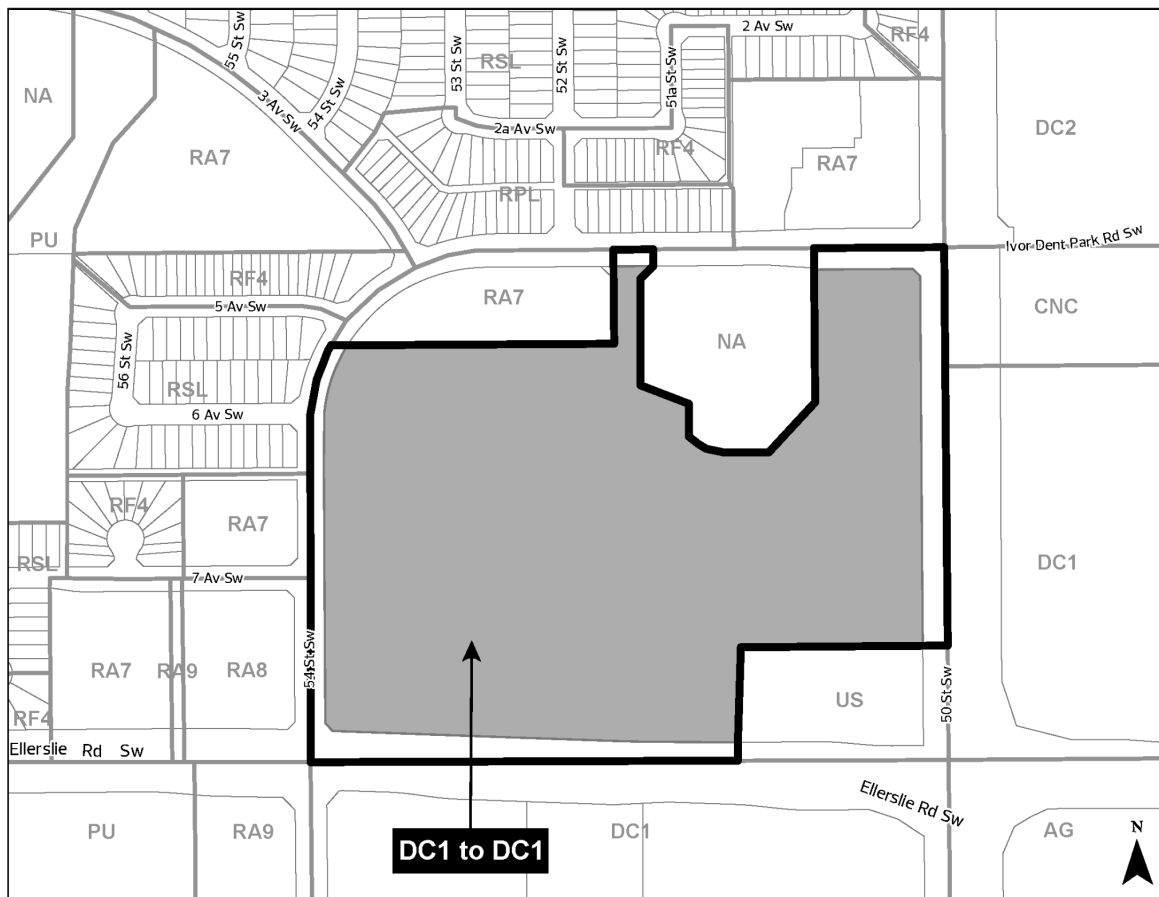


5015 - 4 Avenue SW; 504 - 50 Street SW; 5112, 5204, & 5304 - ELLERSLIE Road SW; and 615 - 54 Street SW

To amend the regulations of an existing Direct Development Control Provision.



Recommendation: That Charter Bylaw 20340 to amend the Zoning Bylaw from (DC1) Direct Development Control Provision to (DC1) Direct Development Control Provision be **APPROVED**.

Administration **SUPPORTS** this application because it:

- allows for an expanded range of commercial/retail services for residents and supports local employment opportunities;
- is compatible with surrounding and planned land uses; and
- is in conformance with the Charlesworth Neighbourhood Structure Plan.

- Aligns with the goals and policies of The City Plan by supporting 15-minute districts that allow residents to easily complete their daily needs.

Application Summary

CHARTER BYLAW 20340 will amend the Zoning Bylaw, as it applies to the subject site, from (DC1) Direct Development Control Provision to (DC1) Direct Control Provision for the purpose of amending the development regulations and using the existing DC1 as follows:

- Addition of General Industrial use (limited to self-storage facilities), and the Cannabis Retail Sales use;
- Reductions to setbacks from an existing Religious Assembly use (from 15 metres to 6 metres);
- Adjustments to regulations related to the Pedestrian Friendly Commercial Node;
- Administrative amendments related to off-site improvements and pedestrian safety; and
- Administrative updates related to grammatical adjustments and updates to terminology.

The proposed amendment conforms with the Charlesworth Neighbourhood Structure Plan and aligns with The City Plan.

This application was accepted on February 11, 2022, from Stantec Consulting Ltd. on behalf of Cameron Development Corporation.

Community Insights

Based on the characteristics of this application, the file was brought forward to the public using the Basic Approach. This approach was selected because the proposal conforms to the statutory plan (ASP & NSP), and no responses were received from the Advance Notice Postcard.

The Basic Approach included the following techniques:

Advance Notice, April 25, 2022

- Number of recipients: 543
- Number of responses with concerns: 0

Webpage

- edmonton.ca/charlesworthplanningapplications

Site and Surrounding Area

The subject site is approximately 13.88 ha in area and is located west of 50 Street SW and south of 4 Avenue SW. A portion of the site is currently developed with a big box retail store at the Northeast corner of the site and a Recycling Depot at the Northwest corner. The areas directly north and east of the parcel are zoned for medium, and low-density housing. The area to the west is zoned as CNC and DC1 and is undeveloped, while the area to the south is zoned DC1 for commercial uses. There is also an existing

religious assembly building adjacent to the southwest corner of the site.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (DC1.17537) Direct Development Control Provision 	<ul style="list-style-type: none"> • General Retail uses • Undeveloped land • Recycling Depot
CONTEXT		
North	<ul style="list-style-type: none"> • (RA7) Low Rise Apartment Zone • (RPL) Planned Lot Residential Zone • (NA) Natural Areas Protection Zone 	<ul style="list-style-type: none"> • Apartment buildings • Single Detached Housing • Natural Area Treestand
East	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone • (RA7) Low Rise Apartment Zone • (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> • Single Detached Housing • Apartment Building • Undeveloped land
South	<ul style="list-style-type: none"> • (DC1) Direct Development Control Provision • (US) Urban Services Zone 	<ul style="list-style-type: none"> • Commercial Shopping Centre • Religious Assembly Building
West	<ul style="list-style-type: none"> • (CNC) Neighbourhood 	<ul style="list-style-type: none"> • Undeveloped land

	Convenience Commercial Zone • (DC1.19431) Direct Development Control Provision	
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Planning Analysis

Land Use Compatibility

The proposed DC1 Provision provides opportunities for a range of commercial, office, entertainment, cultural and institutional uses, as well as the potential for residential uses above the first storey. The proposal to allow for additional commercial uses is compatible with the existing and surrounding developments. The proposed DC1 amendments include revisions to regulations related to the provision of the pedestrian friendly node, off-site improvements and pedestrian safety, and the interface with the adjacent Natural Area and Religious Assembly site. The proposed changes will guide on-site development to be sensitive to the surrounding area and mitigate any potential impacts to the adjacent sites.

The initial DC1 Provision for the site was approved in 2009 and contained design elements to provide for a focal point and amenities on the site. The intent was to establish pedestrian friendly linkages and corridors that would connect the shopping and amenity areas. While the site is only partially developed, the opportunities to create enhanced pedestrian linkages and focal points continue to be included in the DC1 Provision regulations. Administration recognizes the challenges associated with developing large commercial sites while creating neighbourhood and people focused design elements, and if this was a new site would seek to expand on these elements.

Plans in Effect

The City Plan

The proposed development aligns with the goals of The City Plan to focus efficient development on a network of key nodes and corridors. The subject site is designated as a District Node, which supports housing, employment and amenities, serving multiple neighbourhoods. The proposed commercial uses align with the scale of a secondary corridor and will complement the cluster of commercial development across Ellerslie Road SW to the south. The opportunities for above-grade residential within the proposed DC1 Zone would also contribute to accommodating additional residents within the Charlesworth neighbourhood, which is identified as a growth area between the 1 and 1.25 million population markers. The rezoning proposal aligns with the goals and policies of The City Plan by supporting 15-minute districts that allow residents to easily complete their daily needs.

Charlesworth NSP

The proposal conforms with the Charlesworth NSP, which designates the site for Community Commercial uses. The proposal conforms to the following policies and objectives of the Charlesworth NSP:

- 3.2 Development Objectives:
 - Establish a Community Commercial node that serves as a destination and focal point for the community and visitors alike
- 4.2.1 Intent:
 - Provide commercial development to serve the needs of residents located within Charlesworth and adjacent communities
 - Provide opportunities for mixed-use (office and residential) development through the zoning process

Technical Review

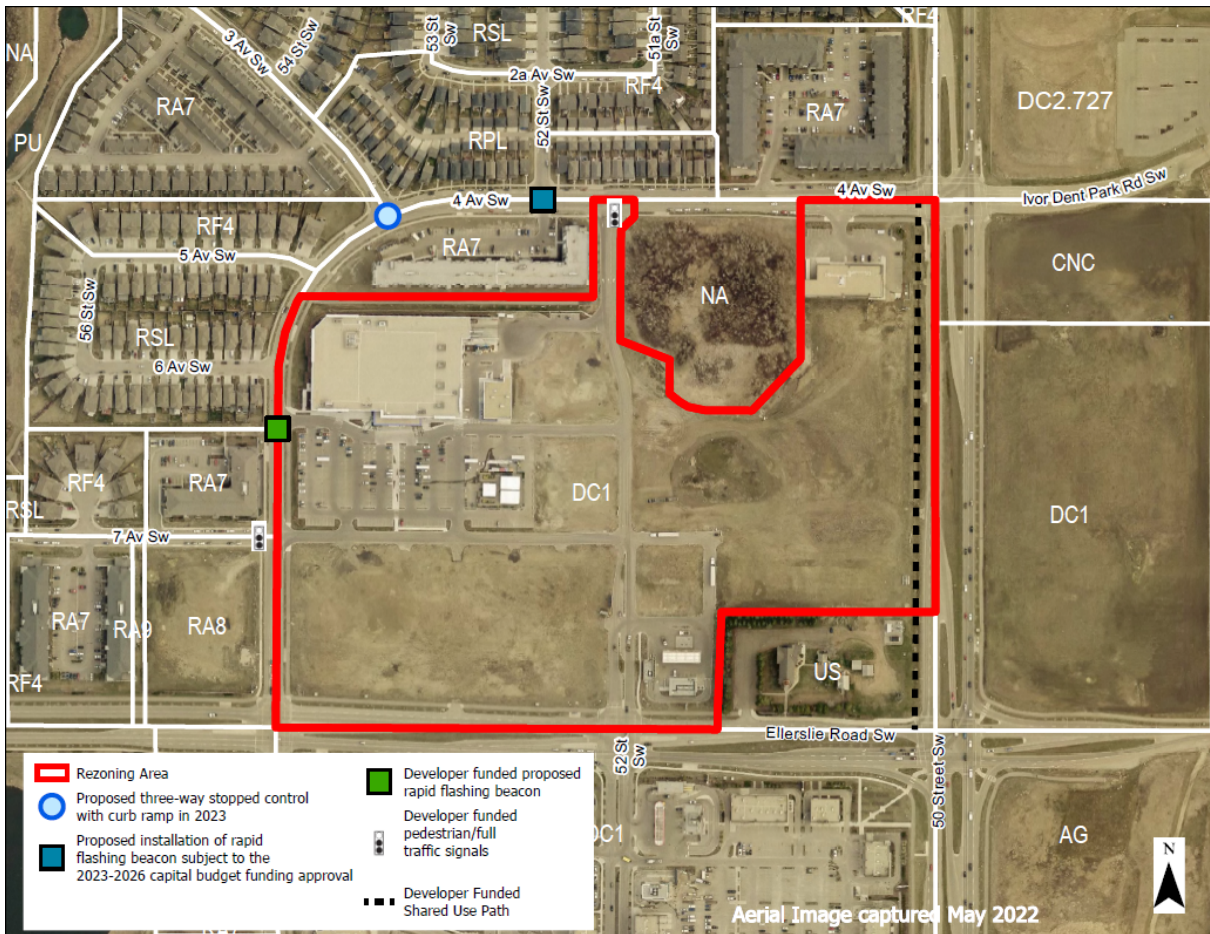
Transportation

Area residents have previously informed Administration of traffic-related concerns in the area. These include a lack of pedestrian crossing controls on the site-adjacent collector roadways, 4 Avenue SW and 54 Street SW, and challenges associated with truck traffic to and from a large-format grocer on the subject site. Requests for Vision Zero Street Labs have been received though none are being pursued at this time.

The proposed amendments to the Direct Development Control Provisions include several regulations to help address these challenges. These include the installation of interim crossing controls (e.g. pedestrian signals) at intersections previously identified for future traffic signals as the site continues to develop. An additional controlled crossing (rapid flashing beacons) at the midblock active modes crossing on 54 Street SW between 6 Avenue SW and 7 Avenue SW has also been added.

The regulation for a shared use path along 50 Street SW adjacent to the site has also been amended to require it with approximately 25 percent more development of the site. Finally, should any discrete Vision Zero Streets Labs (e.g. curb extensions) be constructed along 4 Avenue NW and 54 Street SW, the owner will be required to make these improvements permanent as a condition of a future development permit should they be supported by the community and Administration.

Administration is also planning several measures in the area to increase traffic, transit and pedestrian safety and accessibility. These measures are anticipated to occur in 2023, subject to funding approval within the 2023-2026 Capital Budget. These measures include converting the t-intersection of 3 Avenue SW and 4 Avenue SW to three-way stop control, including marked pedestrian crossings. Rapid flashing beacons are also planned for the intersection of 4 Avenue SW and 52 Street SW.



Transit

Existing transit service can be found along Ellerslie Road, 50 Street SW and 4 Avenue SW. 50 Street SW is a future “frequent” transit route with the 1.25 Million Mass Transit Scenario.

Drainage

The proposed rezoning would not significantly impact existing drainage infrastructure.

EPCOR Water

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.

All other comments from affected City Departments and utility agencies have been addressed.

Appendices

- 1 DC1 Track changes
- 2 Context Plan Map - Charlesworth NSP
- 3 Application Summary

Track Changes of Proposed DC1 Against Current DC1.17537

Black Font Existing Text in DC1.17537
~~Strikethrough:~~ Proposed deletion from DC1
Underline: Proposed addition to DC1

1. General Purpose

~~The purpose of this DC1 Provision is I~~to facilitate the development of a pedestrian friendly Community Commercial Centre that may accommodate a range of commercial, residential, 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; and abutting a natural area, a medium density residential site, and an existing historic religious assembly.

2. Area of Application

This Provision shall apply to Lot B, Block 22, Plan 1122045; Lot 141, Block 22, Plan 2022686; Lot 136, Block 22, Plan 1823161; Lot 137 and 138, Block 22, Plan 1921651; and Lot 139, Block 22, Plan 1921653 containing approximately 14 ha of land, as shown on Schedule “A” of the Bylaw, adopting this Provision.

3. ~~Site Planning and Building Design Objectives~~ Uses

- a. Apartment Hotels
- b. Bars and Neighbourhood Pubs
- c. Business Support Services
- d. Cannabis Retail Sales
- e. Child Care Services
- f. Commercial Schools

Rationale

Additional legal descriptions have been included as the subject site has been subdivided further since the approval of the existing Bylaw.

Cannabis Retail Sales added as an additional use

- g. Convenience Retail Stores
- h. Creation and Production Establishments
- ~~i. Custom Manufacturing Establishments~~
- j. Drive-in Food Service
- ~~k. Flea Markets, limited to farmers market involving the sale of items such as local produce and handiercrafts~~
- l. Gas Bars
- m. General Industrial Use, limited to self storage facilities
- n. General Retail Stores
- o. Government Services
- p. Health Services
- q. Hotels
- r. Indoor Participant Recreation Service
- s. Liquor Stores
- t. Live Work Unit
- ~~u. Major Alcohol Sales~~
- v. Major Amusement Establishment
- w. Major Home Based Business
- x. Market
- y. Media Studios
- z. Minor Amusement Establishments
- aa. Minor Home Based Business
- ~~bb. Minor~~ Secondhand Stores
- cc. Minor Service Stations
- ~~dd. Multi-unit Housing~~
- ee. Nightclubs
- ff. Personal Service Shops
- gg. Private Clubs
- hh. Private Education Services
- ii. Professional, Financial, and Office Support Services
- jj. Public Libraries and Cultural Exhibits
- kk. Rapid Drive-through Vehicle Services

Expired use; replaced by Creation and Production Establishment

Expired use; replaced by Market

Major Alcohol Sales has been replaced by Liquor Stores in the Zoning Bylaw

Major Home Based Business added as an additional use as recommended by City Administration

Multi-unit Housing has replaced Apartment Housing in the Zoning Bylaw

- ll. Recycling Depots, only within an enclosed building
- mm. Religious Assembly
- nn. Residential Sales Centre
- oo. Restaurants
- pp. Speciality Food Services
- qq. Spectator Entertainment Establishments
- rr. Supportive Housing
- ss. Veterinary Services
- tt. Warehouse Sales
- uu. Fascia On-premises Signs
- vv. Projecting On-premises Signs
- ww. Roof On-premises Signs
- xx. Temporary On-premises Signs
- yy. Temporary Off-premises Signs
- zz. Freestanding On-premises Signs
- aaa. Minor Digital On-premises Signs
- bbb. Major Digital Signs

4. Uses-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 with ~~a centrally located a~~ pedestrian friendly ~~commercial~~ node, creating a sense of place for uses;
 - iii. Relates appropriately to adjacent built forms, roadways, uses, functions, and activities;
 - iv. creates an attractive and cohesive visual identity;

Supportive Housing added as required by Administration

Additional sign use class added

Revised to allow for a more general application of a pedestrian friendly node across the site

- v. includes outdoor spaces of interest;
 - vi. presents an attractive streetscape along external roadways; and
 - vii. Is sympathetic to the presence and function of future abutting public transit facilities, existing religious assembly and natural area.
- b. Ensure buildings are developed:
- i. in a harmonious architectural theme;
 - ii. having facades that are visually attractive and interesting through the utilization of treatments such as, but not limited to, varying materials, colour, and articulation;
 - iii. with 360 degree architecture and such that all facades are visually attractive and interesting, notwithstanding back of house areas required for loading, storage, etc.;
 - iv. with clear defined entrances; and
 - v. 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

Wording added to allow for a more appropriate application of 360 degree architecture

- iii. are dispersed and segmented.

4. Uses

4.1 Commercial and Commercial Related Uses

- ~~a. Apartment Hotels~~
- ~~b. Bars and Neighbourhood Pubs~~
- ~~c. Business Support Services~~
- ~~d. Child Care Services~~
- ~~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. Major Amusement Establishments~~
- ~~r. Media Studios~~
- ~~s. Minor Amusement Establishment~~
- ~~t. Minor Home Based Business~~
- ~~u. Minor Secondhand Stores~~
- ~~v. Minor Service Stations~~
- ~~w. Nightclubs~~
- ~~x. Personal Service Shops~~
- ~~y. Private Clubs~~

Uses have been relocated to Section 3 of the DC1 to follow Standard Section Structure

- ~~z. Private Education Services~~
- ~~aa. Professional, Financial, and Office Support Services~~
- ~~bb. Public Libraries and Cultural Exhibits~~
- ~~cc. Rapid Drive-through Vehicle Services~~
- ~~dd. Recycling Depots, only within an enclosed building~~
- ~~ee. Religious Assembly~~
- ~~ff. Restaurants~~
- ~~gg. Speciality Food Services~~
- ~~hh. Spectator Entertainment Establishments~~
- ~~ii. Veterinary Services~~
- ~~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~~

4.2 Residential and Residential Related Uses

- ~~a. Apartment Housing as shown in Appendix 1~~
- ~~b. Live Work Unit~~

5. Definitions

- a. For the purpose of this provision, “Pedestrian Friendly” shall be interpreted as a follows:
 - i. The inclusion of infrastructure such as sidewalks and/or shared use paths along with landscaped features such as, but not limited to trees, shrubs, and/or street furniture to connect buildings and people within the site.

6. Development Regulations

Added to provide context for how Pedestrian Friendly elements will be provided for the site development

6.1 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 for non-residential uses shall not exceed 0.4 based on the total Site Area.
- d. The maximum building height shall be 20.0 m for non-residential uses.
- ~~e. Apartment housing may be accommodate in:~~
 - ~~i. freestanding residential building with or without ground floor office, commercial, retail uses and may have row or stacked row housing at the base; or~~
 - ~~ii. part of a comprehensively developed project where buildings are attached and can vary from predominantly residential to mixed use.~~
- f. Apartment Housing Multi-unit Housing shall be developed in accordance with the following development regulations: Sections of Zoning Bylaw, except that

Reference to “future” removed as buildings/tenants will be determined as the site develops

Apartment housing is an expired use in the Zoning Bylaw. These regulations have been replaced by 6.1(f) and include the existing use for Multi-unit Housing

- i. Multi-unit Housing may be located in areas identified on Appendix 1: Concept Plan of this Provision.
 - ii. Multi-unit Housing may be accommodated in:
 - 1. free standing residential building with or without ground floor office, commercial, retail uses and may have row or stacked row housing at the base; or
 - 2. part of a comprehensively developed project where buildings are attached and can vary from predominantly residential to mixed use.
 - iii. Notwithstanding 6.1 (d) of this Direct Control Provision, the maximum height of a building containing Multi-unit Housing shall not exceed 45 m.
 - iv. The maximum Floor Area Ratio for buildings containing residential uses shall be 4.5.
- g. Live Work Units shall comply with Section 92 of Zoning Bylaw 12800. Notwithstanding Section 92, the following regulations shall also apply to Live Work Units:
- i. there shall be no nuisance created by the business by way of electronic interference, dust, noise, odor, smoke, bright light or anything of an offensive or objectionable nature which is detectable to normal sensory perception outside the Live Work Unit;
 - ii. each application for a Development Permit for ~~the a Use Class~~ Live Work Unit shall include a description of the business to be undertaken at the premises, an indication of the estimated number of business visits per week, provision for vehicular and bicycle parking for residents, visitors and employees, and where any material or equipment associated with the business use are to be stored; and

Added to replace former regulations for Apartment Housing and to include current Multi-unit Housing use class

FAR regulation added to the DC1 in accordance with maximum allowed height

- iii. Individual business identification signs located on the façades of Live Work Units shall be designed to ensure the signage does not detract from the overall appearance of the development and that the signage is not obtrusive, having regard to the scale of the buildings on the Site
- h. A minimum 6.0 m landscaped Yard Setback shall be provided abutting all public roadways (i.e. Ellerslie Road SW, 50 Street SW, 54 Street SW, and 4 Avenue SW).
- i. Amenity Areas shall be provided in accordance with the Zoning Bylaw, except that:
 - i. A minimum Amenity Area of 1.0 m² shall be provided for every 10 non-residential surface parking spaces.
 - ii. An additional Amenity Area of 1.0 m² shall be provided for every 100 m² of commercial floor space.
 - iii. ~~An Amenity Area of 7.5 m² shall be provided per dwelling.~~
 - iv. Notwithstanding i. and, ii., the Amenity Area may be provided individually per ~~Dwelling~~, parking spaces, or commercial floor space, or combined to provide a larger Common Amenity Area for the overall Site. Should the Amenity Area be combined, the minimum Common Amenity Area shall be 50 m².
- j. A CPTED Assessment shall be completed to guide the design of public and private spaces and facilities, focusing on natural surveillance and access control.
- k. Signs for non-residential development shall comply with the regulations in Schedule 59F, and be subject to the following:
 - i. Notwithstanding Section 59, a Comprehensive Sign Design Plan shall be submitted for freestanding signs in accordance to Section 59.

Added to allow for the provision of additional Amenity Area for the site

Removed as Section 46 of the Zoning Bylaw for Amenity Area requirements will apply to the DC1

Added to allow for greater flexibility in providing Amenity Area for the site

Regulations added to replace wording of subsequently removed sign regulations

- ~~i. Signs for non-residential development 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 application, to illustrate how the proposed signs will integrate with existing and future on-site development.~~~~
- m. Signs for residential development shall comply with the regulations in Schedule 59 B of the Zoning Bylaw, as amended.
- n. The owner shall enter into an Agreement (or Agreements) with the City of Edmonton for the following:
 - ~~i. Construction of portions of the two adjacent arterial roadways (i.e. 50 Street SW and Ellerslie Road). Construction shall include channelization, accesses intersections, multi-use trails, sidewalks, lighting, landscaping and transitional improvements where applicable;~~
 - ~~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;~~

Removed as off-site improvements have been completed

- 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. For any development permit that brings the total developable area in excess of ~ 150,000 ft², construction of a 3.0 m shared use path along the west side of 50 Street SW shall be required.
- v. 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 Subdivision and Development Coordination (Transportation).~~ The site must be inspected by the Transportation Department Subdivision and Development Coordination (Transportation) prior to the start of construction and once again when construction is complete.
- o. General Industrial Uses shall be limited to facilities commonly referred to as self-storage and shall be contained within an enclosed building.
- p. Any development with a drive-through service window shall conform to the following regulations:
 - i. the location, orientation and Setback of drive-through service windows shall minimize the on-site and off-site traffic impacts and have regard for safety and the pedestrian environment of local shopping streets; and
 - ii. landscaping shall be used to screen and soften the impact of the drive-through service window.

Regulation added to meet the required of Subdivision and Transportation for off-site improvements

Updated to reference the currently named City group

Drive-through related regulations from the Zoning Bylaw added as per recommendation from City Administration

6.2 Site Design Regulations

- a. Buildings shall generally, to the satisfaction of the Development Officer: ~~be oriented to:~~
 - ~~i. frame (located at) the corner of the prominent intersection of two private internal roadways;~~
 - ~~ii. frame the pedestrian friendly commercial node as illustrated in Appendix I;~~
 - ~~iii. frame major vehicular/pedestrian entry/exit points to/from the site along Ellerslie Road and at the intersection of 50 Street and 4 Avenue;~~
 - iv. permit views into the site along the axis of roadways and walkways intersecting the abutting perimeter public roadways; and
 - v. permit views of the abutting natural area identified in Appendix I.
- b. Focal points identified in Appendix I and II, shall be designed and intended to provide special features and vistas within the site ~~and promote social interaction.~~ The focal point may include elements such as, but not limited to, the following:
 - i. An architectural feature such as a clock tower, spire or interesting roof feature; and,
 - ii. public art, water features, open space, street furniture, seating, pedestrian facilities, and landscape features to promote a vibrant, connected, and a Pedestrian Friendly environment. Public art / water features, a public plaza, open space, street furniture, or landscaped feature.
- ~~c. The location of the pedestrian friendly commercial node shown in Appendix I will be determined at the Development Permit stage, however it will be located at the intersection of the two main private internal roads.~~
- d. ~~The pedestrian friendly commercial node, shown in Appendix I, shall~~ Potential amenity areas may be located adjacent to buildings, along pedestrian walkways,

Revisions to offer better clarity to the DO for the provision and implementation of the Pedestrian Friendly node for the site.

Added to replace subsequent regulation which is proposed to be removed

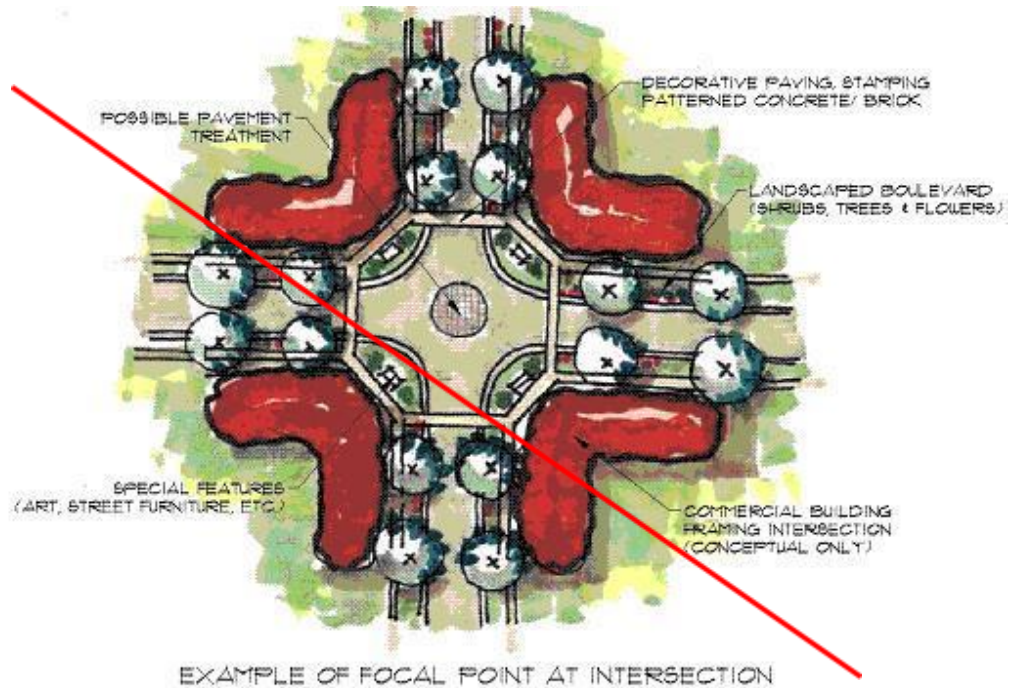
Revisions to offer better clarity to the DO for the provision and implementation of the Pedestrian Friendly node for the site.

adjacent to the natural area, or at entrances to the commercial development. ~~shall be located as shown in Appendix I. The amenity areas shall provide for Pedestrian Friendly elements. These areas shall be designed to incorporate elements such as, but not limited to, the following: in the following manner (see Figure 1):~~

- ~~i. Public art, water features, open space, street furniture, seating, and/or landscape features to promote a vibrant, connected, and attractive environment; and~~
- ~~ii. clustering of Commercial Retail Units (CRUs), landscaping, seating areas, on both sides of the private internal roadway;~~
- ~~iii. at least 50% of the ground floor fronting the private internal road shall be glazed to the exterior;~~
- ~~iv. horizontal breaks of uninterrupted façade shall not exceed 12.0 m in length;~~
- ~~v. at least 50% of the ground floor commercial premises shall consist of individual shops of not more than 12.0 m frontage;~~
- ~~vi. an amenity area within each node; and~~
- ~~vii. Pedestrian crossings shall be clearly identified with elements such as, but not limited to, signage, decorative paving, stamping or patterned concrete, decorative paving, stamping or patterned concrete/brick to identify pedestrian crossings, as shown in Figure 1.~~

Revisions to offer better clarity to the DO for the provision and implementation of the Pedestrian Friendly node for the site.

Minor adjustments to wording of the original clause



~~Figure 1: Example of Pedestrian-Friendly-Commercial Node~~

- ~~e. 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.~~~~
- f. Not including the entrances and access points, a maximum of 40% of the frontages abutting the landscaped ~~Yard~~Setback along Ellerslie Road may be developed with surface parking. ~~and 50 Street SW may be developed with surface parking.~~
- g. Surface parking abutting 4 Avenue SW, 50 Street SW, and 54 Street SW shall be screened from view using berms, and/or landscaping or similar screening features.

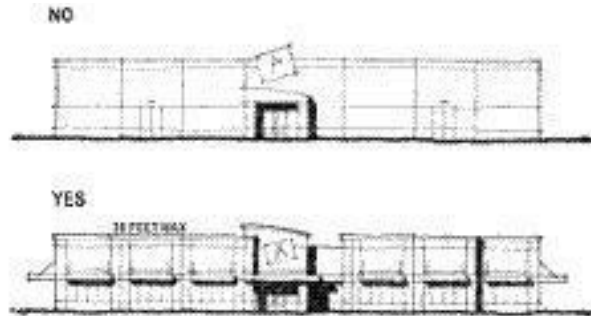
Image removed due to revisions to the provision and implementation of the Pedestrian Friendly Node for the site.

Revision will allow for some additional parking along Ellerslie Road adjacent to a landscaped Yard.

- h. Service lanes and/or loading areas shall not be permitted to abut the south side of the adjacent multi-family residential site located northwest of the Site.

6.3 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 15.0 m in length shall be reduced through the use of architectural elements such as, but not limited to, 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). Landscaping along large format buildings shall be arranged in a manner that reduces and softens the building edge and creates visual relief.



- c. No walls that face a public street, private internal roadways or connecting pedestrian walkway shall have a blank uninterrupted length exceeding 15.0 m.
- d. 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, but not limited to, false entryways or entryways, windows, arcades, arbors, awnings, and trellises, while

taking into account and incorporating loading areas for buildings as per Section 6.5 of this Direct Control Provision.

- e. 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.
- f. Colour schemes shall tie building elements together, relate buildings to one another, and enhance the architectural form of a building.
- g. 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.
- ~~h. All buildings shall be developed with 360 degree architecture such that all facades are visually attractive and interesting.~~
- i. Buildings shall be designed to include a clearly identifiable primary entrance through the use of elements such as, but not limited to, recesses, projections, canopies, porticos, overhangs, arcades, peaked roof forms, arches, outdoor patios, display windows, planters, walls, or other similar design elements (See Figure ~~23~~).

This is already a requirement with Section 4 of the DC1 Provisions



Figure 23.0 - Example of Commercial Retail Unit Frontages

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

6.4 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~~ Subdivision and Development Coordination 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

Updated to reference the currently named City group

satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation) ~~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;
 - v. transit stops; and
 - vi. defined crossing locations at all arterial and collector intersections.
- d. Pedestrian connections shall consist of the following types: ~~as shown on Appendix H~~:
- i. Enhanced shared-use path ~~multi-use trail~~;
 - ii. Shared-use paths ~~Multi-use trail~~;
 - iii. Enhanced parking island with walkway (Figure 34.0);
 - iv. Pedestrian sidewalk; or
 - v. Building front sidewalks.
- e. Pedestrian connections shall be developed generally as shown on Appendix II in the following ways:
- i. Enhanced shared-use path ~~multi-use trail~~ - A 12.0 m landscaped yard shall be developed as an enhanced pedestrian corridor as a means of creating an improved interface between the adjacent multi-family residential site and the commercial site. This yard shall include landscaping, pedestrian level lighting, and a 3.0 m hard surfaced shared-use path ~~multi-use trail~~ with a dividing yellow centerline and 'Shared Use' signage;
 - ii. Shared-use paths ~~Multi-use trails~~ shall include landscaping, ~~pedestrian level~~

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Updated to use correct terminology

Updated to use correct terminology

lighting, and a 3.0 m hard surfaced ~~shared-use path multi-use trail~~ with a dividing yellow centerline and 'Shared Use' signage;

1. Notwithstanding 6.4.e.ii. of this Provision, a 2.5 m modified shared-use path shall be provided along the northern edge of the natural area as identified in Appendix II.
- iii. Enhanced parking islands with walkways shall include landscaped islands with raised curbs and a minimum 1.5 m sidewalk. Remedial treatment such as but not limited to, raised pedestrian crossings, landscaping, forecourts and landings, special paving, lights and bollards shall be provided at significant points of pedestrian and vehicular crossings;
- iv. Pedestrian sidewalks shall be a minimum 1.5 m wide and developed along the private internal roadways with boulevard landscaping; and
- v. Building sidewalks shall be provided in the front of large format buildings at a minimum of 3.0 m in width, the fronts of free standing buildings at a minimum of 2.0 m in width and the fronts of the buildings of the Pedestrian Friendly Commercial Shopping Node at a minimum of 3.0 m.

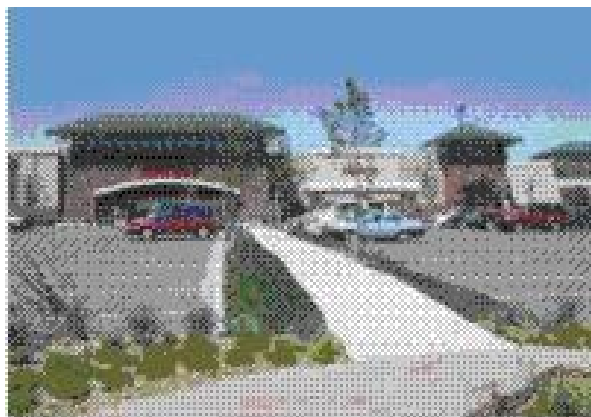


Figure 34.0 - Example of enhanced parking island with walkway

- f. The owner shall fund traffic signals at the following potential locations. Should a traffic signal not be warranted, pedestrian signals or other crossing control devices

Updated to use correct terminology

Revision to allow for enhanced pedestrian connectivity with Natural Area

shall be provided when required, as generally shown on Appendix I and II, to the satisfaction of Subdivision and Development Coordination (Transportation) and others; if and when warranted by the development:

- ~~i. the intersection of 50 Street SW and 4 Avenue SW (included in the Arterial Roads for Development Bylaw and shall be funded in accordance with the bylaw);~~
- ~~ii. the intersection of 54 Street SW and Ellerslie Road (included in the Arterial Roads for Development Bylaw and shall be funded in accordance with the bylaw);~~
- iii. the all-directional access to 4 Avenue SW;
- iv. the all-direction access to 54 Street SW; and
- ~~v. the all-directional access to Ellerslie Road.~~
- vi. if required, the owner shall fund a rapid flashing beacon at the active modes crossing on 54 Street SW between 6 Avenue SW and 7 Avenue SW, as generally shown on Appendix I and II, to the satisfaction of Subdivision and Development Coordination (Transportation) and others.
- g. As a condition of any development permit, the owner may be required to construct permanent installation of Vision Zero Street Lab (e.g. curb extension) that has been trialled along 4 Avenue SW and 54 Street SW adjacent to the site, to the satisfaction of Subdivision and Development Coordination (Transportation) and Safe Mobility in. The owner shall be responsible for the permanent construction of no more than two Vision Zero Street Labs. The owner shall only be required to construct Vision Zero Street labs that are site specific (e.g. curb extensions) and not corridor-wide (e.g. shared streets).
- h. On site development shall Allow vehicular and pedestrian cross lot access and circulation to all areas within the commercial precinct to facilitate direct access to shopping.

Regulation added to meet Transportation requirements and to promote safe crossings and pedestrian safety

Regulations removed as traffic signals have been constructed

Regulation added to meet Transportation requirements and to promote safe crossing and pedestrian safety

Regulation added to meet Transportation requirements and to promote safe crossings and pedestrian safety

Regulation is not necessary as Section 55.5 of the Zoning Bylaw applies to DC1s

6.5 Vehicular Parking and Loading

- ~~a. Vehicular parking shall be provided in accordance with Section 54 of the Zoning Bylaw, as amended, and located to the satisfaction of the Development Officer and Transportation Services.~~
- b. Large parking areas shall be "broken up" by means of on-site 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~~ from any public roadway or residential site. Gates and/or doors of the garbage enclosures must not open or encroach into public or private road right-of-way.
 - i. Notwithstanding 6.5.c, garbage collection for commercial buildings can also be provided via in ground waste containment systems.
- 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.

6.6 Landscaping Amenities

- a. A detailed landscaping plan shall be submitted in accordance with Section 55 of the Zoning Bylaw, as amended, 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/or other means integrated with the

Revised to use correct terminology

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 ~~150~~150%.
- c. Landscaped ~~Yards~~ Setbacks 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 arterial roadways shall be screened from 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; and
 - 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.

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- 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, ~~shared-use paths~~, ~~multi-use trails~~ and the overall development.

Revised to use correct terminology

6.7 Interface with Natural Area

- a. The focal point on the south side of the natural area shall be open and accessible by a pedestrian corridor ~~and/~~ or a private internal roadway for a minimum length of 30.0 m, ~~which is not required to be continuous in nature.~~
- b. Any residential building sited adjacent to the natural area shall be oriented to ensure that residents ~~fronting the natural area~~ have ~~direct~~ views of the natural area and active residential frontages, ~~where residential uses are proposed at grade.~~ Active residential frontages shall include ground level units with individual unit external accesses and use features such as porches, staircases and stoops.
- c. Adjacent to the southern portion of the natural area, a 7.5 m Setback ~~building setback~~ shall be provided, as shown on Appendix II.

Revised to use correct terminology

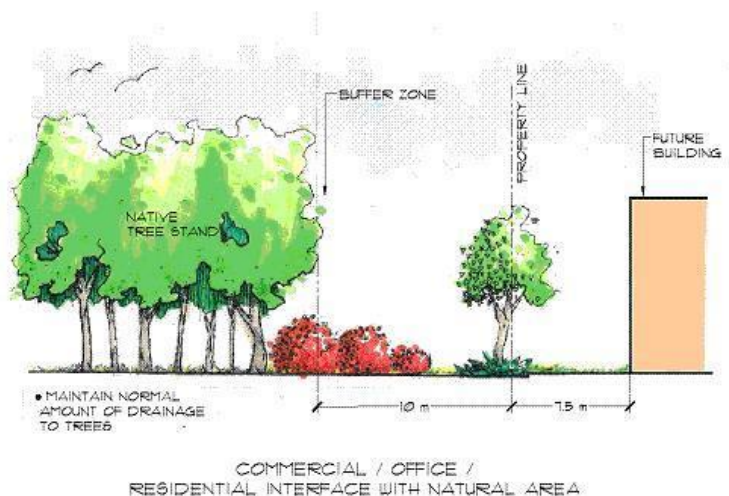


Figure 4.05

6.8 Interface with existing Historic Religious Assembly

- a. A minimum 6.0 ~~15.0 m building~~ Setback shall be provided abutting Lot 5, Plan 8221657 (historical religious assembly).
- b. Within the building setback, a 5.0 m landscaped Yard shall be provided on the north and west side of the religious assembly site. (See Figure 6).
- c. A 1.5 m sidewalk shall be provided to connect the northern boundary of the religious assembly into the internal pedestrian network of the site as shown on Appendix II. An appropriate interface / integration shall be created between the Site and the existing religious assembly by incorporating similar or sympathetic architectural features (i.e. material, colours) on buildings in proximity to the Site. The interface with the west side of the existing historical religious assembly site will incorporate protection of the viewshed corridor of the historical structure.

Setback reduced to 6.0 m to enhance interface with Religious Assembly use and the DC1 site

Regulation included to reposition the required pedestrian connection of the Church into the DC1 area

- d. As a condition of development permit for the parcel abutting the north property line of Lot 5, Plan 8221657 for the Religious Assembly site., The owner shall register a public access easement, as shown on Appendix I, on all Certificates of Title for the commercial Site to ensure vehicular and pedestrian access from Ellerslie Road and 50 Street through the commercial site to Lot 5, Plan 822 1657 (historic religious assembly) as shown on Appendix I.
- e. Major Alcohol Sales , Nightclubs, Bars and Neighbourhood Pubs, and Drive-in Food Service shall not be permitted within 15.0 6.0 m of Lot 5, Plan 8221657 (historical religious assembly).

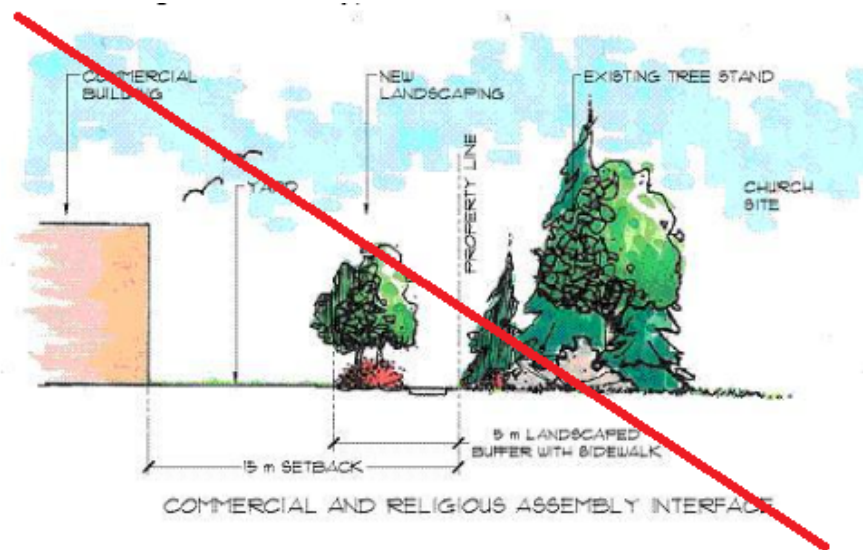
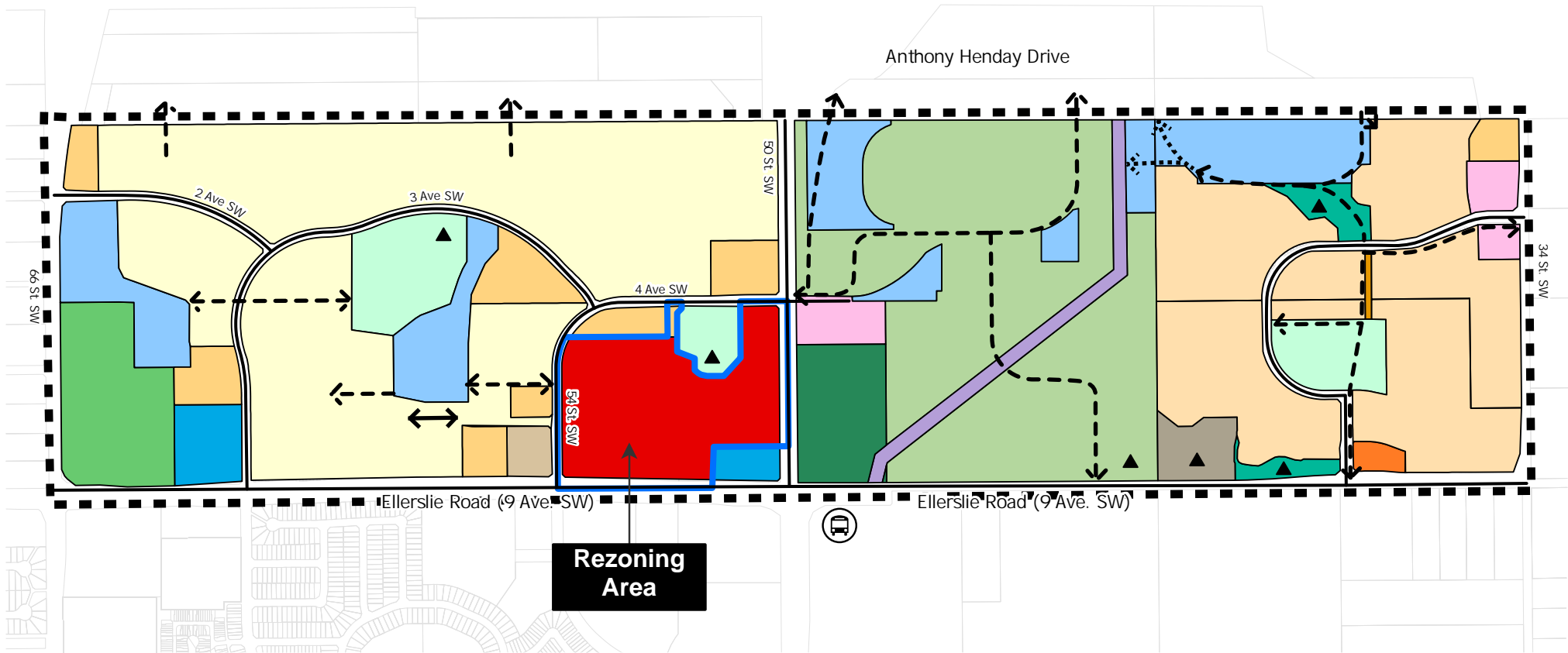


Figure 5.0

Image removed due to revisions to the Setback between the DC1 site and the adjacent Religious Assembly building



Rezoning Area

**BYLAW 18835
CHARLESWORTH
Neighbourhood Structure Plan
(as amended)**

- | | | | |
|--|--------------------------------|------------------------------|--------------------|
| Low Density Residential | Neighbourhood Commercial | Environmental Reserve | Shared Use Path |
| Medium Density Residential | Community Commercial | Natural Area (MR) | Natural Area |
| High Density Residential | School / Park | Public Utility Lot | Transit Station |
| Mixed Residential | City Level Park | Collector / Arterial Roadway | LDA22-0078-Polygon |
| Mixed Use | Open Space (MR) | Local Roadway Connection | |
| Proposed / Existing Religious Assembly | Stormwater Management Facility | NSP Boundary | |
| Institutional | Pipeline Right-of-Way | Potential Shared Use Path | |

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.

Application Summary

Information

Application Type:	Rezoning
Charter Bylaw:	20340
Location:	West of 50 Street SW and south of 4 Avenue SW
Addresses:	5015 - 4 Avenue SW; 504 - 50 Street SW; 5112, 5204, & 5304 - Ellerslie Road SW; and 615 - 54 Street SW
Legal Descriptions:	Lot B, Block 22, Plan 1122045; Lot 136, Block 22, Plan 1823161; Lots 137 and 138, Block 22, Plan 1921651; Lot 139, Block 22, Plan 1921653; and Lot 141, Block 22, Plan 2022686
Site Area:	13.88 ha
Neighbourhood:	Charlesworth
Ward:	Karhiio Ward
Notified Community Organizations:	Ellerslie Community League Association, and the Horizon Community League
Applicant:	Yolanda Lew; Stantec

Planning Framework

Current Zone:	(DC1) Direct Development Control Provision
Proposed Zone:	(DC1) Direct Development Control Provision
Plans in Effect:	Charlesworth Neighbourhood Structure Plan (NSP) Southeast Area Structure Plan (NSP)
Historic Status:	None

Written By:	Sean Conway
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination