

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Westwinds, on the northeast corner of 64 Avenue NE and Castleridge Boulevard NE, two arterial streets. The site is approximately 1.54 hectares (3.83 acres) of a larger parcel, which is approximately 8.44 hectares (20.85 acres). The subject site is currently an undeveloped site with an established sidewalk and lighting that acts as a pedestrian connection from the neighbouring communities to the commercial, service, and transportation opportunities nearby.

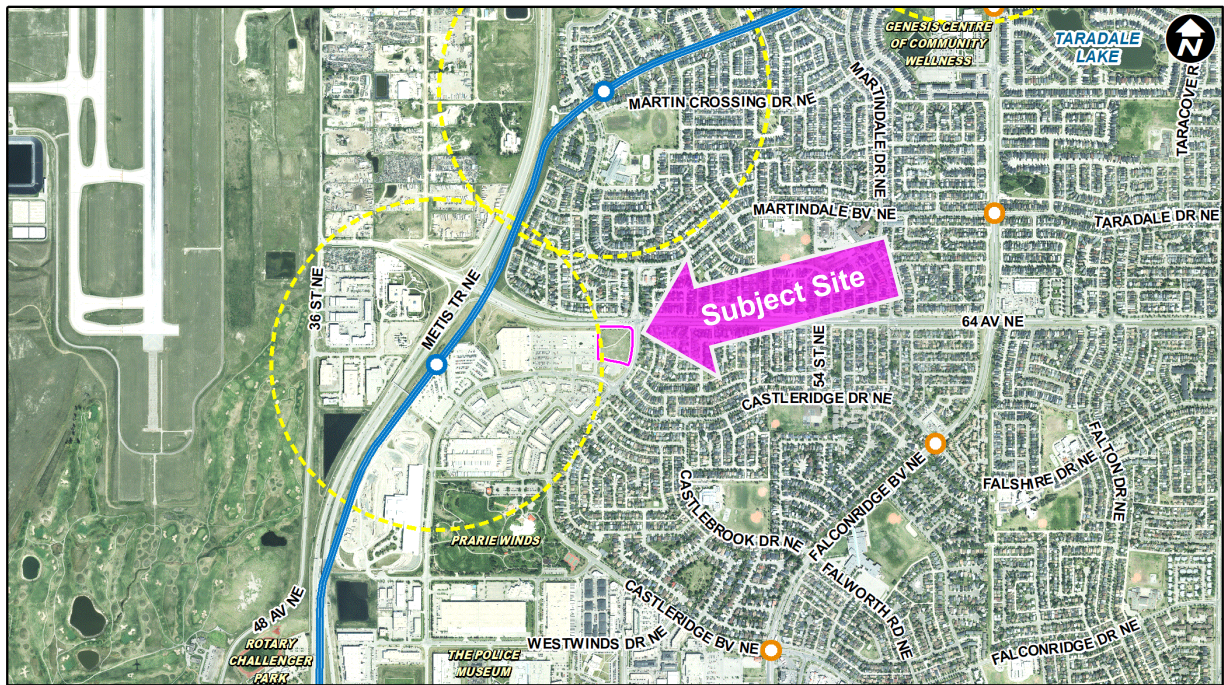
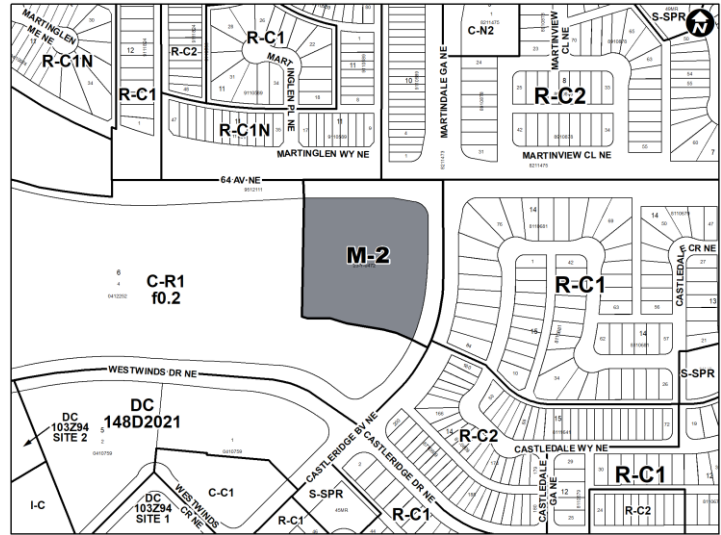
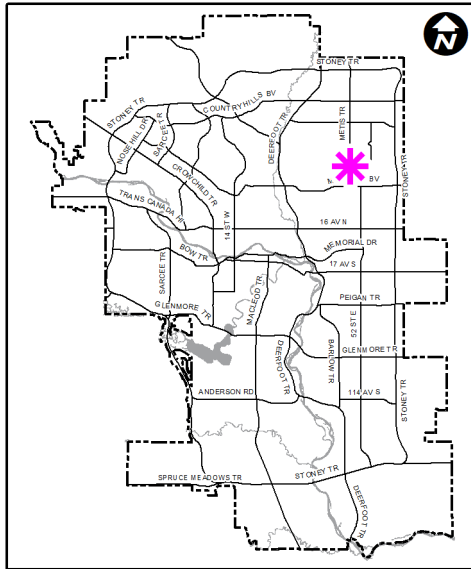
The site is bounded by 64 Avenue NE (north), Castleridge Boulevard NE (east), a gas station (south), and the parking lot of a large regional supermarket (west). The site is approximately 250 metres (a four-minute walk) from the supermarket and approximately 655 metres (an 11-minute walk) from the McKnight-Westwinds Light Rail Transit (LRT) and bus station, which is an important transit hub in the northeast.

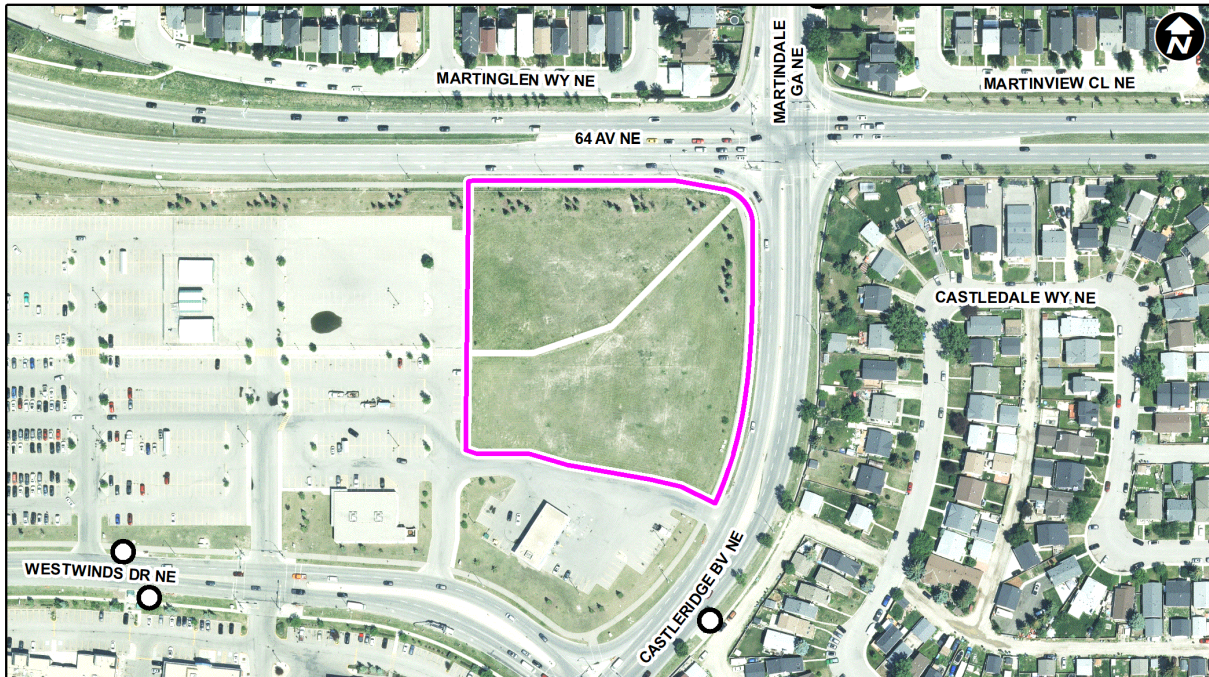
The site is also located in proximity to several community and regional amenities. It is approximately 655 metres (an 11-minute walk) from Prairie Winds Park outdoor swimming pool and cricket grounds, approximately 530 metres (a nine-minute walk) from OS Geiger Elementary School and 630 metres (an 11-minute walk) from Escuela St. John Paul II Elementary School, respectively. Bishop McNally High School is also located approximately 1.3 kilometres (an 18-minute walk) away.

Community Peak Population Table

Not available because the subject area currently does not contain a residential component.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is currently designated Commercial – Regional 1 f0.2 (C-R1 f0.2) District to accommodate large-format big box, single entry, mostly single use buildings. These developments are intended to be located on or near major roads or along major commercial corridors, and be compatible with Industrial Districts. The maximum building height allowed in this District is 15 metres, and the maximum floor area ratio (FAR) is variable by a modifier. This parcel has a FAR of 0.2.

The proposed Multi-Residential – Medium Profile (M-2) District allows for multi-residential development of a medium height and density, where intensity is measured by floor area ratio to provide flexibility in building form and dwelling unit size and number. The M-2 District has a maximum building height of 16 metres and is intended to be located at community nodes or transit and transportation corridors and nodes. This District has a minimum density of 60 units per hectare and a maximum floor area ratio of 3.0.

The site was designated as C-R1 f0.2 when Land Use Bylaw 1P2007 came into effect in 2008. Prior to this, the site was designated as several different Direct Control (DC) Districts based on the intent to develop commercial or business park uses. Given that it has never supported an industrial use, the City's Industrial Strategy team supports this land use redesignation.

Development and Site Design

The applicable land use policies and the rules of the proposed M-2 District will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping, and parking.

Given the specific context of the site, additional items that will be considered through the development permit process will include, but are not limited to:

- ensuring strong, safe and efficient pedestrian connectivity to the McKnight-Westwinds LRT station for residents of the future development and for residents of adjacent communities;
- ensuring engaging street interfaces with 64 Avenue and Castleridge Boulevard NE;
- providing high quality screening of the gas station to the south and supermarket parking lot to the west that does not compromise pedestrian connectivity; and
- providing a well-designed public realm, including a robust common amenity area for residents.

Transportation

At present, transit stops for Route 71 (Taradale) and Route 85 (Martin Crossing) are located on Castleridge Boulevard NE approximately 100 metres (a two-minute walk) from the site, and a stop for Route 55 (Falconridge) is located on Westwinds Drive NE, less than 100 metres (a one-minute walk) from the site.

The Always Available for All Ages and Abilities (5A) Network provides year-round walking, wheeling and cycling options to Calgarians of all ages and abilities for people. There are established existing pathways bordering the subject site to the north and east, as well as connecting Castleridge Boulevard NE to the McKnight-Westwinds LRT Station. Several corridor projects are planned for the 2023-2026 budget cycle, including completing connections along Castleridge Boulevard NE, Falconridge Drive NE, and Martindale Boulevard NE.

The site is 580 metres (a 10-minute walk) from the McKnight-Westwinds LRT Station. As it is within the 600-metre walkshed of the station, it is classified as a TOD area. As such, TOD policies will apply to future development permit applications, including consideration of parking relaxations and required high quality pedestrian connections.

A Transportation Impact Assessment was not required for this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Main extensions will be required at the development permit stage. Specific details of site servicing and stormwater management will be reviewed in detail at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 prohibited uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed M-2 District use is allowable within the lower noise exposure of 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 subject site is classified as the Industrial – Employee Intensive typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Industrial-Employee Intensive Area is intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. The subject site is flanked by the Residential – Established typology which reflects the residential communities located immediately north and east of the subject site, including the communities of Martindale (directly north of 64 Avenue NE), Castleridge (directly east of Castleridge Boulevard NE), and Taradale (northeast of the 64 Avenue NE and Castleridge Boulevard NE intersection). Currently, there is no Local Area Plan or similar policy document in place for the subject site.

Policy for the Industrial – Employee Intensive typology states that notwithstanding other policies, other uses that support the industrial function may be allowed and should be determined as part of the policy planning process and land use application process. The larger site is a long standing commercially designated (CR-1 f0.2) parcel intended to provide supportive commercial uses to the surrounding industrial businesses, but also to the surrounding residential communities. Redesignation of the smaller subject site to a multi-residential district provides for a different mix of support uses and will allow for more Calgarians to live near an established employment hub including several industrial-oriented businesses. Administration has determined that a residential use is supportive of industrial functions in the area. As such, the application is therefore in alignment with established MDP policy.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a Transit Station (an existing LRT station, or a BRT station where a future LRT station will eventually develop). This type of development creates a higher

density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike.

The site is within the 600-metre walkshed of the McKnight-Westwinds LRT station, and as such the City's Transit-Oriented Development team supports this land use redesignation. Future development on the subject site will be expected to comply with the six key policy objectives outlined in the Guidelines, and these policies will inform Administration's review of future Development Permit applications.

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.