

Background and Planning Evaluation

Background and Site Context

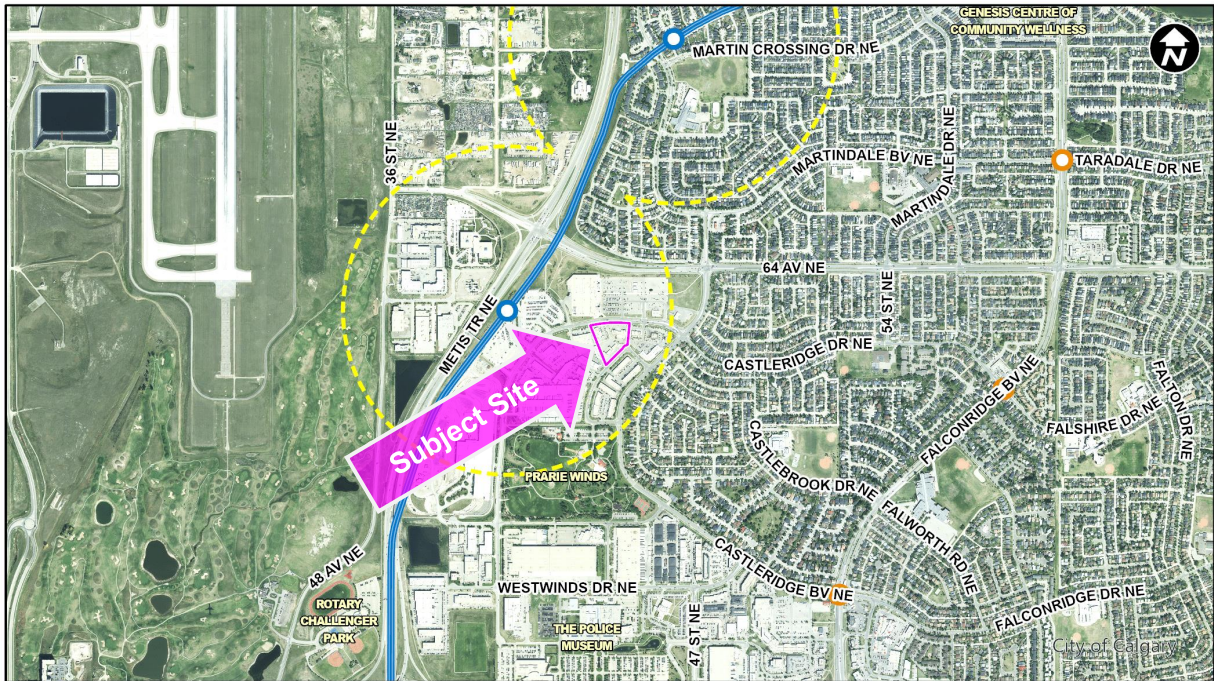
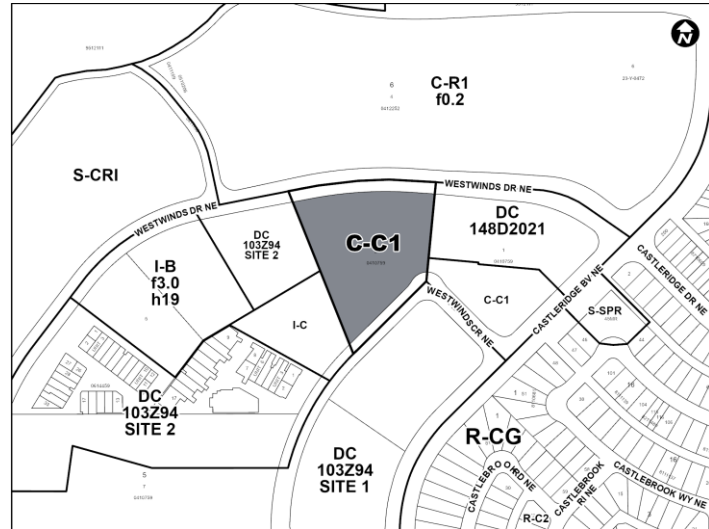
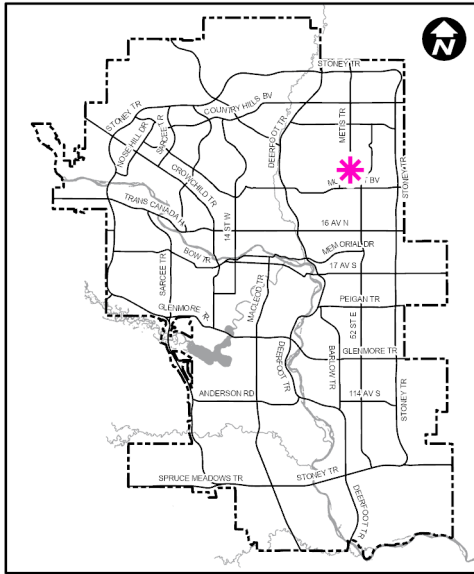
The subject site is located in the northeast community of Westwinds, just west of the residential community of Castleridge, and approximately 320 metres (a five-minute walk) east of the McKnight-Westwinds LRT Station. The irregularly shaped parcel is approximately 1.38 hectares (3.41 acres) in size and is approximately 145 metres wide and 155 metres deep. The parcel is currently developed with a variety of commercial uses including a financial institution, grocery store, food service uses, veterinary clinic and a car wash.

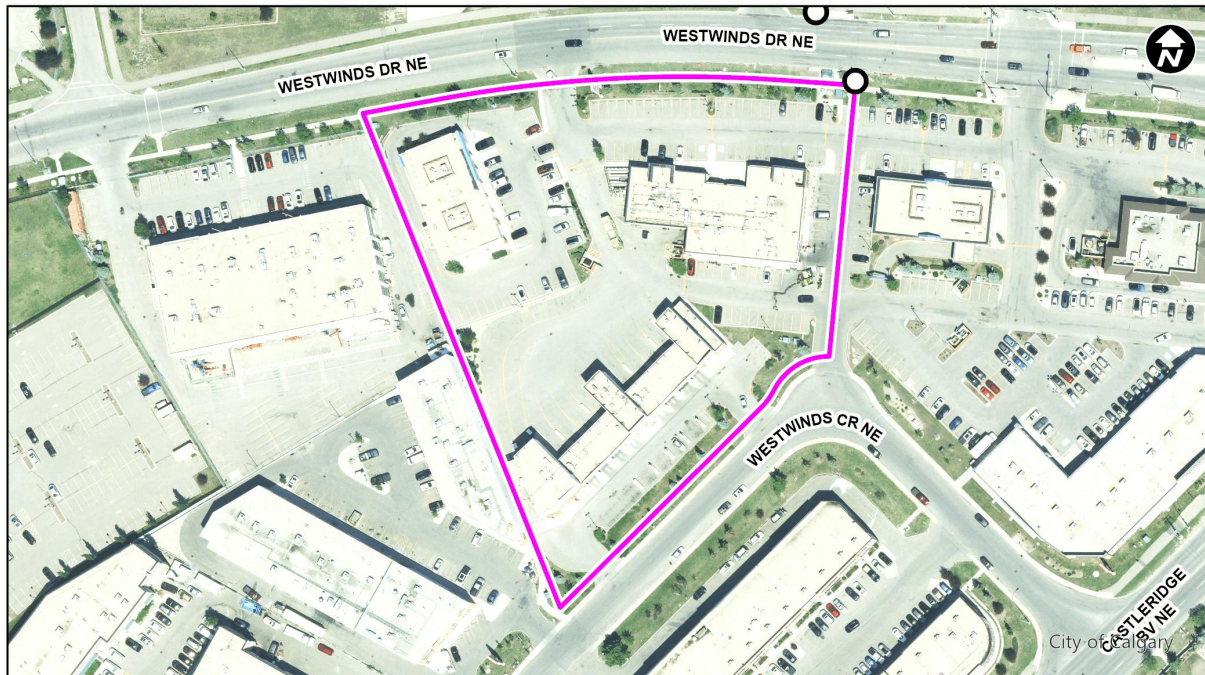
Surrounding development is characterized by a similar mix of commercial and light industrial uses. The majority of the lands bound by Métis Trail NE to the west, Westwinds Drive NE to the north, Castleridge Boulevard NE to the east and McKnight Boulevard NE to the south are designated as DC District ([Bylaw 103Z94](#)) based on the General Light Industrial (I-2) District of Land Use Bylaw 2P80, and allows for a variety of light industrial and commercial uses. The subject site also borders parcels designated Industrial – Commercial (I-C) District and Commercial – Community 1 (C-C1) District. A larger commercial parcel designated Commercial – Regional 1 f0.2 (C-R1 f0.2) District is across Westwinds Drive NE to the north.

Community Peak Population Table

Population data is not available for the community of Westwinds as it is a commercial and business industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 148D2021](#)) is based on the Industrial – Commercial (I-C) District, with additional commercial uses. The I-C District is intended to be located on the perimeter of industrial areas and allows for light industrial uses that are unlimited in size, and small-scale commercial uses that are compatible with, and complement, light industrial uses. The subject parcel was redesignated to the DC District in 2021 along with a portion of the parcel to the east to accommodate increased flexibility for commercial uses, while retaining the opportunity for light industrial uses. Despite the previous and current land use designations, an industrial tenant has not occupied the site since it was originally developed in 2008.

The proposed Commercial – Community 1 (C-C1) District allows for small to mid-scale commercial developments that serve the surrounding community and has setback and landscape requirements to limit the impact of commercial uses on nearby residential districts. The District has a maximum building height of 10 metres and a maximum floor area ratio (FAR) of 1.0, which is of a similar scale to surrounding development.

The proposed C-C1 District would allow the site to continue to serve primarily as a commercial centre for employees and residents who live in the area, while providing a greater diversity of uses considered appropriate for the site.

If this application is approved by Council, it would leave the north portion of the adjacent east parcel designated as DC District, bordered by C-C1 to the west and south. The applicant has confirmed that a future land use application may be required to address the residual DC area;

however, at the time of this application, the future needs of the other parcel were less clear, and they were not prepared to include it in this redesignation.

Development and Site Design

The rules of the proposed C-C1 District will provide guidance for the future redevelopment of the site including appropriate uses, building placement and orientation, pedestrian and vehicular access, landscaping and parking.

The proposed C-C1 District is intended to facilitate a partial redevelopment of the site which would include the demolition of an existing multi-bay car wash, and the construction of two new buildings containing Child Care Service and Supermarket uses, neither of which are available in the current DC. An existing grocery store operates on the site as a Convenience Food Store, which limits the gross floor area to 465.0 square metres. As the maximum floor area forms part of the use definition, it cannot be relaxed by the Development Authority. Therefore, the proposed relocation and expansion of the store would need to seek approval as a Supermarket.

As the site falls within 600 metres of the McKnight-Westwinds LRT Station, it is considered a Transit Oriented Development (TOD) area. As such, TOD principles would apply to the review of any development permit application, including consideration of reduced parking requirements, high-quality pedestrian connections, and limiting auto-oriented uses.

Transportation

Pedestrian access to the site is available from the existing sidewalk on Westwinds Drive NE, and vehicular access is available from Westwinds Drive NE and Westwinds Crescent NE. A regional pathway exists within the north boulevard of Westwinds Drive NE as part of the current Always Available for All Ages and Abilities (5A) Network, as well as an on-street bikeway along Castleridge Boulevard NE to the east.

The site is approximately 320 metres (a five-minute walk) to the McKnight-Westwinds LRT Station. A Calgary Transit stop is located adjacent to the site on Westwinds Drive NE with service for the following routes:

- Route 21 (Castleridge)
- Route 55 (Falconridge)
- Route 71 (Taradale)
- Route 85 (Martin Crossing)

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 and storm services are available to the site. Details of site servicing are being considered and reviewed as part of the development permit applications.

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 and 30–35 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 permitted and discretionary uses of the proposed C-C1 District are generally allowable within the higher noise exposure of 30-35 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 located within the Industrial – Employee Intensive Area 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. To support the intended industrial function of the area, land use redesignations of parcels five hectares or greater from industrial to non-industrial land uses is discouraged.

Policy for the Industrial – Employee Intensive Area states that notwithstanding other policies, non-industrial uses that support the industrial function may be allowed and should be determined as part of the policy planning and land use application process. Administration has considered the impact of the proposed land use and determined the proposal to be appropriate. Given the parcel size, proximity to transit, listed uses, and built form potential under C-C1, the site would continue to be supportive of the industrial function of the area and is therefore in alignment with applicable MDP policies.

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 are being explored and encouraged through the development permit review.

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. The Guidelines encourage the type of development that 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 users alike. The proposed land use meets the key policy objectives of the Guidelines including providing for additional transit supportive land uses and high-quality pedestrian connections.