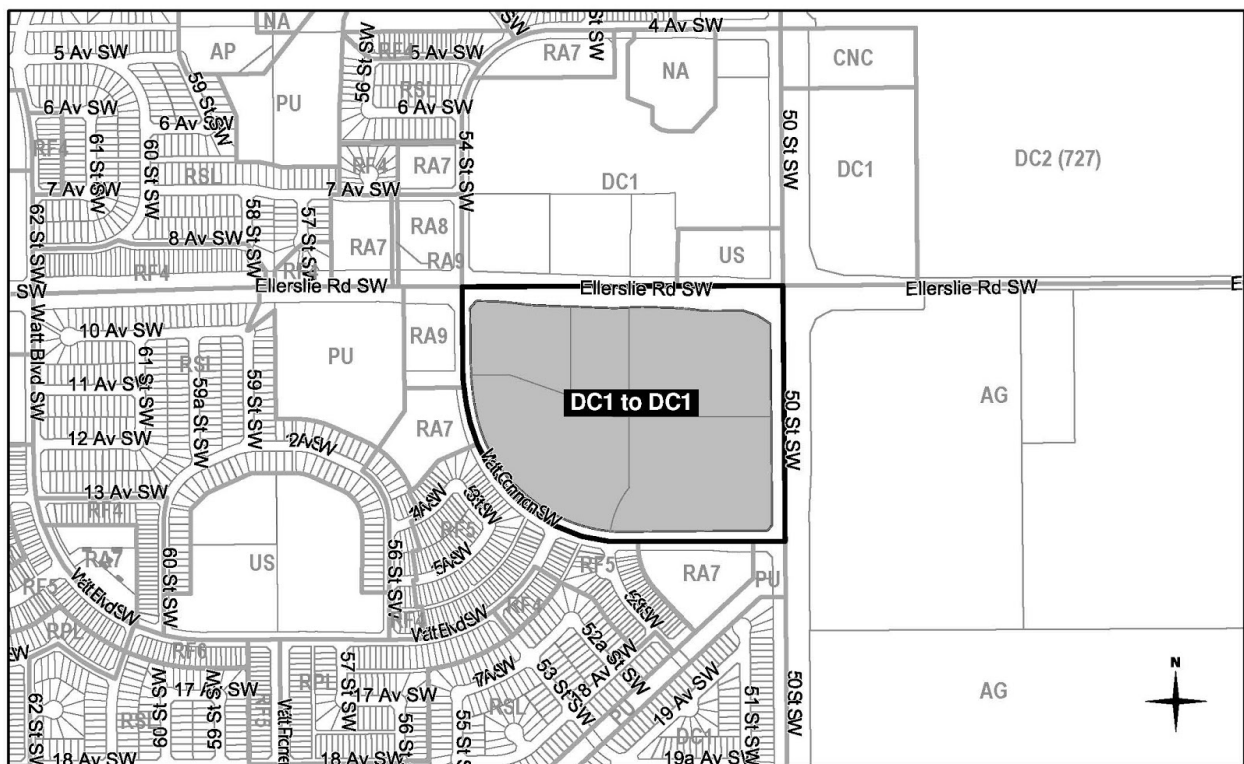




# ADMINISTRATION REPORT REZONING WALKER

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

To add Cannabis Retail Sales to an existing DC1 Provision.



## RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** of this application because:

- it will allow commercial development that serves the needs of local residents and adjacent communities; and
- it will conform with the Walker Neighbourhood Structure Plan which designates the site for Community Commercial uses.

## THE APPLICATION

**Charter Bylaw 19431** proposes to amend the Zoning Bylaw from (DC1) Direct Development Control Provision to (DC1) Direct Development Control Provision.

The current DC1 Zone allows for a range of commercial uses. The proposed DC1 Zone will add Cannabis Retail Sales to the list of allowed uses on site. Minor administrative updates are also included in the proposed DC1 Zone to update the terminology to match the current Zoning Bylaw (eg: the names of City departments, revise outdated uses, and capitalize defined terms).

The application conforms with the Walker Neighbourhood Structure Plan, which designates the site for Community Commercial uses.

## SITE AND SURROUNDING AREA

The rezoning area is approximately 16 hectares in size and is undergoing development with commercial uses. It is located south of Ellerslie Road SW and west of 50 Street SW. A future transit centre and park and ride is planned east of 50 Street and south of Ellerslie Road SW.



AERIAL VIEW OF APPLICATION AREA

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	(DC1) Direct Development Control Provision	Commercial shopping centre
<b>CONTEXT</b>		
North	(DC1) Direct Development Control Provision (US) Urban Services Zone	Commercial development (under construction) Religious assembly
East	(AG) Agricultural Zone	Undeveloped land (future transit centre and park and ride)
South	(RF5) Row Housing Zone (RA7) Low Rise Apartment Zone (PU) Public Utility Zone	Semi-detached housing Multi-unit housing EPCOR Water booster station
West	(RA7) Low Rise Apartment Zone (RA9) High Rise Apartment Zone	Multi-unit housing Vacant land

## PLANNING ANALYSIS

The proposed DC1 Zone conforms with the Walker Neighbourhood Structure Plan which designates this site for Community Commercial uses. The proposed zone meets the plan’s objective to “Establish use opportunities generally based on the Shopping Centre Zone (CSC) of the Edmonton Zoning Bylaw.” The CSC Zone allows for a range of commercial uses including Cannabis Retail Sales.

The locational requirements of Section 70 within the Zoning Bylaw (Special Land Use Provisions for Cannabis Retail Sales) shall apply to the proposed DC1 Zone. Currently, the site meets the required separation distances under Section 70.

## TECHNICAL REVIEW

All comments from affected City Departments and utility agencies have been addressed. The proposed change can be accommodated by the planned civic infrastructure and utility services.

## PUBLIC ENGAGEMENT

<b>ADVANCE NOTICE</b> July 27, 2020	<ul style="list-style-type: none"> <li>● Number of recipients: 297</li> <li>● Number of responses with concerns: 1</li> <li>● Concerns included:                             <ul style="list-style-type: none"> <li>● Cannabis stores shouldn’t be located in family neighbourhoods;</li> <li>● Concerned there will be a concentration of cannabis stores on the site;</li> <li>● There are enough cannabis stores in the city already; and</li> </ul> </li> </ul>
--	---

	<ul style="list-style-type: none"><li>• Concerned about the impact of cannabis stores on children in the neighbourhood.</li></ul>
<b>PUBLIC MEETING</b>	<ul style="list-style-type: none"><li>• Not held</li></ul>
<b>WEBPAGE</b>	<ul style="list-style-type: none"><li>• <a href="http://edmonton.ca/walker">edmonton.ca/walker</a></li></ul>

In response to the concerns, Administration advised that the location and concentration of cannabis retail stores in Edmonton is regulated by Section 70 of the Zoning Bylaw. This section applies to the proposed DC1 Provision in accordance with Section 69 (Special Land Use Provisions) which states:

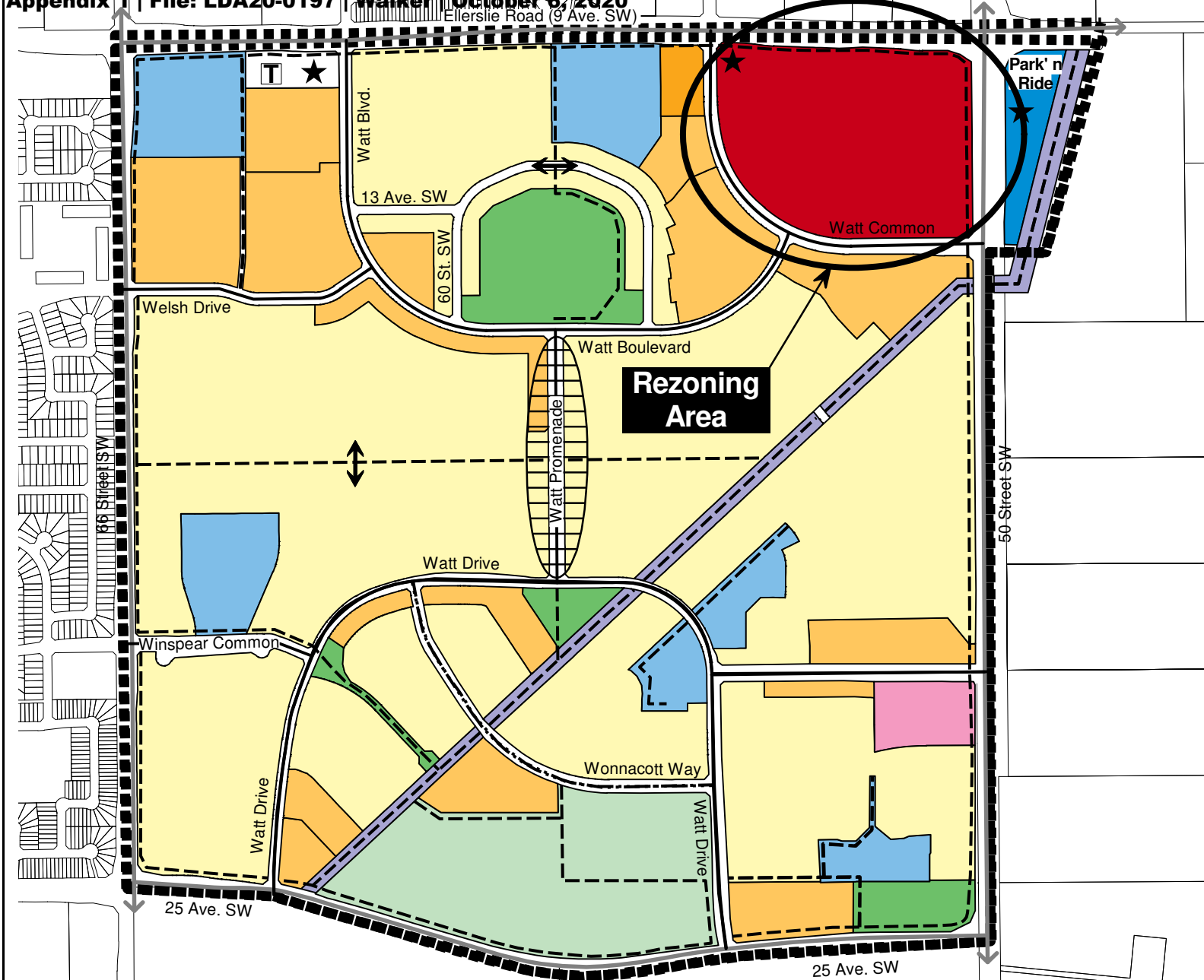
*"The Special Land Use Provisions apply to the Uses listed in any Zone or Direct Control Provision in which they are located. They shall take precedence and be applied in addition to the requirements of the Zone, except where a Zone, Direct Control Provision or Overlay specifically excludes or modifies these provisions with respect to any Use."*

## CONCLUSION

Administration recommends that City Council **APPROVE** this application.



















## APPENDICES

- 1 Context Plan Map
- 2 DC1 Tracked Changes
- 3 Application Summary



**BYLAW 19202  
WALKER**  
Neighbourhood Structure Plan  
(as amended)



- |   |                                |   |                                |
|---|--------------------------------|---|--------------------------------|
|  | Low Density Residential        |  | Park 'n Ride Site              |
|  | Medium Density Residential     |  | Enhanced Pedestrian Connection |
|  | High Density Residential       |  | Multi-Use Trail                |
|  | Community Commercial           |  | Transit Centre                 |
|  | Neighbourhood Commercial       |  | Future HST Stop                |
|  | District Park Campus           |  | Collector Roadway              |
|  | School / Park                  |  | Minor Collector (Non-Transit)  |
|  | Stormwater Management Facility |  | Arterial Roadway               |
|  | Pipeline Right-of-Way          |  | NSP Boundary                   |

**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.



## **(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 Lots 1, ~~Block 30, Plan 1422177~~, Lot 2, ~~Block 30, Plan 1422177~~, Lot 3, ~~Block 30, Plan 1422177~~, Lot 4, ~~Block 30, Plan 1422177~~ and, 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**

###### **1. Ensure on-Site development:**

- a. becomes a focal point for the surrounding area;
- b. functions as a walkable commercial centre creating a sense of place for users;
- c. relates appropriately to adjacent built forms, roadways, uses, functions and activities;
- d. creates an attractive and cohesive visual identity;
- e. includes outdoor spaces of interest; presents an attractive streetscape along external roadways; and
- f. is sympathetic to the presence and function of future **A**butting public transit facilities.

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

- a. in a harmonious architectural theme;
- b. with 360 degree architecture and such that all facades are visually attractive and interesting;
- c. with clearly defined entrances; and

- d. with high quality and durable building materials and finishes.
3. 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.
4. Ensure parking areas:
  - e. facilitate safe and convenient pedestrian movements;
  - f. are appropriately Landscaped to soften their appearance and add visual interest; and
  - g. are dispersed and segmented.

#### 4. Uses

1. Bars and Neighbourhood Pubs
2. Business Support Services
3. Child Care Services
4. Cannabis Retail Sales
5. Commercial Schools
6. Convenience Retail Stores
7. Custom Manufacturing Establishments
8. Drive-in Food Services
9. ~~Flea~~ Markets, limited to farmers market involving the sale of items such as local produce and handicrafts
10. Gas Bars
11. General Retail Stores
12. Government Services
13. Health Services
14. Hotels
15. Indoor Participant Recreation Service
- ~~Major Alcohol Sales~~
16. Liquor Stores
17. Major Amusement Establishments
18. Media Studios
19. Minor Amusement Establishments
20. Minor Service Stations

21. Nightclubs
22. Personal Service Shops
23. Private Clubs
24. Private Education Services
25. Professional, Financial and Office Support Services
26. Public Libraries and Cultural Exhibits
27. Rapid Drive-through Vehicle Services
28. Religious Assembly
29. Restaurants
30. Secondhand Stores
31. Specialty Food Services
32. Spectator Entertainment Establishments
33. Veterinary Services
34. Warehouse Sales
35. Fascia On-premises Signs
36. Projecting On-premises Signs
37. Roof On-premises Signs
38. Temporary On-premises Signs
39. Freestanding On-premises Signs
40. Minor Digital On-premises Signs
41. 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 Subdivision and Development Coordination (Transportation) Department~~ ~~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 ~~Subdivision and Development Coordination (Transportation) the Transportation~~

~~Department~~. The Site must be inspected by **Subdivision and Development Coordination (Transportation)** ~~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).

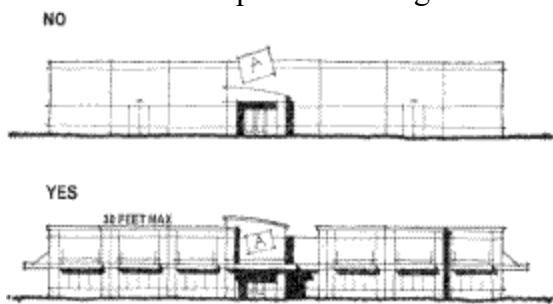


Figure 1.0 - Example of Building Elevation

- 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 Façades 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 Development Officer in consultation with **Subdivision and Development Coordination (Transportation)** ~~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 **Subdivision and Development Coordination (Transportation)** ~~the Transportation Department~~, to encourage pedestrian movement and / or provide access to:
  - i. **A**butting buildings;
  - ii. parking areas and / or parking structures;
  - iii. **S**ite 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 II:
- i. Multi-use trail;
  - ii. Enhanced parking island with Walkway (Figure 3.0);
  - iii. Pedestrian sidewalk; and
  - 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 island 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 reviewed and approved by ~~Subdivision and Development Coordination (Transportation) 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 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.
- 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 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 Officer shall be satisfied with the sign-off from the Environmental Planning Group.

## Appendix I & II



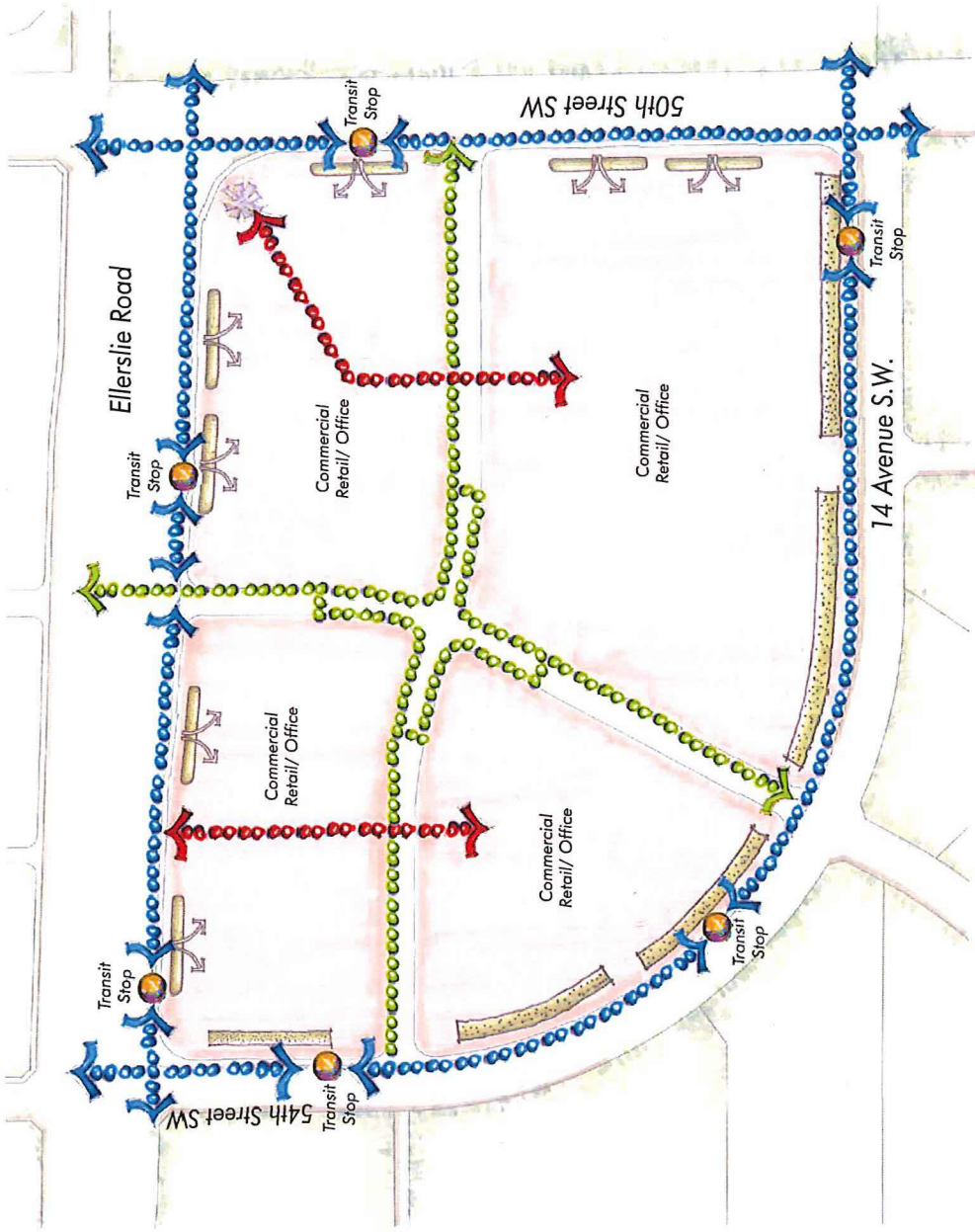
# W a l e k e r

Appendix I: Concept Plan  
 JANUARY 2010  
 1161 63007

-  Commercial Retail/ Office
-  All Directional Access
-  Commercial Buildings Frame Entrances
-  Potential Right in/ Right out Access
-  Focal Points
-  Pedestrian Friendly Commercial Node
-  Possible Internal Access
-  Private Internal Roadways
-  Enhanced Landscaping
-  Enhanced Landscaping With View Corridors
-  Commercial Buildings Frame Entrances and/ or Focal Point



**Stantec**



W a l k e r

- Pedestrian Sidewalk
- Potential Transit Stop  
Public Use Connections are recommended only. All information shown is subject to change at the Development Permit Stage.
- Multi-Use Trail
- Enhanced Parking Island with Walkway  
 Connection to Future Commercial Area/  
 Vista/ Amenity Area



## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19431
Location:	South of Ellerslie Road SW and west of 50 Street SW
Addresses:	110 and 130 Watt Common SW; and 5003, 5205 and 5309 Ellerslie Road SW
Legal Descriptions:	Lots 1, 2, 3, 4, and 5, Block 30, Plan 1422177
Site Area:	Approximately 16 hectares
Neighbourhood:	Walker
Notified Community Organizations:	Ellerslie Community League Association and Summerside Community League of Edmonton
Applicant:	Yolanda Lew, Stantec Consulting Ltd.

### PLANNING FRAMEWORK

Current Zone:	(DC1) Direct Development Control Provision
Proposed Zone:	(DC1) Direct Development Control Provision
Plan in Effect:	Walker Neighbourhood Structure Plan
Historic Status:	None

Written By:	Michelle Neilson
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination