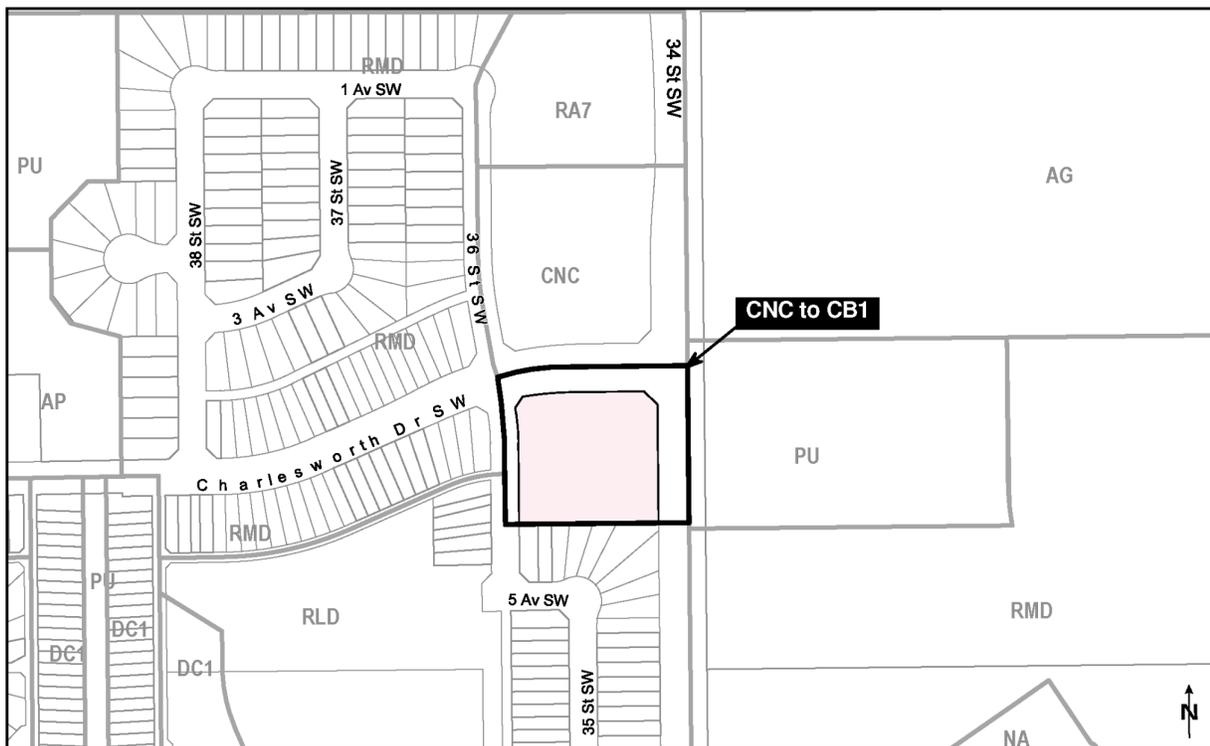


## 103 - Charlesworth Drive SW

To allow for low intensity commercial uses and amend the Charlesworth NSP.



**Recommendation:** That **Bylaw 20140** to amend the Charlesworth Neighbourhood Structure Plan and **Charter Bylaw 20141** to amend the Zoning Bylaw from (CNC) Neighbourhood Convenience Commercial Zone to (CB1) Low Intensity Business Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Will diversify the land use composition of the Charlesworth neighbourhood by providing opportunities for a broader range of low intensity commercial, office, services, and above-grade residential uses;
- Will support development at a scale appropriate for a corner lot along an arterial roadway; and

- Aligns with the objectives of City Plan and direction of the Southeast Area Structure Plan by providing additional local amenities and destinations within walking distance to surrounding residential areas.

## Application Summary

**BYLAW 20140** proposes to amend the text of the Charlesworth Neighbourhood Structure Plan (NSP) by allowing for the CB1 zone under the Neighbourhood Commercial designation that applies to the subject site. The proposed amendment conforms with the Southeast Area Structure Plan.

**CHARTER BYLAW 20141** proposes to amend the Zoning Bylaw, as it applies to the subject site, from (CNC) Neighbourhood Convenience Commercial to (CB1) Low Intensity Business Zone, to facilitate the development of a range of low intensity commercial, office, services, and above-grade residential uses.

This application was accepted on January 25, 2022 from Green Space Alliance on behalf of the landowner.

This proposal aligns with the goals and policies of the Southeast Area Structure Plan (ASP) and The City Plan.

## Community Insights

This application was shared with the public using the Basic Approach. This approach was selected because the proposed land uses are compatible with the surrounding area and align with the applicable Area Structure Plan. The Basic Approach included the following techniques:

**Advance Notice** to property owners within 60 m and the Meadows Community League Association, March 1, 2022

- Number of recipients: 29
- Number of responses with concerns: 1 composed of an attached letter with 25 signatures representing 16 properties in Charlesworth, and an attached online petition with 76 signatures

**Public Engagement Session** held virtually by the Applicant on May 26, 2022

Number of attendees: 8

### Webpage

- [edmonton.ca/charlesworthplanningapplications](http://edmonton.ca/charlesworthplanningapplications)

**Common comments heard throughout the various methods include:**

- The proximity to the single detached homes to the south feels imposing, and if a two or three storey building overlooks backyards, there are privacy and safety concerns. Would prefer a one storey building.
- Additional impacts may include blocking sun exposure to the homes west of the site, additional noise and traffic, and potential reduction in property values.
- Benefits of additional commercial uses do not outweigh the impacts to adjacent properties.

No formal feedback or position was received from the Meadows Community League Association at the time this report was written.

## **Site and Surrounding Area**

The subject site is approximately 0.67 hectares in area, located in the northeast portion of the Charlesworth neighbourhood. The site is bordered by three roadways:

1. 36 Street (local) to the west;
2. Charlesworth Drive (collector) to the north; and
3. 34 Street (arterial) to the east, which connects to Anthony Henday Drive.

Directly south and west of the site are single detached homes, while vacant land that is planned for a future commercial site is to the north, across Charlesworth Drive. A natural area and community park space are located within a 400 m walking distance to the west. East of the site, former agricultural lands are in the initial stages of development of the Alces neighbourhood which is planned to have a stormwater management facility and low density housing along 34 Street SW.



*Aerial view of application area*

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	(CNC) Neighbourhood Convenience Commercial	Commercial Buildings (under construction)
<b>CONTEXT</b>		
North	(CNC) Neighbourhood Convenience Commercial	Vacant Lot
East	(PU) Public Utility	Vacant Lot
South	(RLD) Residential Low Density	Single Detached Houses
West	(RMD) Residential Mixed Density	Single Detached Houses

# Planning Analysis

## Land Use Compatibility

The subject site is ideally located for locally-serving commercial uses, with roadways on three sides including an arterial roadway allowing for good visibility, access, and connectivity to both the local and broader city networks, as well as a complementary commercial site to the north.

The CB1 Zone provides opportunities for low intensity commercial, office, and services uses, as well as potential for residential uses above the first storey, up to 12 metres in height and a maximum Floor Area Ratio of 2.0. In general, CB1 zoned sites are well suited for locations along arterial roads and commonly border residential areas to serve local commercial needs.

Compared to the CNC zone, CB1 allows for a broader range of commercial uses, while both zones provide opportunities for Multi-unit Housing above the first storey as a Discretionary Use. Regulations under CB1 which control the built form allow for slightly greater massing and flexibility, while maintaining similar regulations that mitigate impacts on adjacent uses (see CNC and CB1 comparison table below). The CB1 zone allows for a slightly smaller minimum setback along public roadways, while the 3.0 metre minimum setback from residentially-zoned abutting lots remains the same between the two zones. The maximum height under CNC is 10 m while CB1 allows up to 12 m, and the maximum Floor Area Ratio (FAR) increases from 1.0 to 2.0. In comparison, the maximum height allowed within the adjacent residential areas zoned RMD and RLD is 10 m for Single Detached Houses, and 12 m for Row Housing (within the RMD Zone). On this basis, the maximum height allowed by the proposed zone is compatible with the surrounding development.

The CB1 Zone is intended to accommodate low intensity commercial uses along arterial roadways and in close proximity to residential areas. Regulations within the CB1 zone guide development to be sensitive and in scale with the surrounding area, such as through landscaping regulations that help provide a buffer between uses, architectural and design sensitivity regulations for larger buildings, a 3 m setback from each property line, and required screening for parking, loading, storage, and waste collection areas. Signage regulations also limit the size, height, and location of signs, particularly adjacent to residential uses. The flow of traffic accessing the site will be supported by an additional access point from 36 Street SW required with this development, as well as traffic signals at the intersection of Charlesworth Drive and 34 Street SW that will be required with future subdivisions of the adjacent lands.

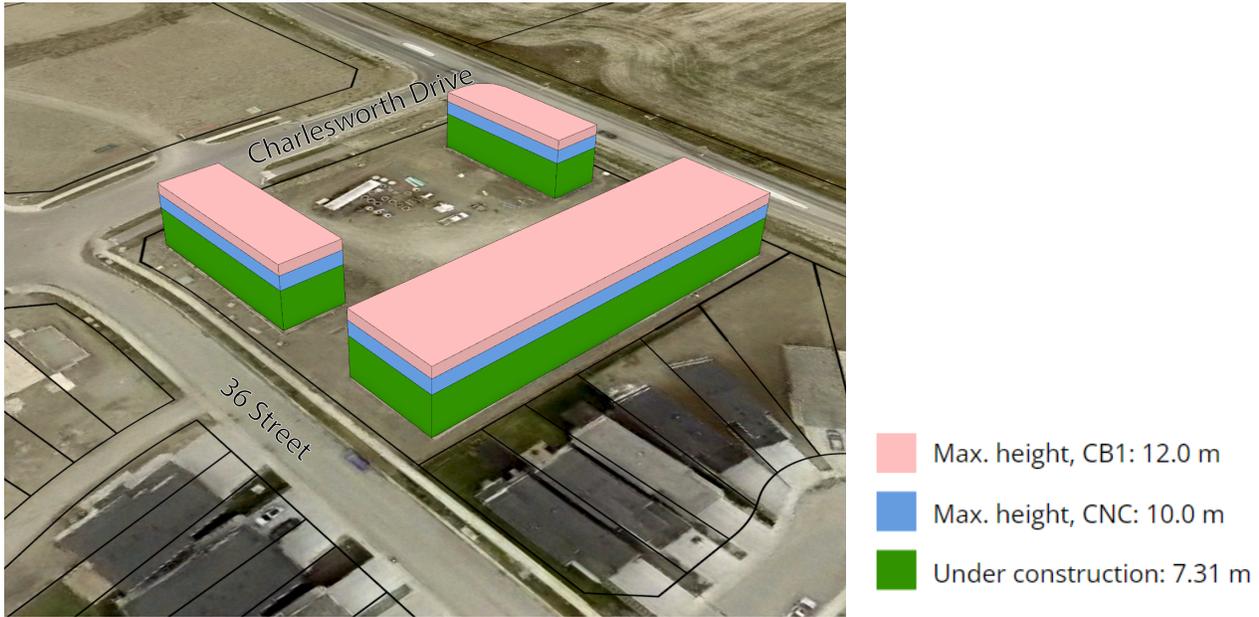
The location of the property as a corner lot along both an arterial and collector roadway, opportunities for a broader range of locally-serving commercial uses, and the regulation requirements of the CB1 zone support the suitability of the proposed development.

### CNC & CB1 Comparison Summary

	<b>CNC Current</b>	<b>CB1 Proposed</b>
<b>Principal Building</b>	Commercial building with opportunity for above-grade Multi-Unit Housing	Commercial building with opportunity for above-grade Multi-Unit Housing
<b>Maximum Height</b>	10.0 m	12.0 m
<b>Minimum Setback Along Public Roadway</b> (north, east, west lot lines)	4.5 m	3.0 m
<b>Minimum Setback Abutting Residential</b> (south lot line)	3.0 m	3.0 m
<b>Maximum Floor Area Ratio</b>	1.0	2.0

While this land use compatibility analysis is based on the maximum buildout potential of both the existing and proposed zoning, it is worth noting that a Development Permit has recently been issued, and construction has begun, to develop three single-storey commercial buildings on the site.

The graphic below shows a comparison between the height of the buildings currently being constructed on site, the height that would be possible under the current CNC Zone, and the height that would be possible under the proposed CB1 Zone. Note that the model shows the general massing only, and is not indicative of the architectural design of the building within the massing envelope.



*Model of height comparison between zones*

## Plans in Effect

### **The City Plan**

The proposed development aligns with the goals of The City Plan to create 15-minute districts that allow people to access their daily needs at a range of local destinations, services, and amenities by transit or active transportation. By introducing opportunities for a broader range of commercial, office, and services uses on the site, the proposed rezoning contributes to the diversification of land uses and destinations that can be easily accessed from within the neighbourhood as well as neighbourhoods in the adjacent Decoteau Area such as Alces and Meltwater.

The City Plan aims to accommodate all future growth for an additional 1 million people within Edmonton's existing boundaries. The opportunities for above-grade residential under both the CNC and CB1 zones 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.

### **Southeast ASP**

The Southeast Area Structure Plan (ASP) designates the site as Commercial, and provides policy indicating that the subject site is a Neighbourhood Commercial site intended to serve the adjacent medium and mixed density residential uses. Both the existing and proposed zoning align with the Southeast ASP.

## **Charlesworth NSP**

Under the Charlesworth Neighbourhood Structure Plan (NSP), the subject site is designated as Neighbourhood Commercial. Sites with this designation are intended to provide a variety of locally-serving commercial opportunities, and are located specifically to have high visibility and convenient access while integrating with surrounding land uses.

While the NSP identifies that use opportunities within Neighbourhood Commercial should be based on the CNC zone, the proposed amendment would allow for CB1 to be included as well. The CB1 zone allows for a broader range of local-servicing uses, while regulations ensure sensitivity to surrounding uses. The Neighbourhood Commercial designation has been implemented through the CB1 in other neighbourhood plans, such as the Walker NSP and the Desrochers NASP. Administration is generally supportive of locally-serving commercial sites being developed under CNC or CB1 zoning.

As part of this NSP amendment, an administrative cleanup to remove the General Objective stating “Establish a Floor Area Ratio (FAR) that does not exceed 0.4”. Floor Area Ratio is more appropriately regulated within the zoning that applies to a given site, rather than a designation within an NSP. Over time, FAR and other specific regulations have been amended under standard zones city-wide in alignment with current planning practice and Council direction. As a result, the FAR regulation currently referenced within the NSP is already out of alignment with the existing (CNC) Neighbourhood Convenience Commercial Zone and is no longer a relevant objective within the plan.

## **Technical Review**

### **Environmental Review**

A Phase 1 Environmental Site Assessment Update for the proposed development determined that there were no past or current potential environmental hazards associated with the property.

### **Transportation**

The site is currently served by an all-directional access from Charlesworth Drive. With the development, a new commercial access from 36 Street SW (on the west side of the site) will be required. With future subdivisions of the adjacent lands, the owner(s) will be required to install traffic signals at the intersection of Charlesworth Drive and 34 Street SW.

## **Transit**

On Demand Transit currently serves the Charlesworth neighbourhood, with active stops located at 38 Street and Charlesworth Drive SW.

## **Drainage**

A permanent sanitary sewer service currently exists to the subject site, connected to the existing 200 mm sanitary sewer main along 36 Street SW. A permanent storm sewer service also currently exists, connected to the existing 900 mm storm sewer main along 36 Street SW. The proposed zoning change will not have a material impact upon the capacity of the drainage infrastructure.

## **EPCOR Water**

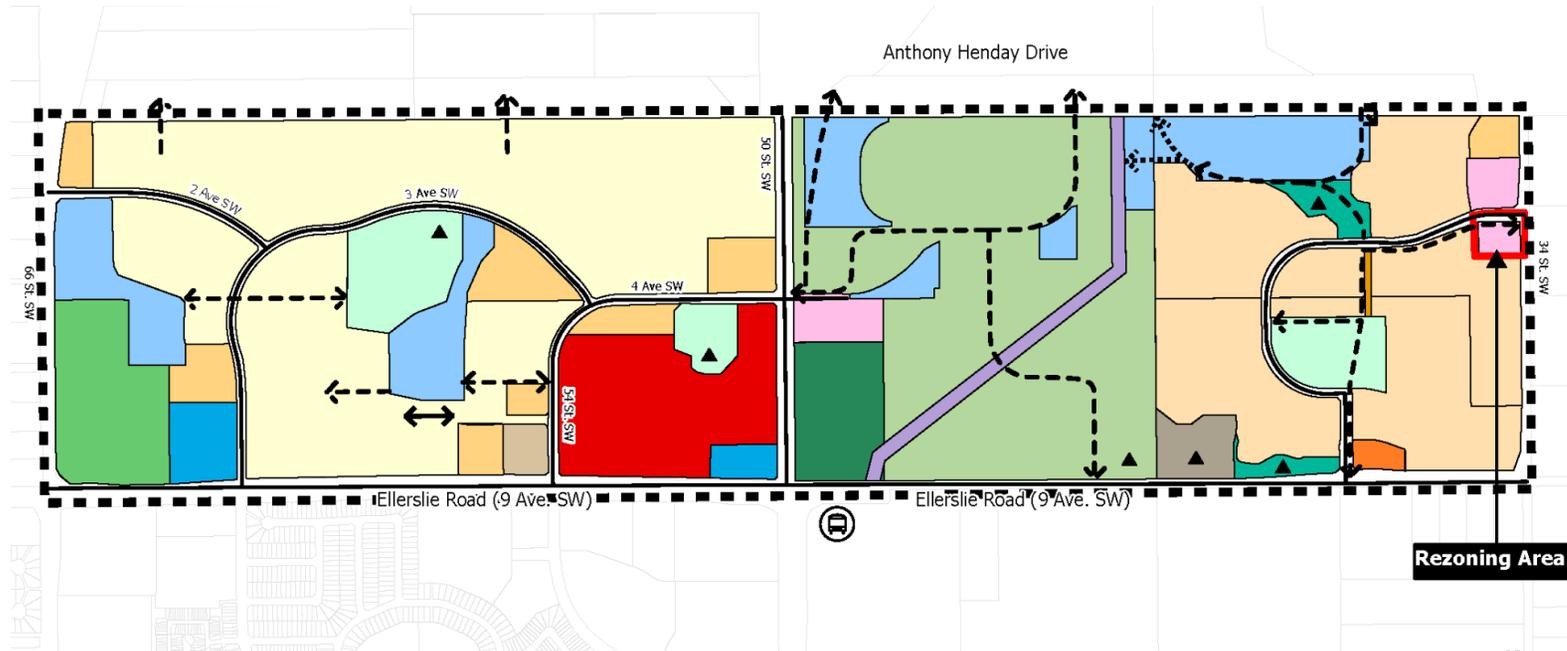
The applicant/owner will be responsible for all costs associated with providing City standards for water supply including any changes to the existing water infrastructure required by this application.

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

## **Appendices**

1. Context Map
2. Application Summary

## Context Map



**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 | Potential Shared Use Path |
| Mixed Use                              | Open Space (MR)                | Local Roadway Connection     |                           |
| Proposed / Existing Religious Assembly | Stormwater Management Facility | NSP Boundary                 |                           |
| Institutional                          | Pipeline Right-of-Way          |                              |                           |

**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

<b>Application Type:</b>	NSP Amendment Rezoning
<b>Bylaw:</b>	20140
<b>Charter Bylaw:</b>	20141
<b>Location:</b>	South of Charlesworth Drive SW and west of 34 Street SW
<b>Addresses:</b>	103 - Charlesworth Drive SW
<b>Legal Description:</b>	Lot 200, Block 16, Plan 1922728
<b>Site Area:</b>	0.67 ha
<b>Neighbourhood:</b>	Charlesworth
<b>Ward:</b>	Karhiio
<b>Notified Community Organization:</b>	Meadows Community League Association
<b>Applicant:</b>	Marcelo Figueira, Green Space Alliance

### Planning Framework

<b>Current Zone:</b>	(CNC) Neighbourhood Convenience Commercial Zone
<b>Proposed Zone:</b>	(CB1) Low Intensity Business Zone
<b>Plans in Effect:</b>	Southeast ASP Charlesworth NSP
<b>Historic Status:</b>	None

Written By:	Kaelin Koufogiannakis
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination