

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Castleridge. It is located on the cul-de-sac of Castlebrook Mews NE, south of Castlebrook Road NE and north of Castleridge Boulevard NE. The parcel is approximately 0.05 hectares in size and is approximately 15 metres wide by 31 metres deep. The parcel is currently undeveloped with vehicle and pedestrian access from the street.

The site is surrounded by Residential – Contextual One Dwelling (R-C1) District with single detached dwellings on the north, west and east sides and a church directly adjacent to the south. Residential – Contextual One / Two Dwelling (R-C2) District is located across Castlebrook Road NE to the north.

The site is well served by surrounding parks, amenities, services and transit. Prairie Winds Park is located 100 metres (a two minute walk) to the west, a mix of industrial and commercial uses are located 100 metres (a two minute walk) to the south and 300 metres (a five minute walk) to the northwest, and the McKnight-Westwinds LRT station is located 850 metres (a 15 minute walk) northwest of the site. The nearby industrial and commercial uses provide for a wide range of employment, retail, restaurants and services.

## Community Peak Population Table

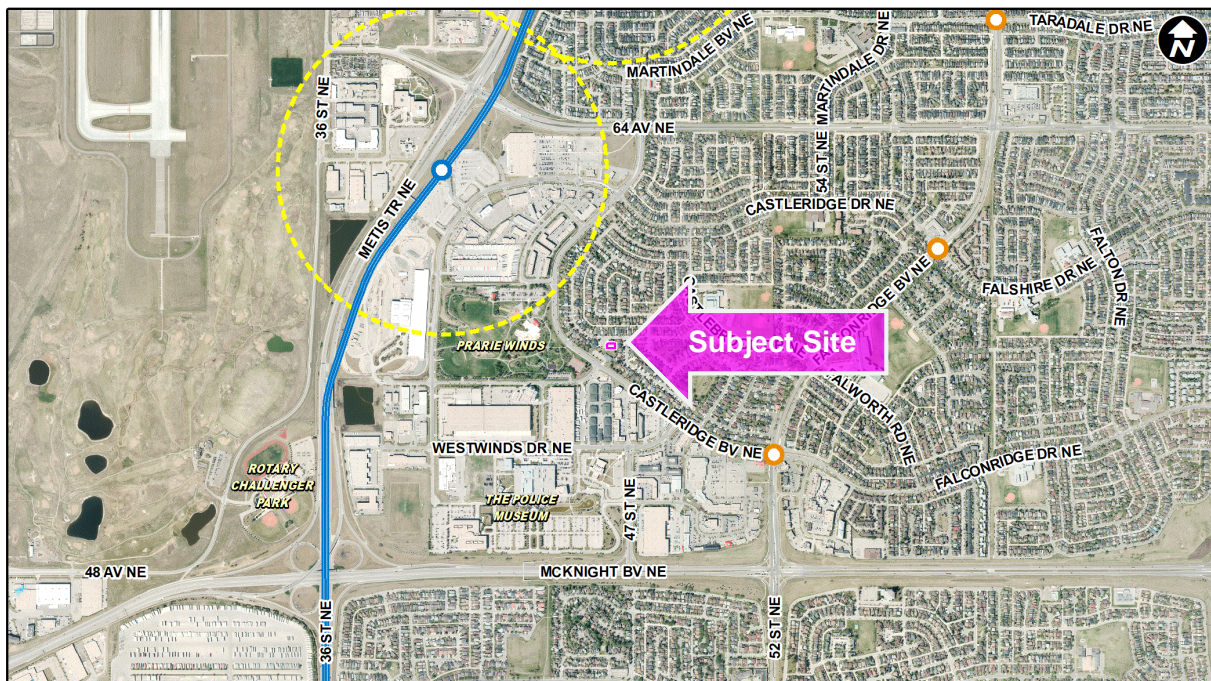
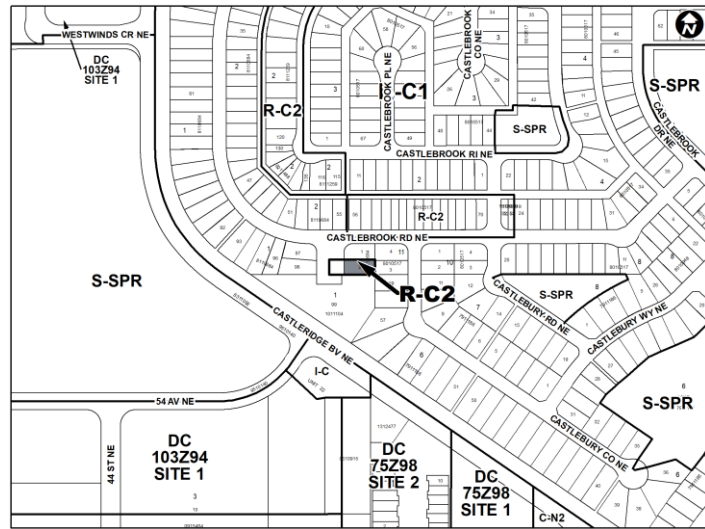
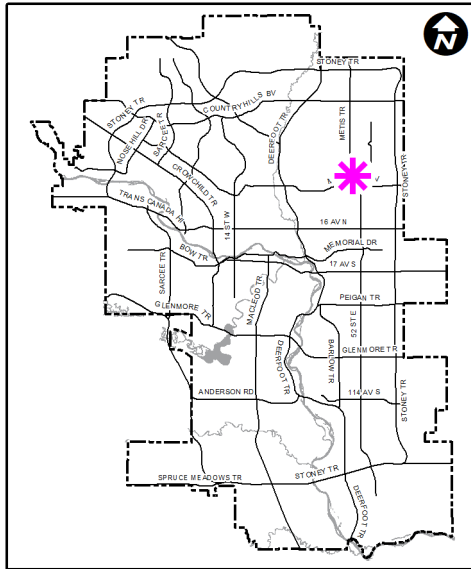
As identified below, the community of Castleridge reached its peak population in 2015, and the population has decreased since then.

<b>Castleridge</b>	
Peak Population Year	2015
Peak Population	6,475
2019 Current Population	6,127
Difference in Population (Number)	-348
Difference in Population (Percent)	-5.37%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Castleridge Community Profile](#).

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C1 District is a low-density residential designation applied to developed areas that is primarily for single detached dwellings that may include a secondary suite. The R-C1 District allows for a maximum building height of 10 metres and maximum density of one dwelling unit. A maximum of one secondary suite per parcel is allowed in the R-C1 District.

The proposed R-C2 District is a low-density residential designation applied to developed areas that is primarily for single detached, semi-detached and duplex dwellings, which may include secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two dwelling units. Secondary suites (one backyard suite per parcel or one secondary suite per dwelling unit) are allowed in the R-C2 District and do not count towards allowable density.

### Development and Site Design

If approved by Council, the rules of the proposed R-C2 District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, parcel coverage and parking.

### Transportation

The site has pedestrian access available from the existing sidewalk along Castlebrook Mews NE and future vehicle access will also be provided from the same street. The site is capable of

accommodating a front driveway for two dwelling units and those details will be determined at the development permit stage. Transit stops are located 100 metres (a two minute walk) from the site including stops for Routes 21 (Castleridge) and 751 (James Fowler/Coral Springs). The McKnight-Westwinds LRT station is located 850 metres (a 15 minute walk) from the site. Street parking adjacent to the site is unrestricted.

A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm sewer mains are available to service this site. If the parcel is subdivided in the future, separate service connections will be required for each parcel. Further details for servicing will be reviewed at the development permit stage.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Growth Plan (2022)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25-30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed residential use is allowable within the 25-30 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **Municipal Development Plan (Statutory – 2009)**

The site is located within the Residential – Developed – Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest redevelopment of established communities to make more efficient use of existing infrastructure, public amenities and transit, and deliver small and incremental benefits to climate resilience. Redevelopment is intended to be of a similar scale and built form to existing development.

The proposal is in keeping with relevant MDP policies as the rules of the R-C2 District provide for a development form that is low density in nature and sensitive to existing residential development in terms of height, scale and massing.

**Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the Calgary [\*Climate Strategy – Pathways to 2050\*](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.