

Background and Planning Evaluation

Background and Site Context

The subject site is located on Westwinds Drive NE, in the northeast community of Westwinds. This site is approximately 8.44 hectares (20.86 acres) and is approximately 500 metres wide by 170 metres deep.

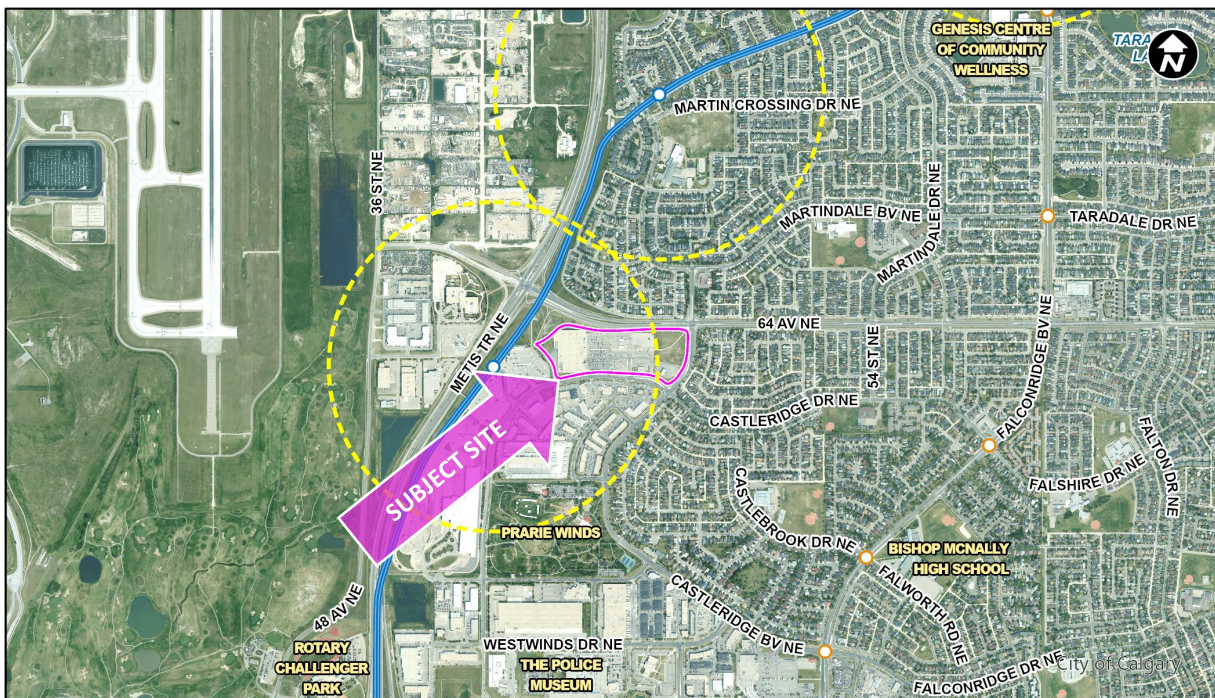
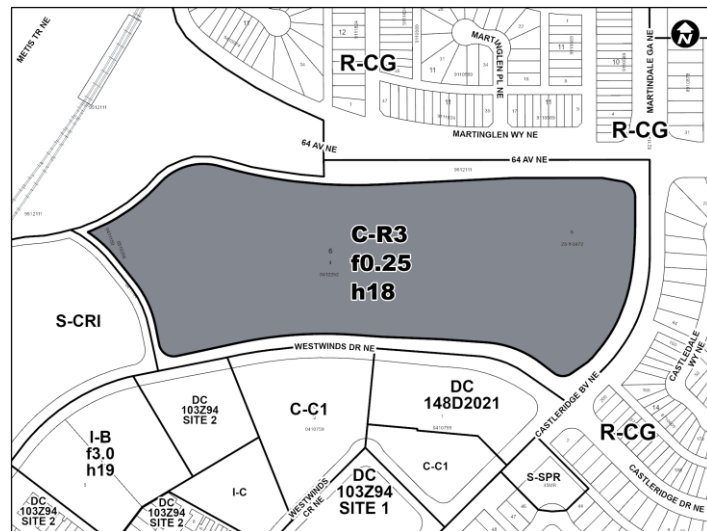
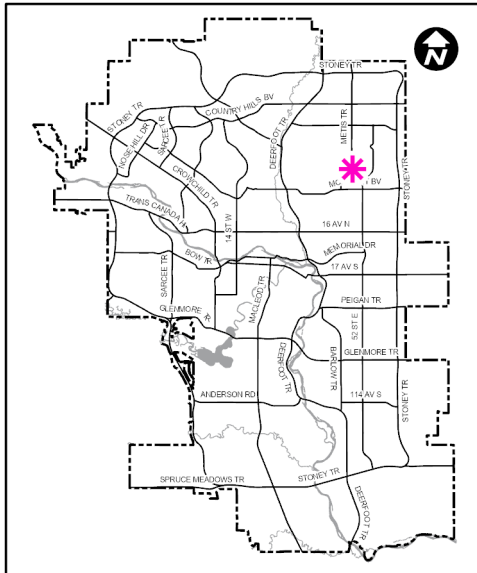
The northern boundary is formed by 64 Avenue NE and the eastern by Castleridge Boulevard NE. To the west is the LRT Blue Line and McKnight-Westwinds LRT and bus station. The western portion of the site is occupied by an existing large grocery store, the eastern part an extensive parking lot. To the north and east are the residential communities of Martindale and Castleridge, characterized by low density residential land uses, local amenity spaces, schools and occasional local commercial development. To the south of Westwinds Drive NE, accessed from Westwinds Crescent NE, are a range of commercial retail units, known as Westwinds Corner shopping mall.

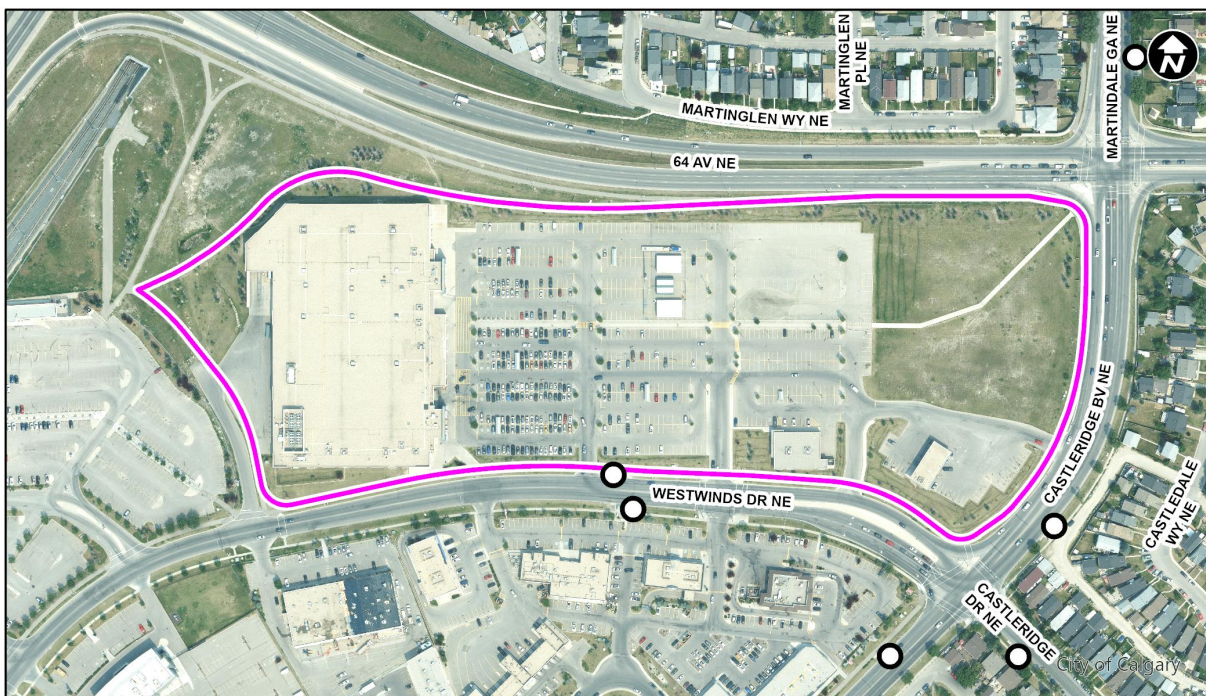
The site was previously designated Direct Control (DC) District ([Bylaw 97Z2003](#)), based on the C-2 General Commercial District of the previous Land Use Bylaw 2P80. During transition to Land Use Bylaw 1P2007, the site was allocated Commercial – Regional 1 f0.2 (C-R1 f0.2) District.

Community Peak Population Table

Not available as the area does not contain any residential development.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The current C-R1 f0.2 District allows for commercial uses, intended to be located on or near major roads or along major commercial corridors and be compatible with Industrial Districts; and is limited to large format, “big-box”, single entry, mostly single-use buildings. The maximum building height allowed in the C-R1 District is 15.0 metres, and the maximum floor area ratio (FAR) is variable by a modifier. This parcel has a maximum FAR of 0.2.

The proposed C-R3 f0.25h18.0 District would allow the site to be developed for a range of commercial, retail and service uses, compatible with the wider residential character of neighbouring communities, providing increased commercial and service offers and employment opportunities to those communities. The C-R3 District uses are reflective of those originally provided in the DC District previously associated with the site.

The proposed modest increase in FAR, from 0.2 to 0.25 would enable an additional approximately 4,200 square metres (45,000 square feet) of commercial floor space, allowing the comprehensive redevelopment of the site.

Development and Site Design

The rules of the proposed C-R3 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

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

- ensuring strong, safe and efficient pedestrian connectivity within the site and to McKnight-Westwinds LRT station for residents of adjacent communities and for those utilizing the commercial, retail and service offers of the site;
- providing appropriate interfaces with outward facing streets, as well as within the site; and
- providing a high quality landscaped environment and mitigating any potential conflict between pedestrian and vehicular users of the site.

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. There are established existing pathways bordering the 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 180 metres (a three-minute walk) from the McKnight-Westwinds LRT Station. As it is within the 600-metre walkshed of the station, it is classified as a transit-oriented development (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 submitted and reviewed as part of this application. The proposed Land Use is considered acceptable.

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. Specific details of site servicing and stormwater management will be reviewed 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.

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 C-R3 District is allowable within the lower noise exposure of 25 - 30 NEF contour area. Calgary International Airport Authority was circulated with this application and provided a letter in support of the Land Use amendment. 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). 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 site is a long standing commercially designated (C-R1 f0.2 District) parcel intended to provide supportive commercial uses to the surrounding industrial businesses, but also to the surrounding residential communities. Redesignation of the site to the C-R3 District provides for a different and more appropriate mix of commercial and support uses to those communities. The application is in alignment with established MDP policy.

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.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) (Guidelines) provide direction for the development of areas typically within 600 metres of a Transit Station. This type of development creates a more walkable 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. Future development on the subject site will be expected to comply with the Guidelines, and these policies will inform Administration's review of future Development Permit applications.