

Background and Planning Evaluation

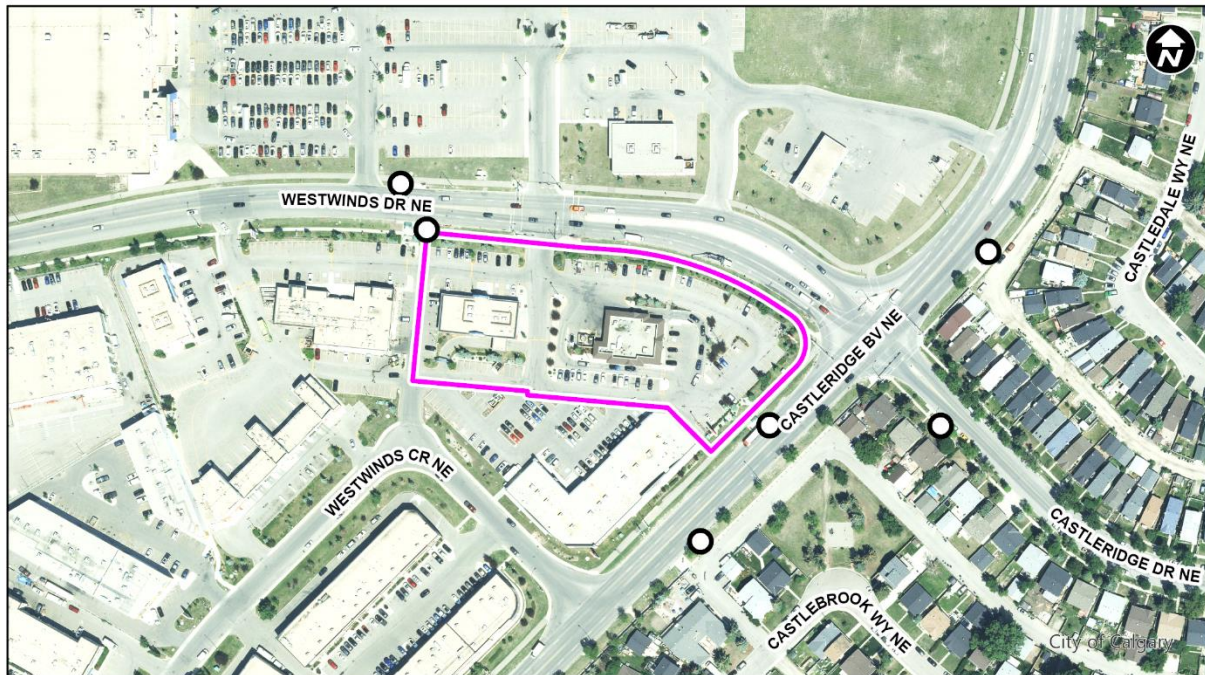
Background and Site Context

The subject site, the northern portion of a single titled parcel, is located in the community of Westwinds, south of 64 Avenue NE at the corner of Castleridge Boulevard and Westwinds Drive NE. The site is west of the residential community of Castleridge and is approximately 1.05 hectares (2.6 acres ±) in size. The parcel is currently developed with commercial uses including a financial institution and food services with a drive-through facility and is approximately 400 metres (a seven-minute walk) east of the McKnight-Westwinds LRT Station.

Surrounding development is characterized by a similar mix of commercial and light industrial uses. The majority of lands in the southwest area east of Métis Trail NE, north of McKnight Boulevard NE, west of Castleridge Boulevard NE and south of 64 Avenue NE, contain light industrial land uses such as smaller warehouse stores, large scale storage and distribution centers with opportunities for commercial uses and are designated as DC District ([Bylaw 103Z94](#)) based on the General Light Industrial (I-2) District of Land Use Bylaw 2P80. The northeast edge of this area has developed with more commercial uses as opposed to the southwest edge. The south portion of the subject parcel was redesignated to Commercial – Community 1 (C-C1) District in 2012 (LOC2011-0095) and the adjacent west parcel was recently redesignated to C-C1 District (LOC2024-0092). A larger commercial parcel designated Commercial – Regional 1 f0.2 (C-R1f0.2) 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.



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 north portion of subject parcel was redesignated to the DC District in 2021 along with the parcel to the west to accommodate increased flexibility for commercial uses, while retaining the opportunity for light industrial uses.

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 that are considered appropriate for the site.

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 redevelopment of the site in consistent manner to the surrounding land uses.

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 Westwinds Drive NE, Westwinds Crescent NE and from Castleridge Boulevard NE. 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 a pathway within the west boulevard of Castleridge Boulevard NE to the east of the site.

The site is approximately 400 metres (a seven-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) and Route 85 (Martin Crossing).

A Transportation Impact Assessment was reviewed as part of this application. Additional analysis may be required at the development permit stage.

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 will be considered and reviewed as part of any future 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.

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 the C-C1 District, the site would continue to be supportive of the industrial function of the area and is therefore in alignment with applicable MDP policies.

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.

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.