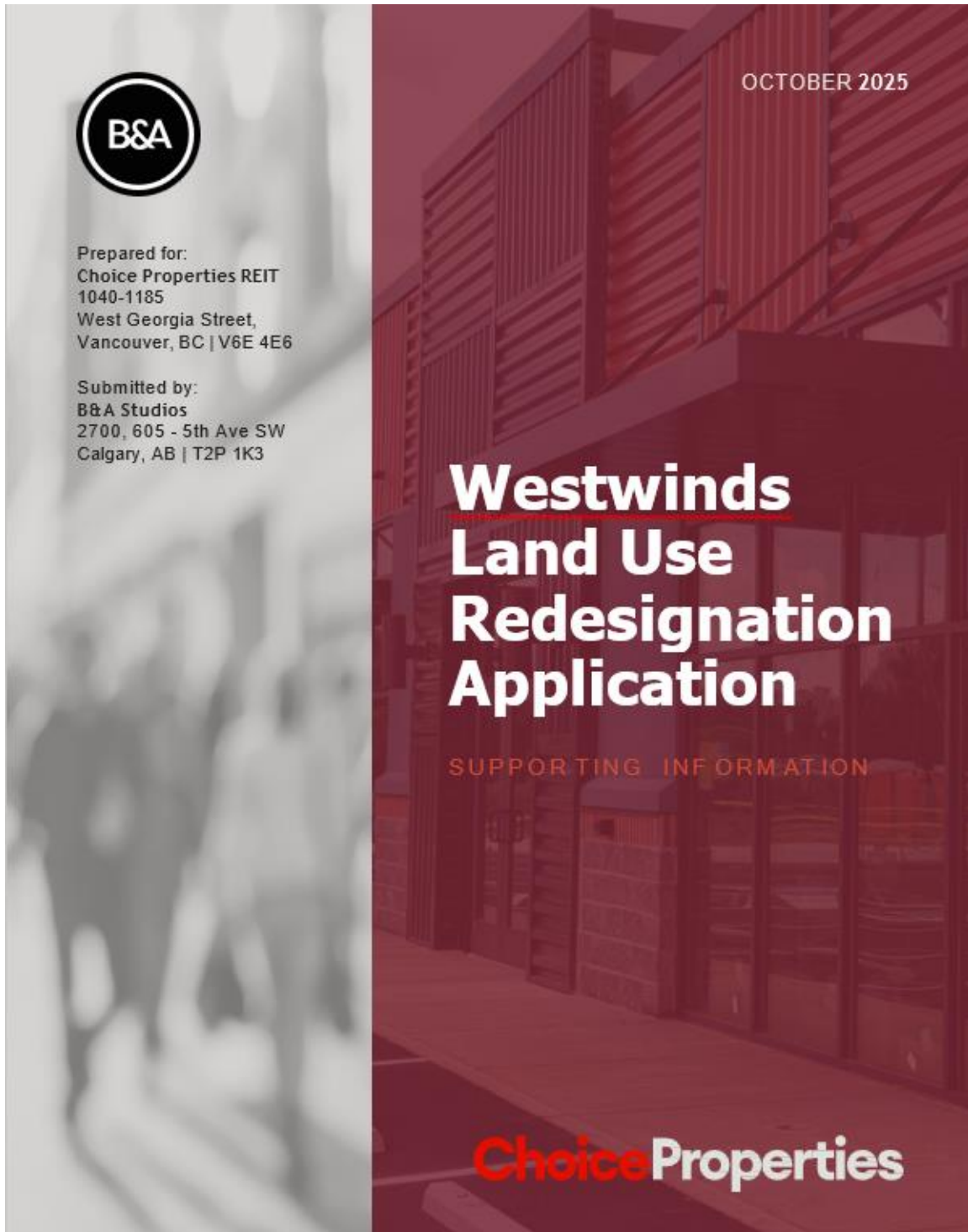


Applicant Submission

2025 October 21





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1.0 INTRODUCTION

On behalf of Choice Properties REIT, B&A Studios has prepared a Land Use Redesignation application for a 20.85-acre parcel at 3633 Westwinds Dr. NE, Calgary.

The proposal is to redesignate the parcel from Commercial – Regional 1 (C-R1 f0.2) District to Commercial – Regional 3 (C-R3 f0.25 h18) District to allow the parcel to be fully developed with additional commercial uses.

The intended uses/tenants include financial institutions, childcare service, health care services, and offices. The land use district best suited for these uses and the proposed building form is the Commercial - Regional 3 (C-R3) District.





2.0 SITE CONTEXT

2.1 Location and Ownership

The subject site is located within the community of Westwinds, east of Metis Trail, on the southwest corner of 64 Avenue NE and Castleridge Boulevard NE. The partially developed site includes a Real Canadian Superstore and their subsidiary gas bar and standalone liquor store. The property is owned by Choice Properties REIT.

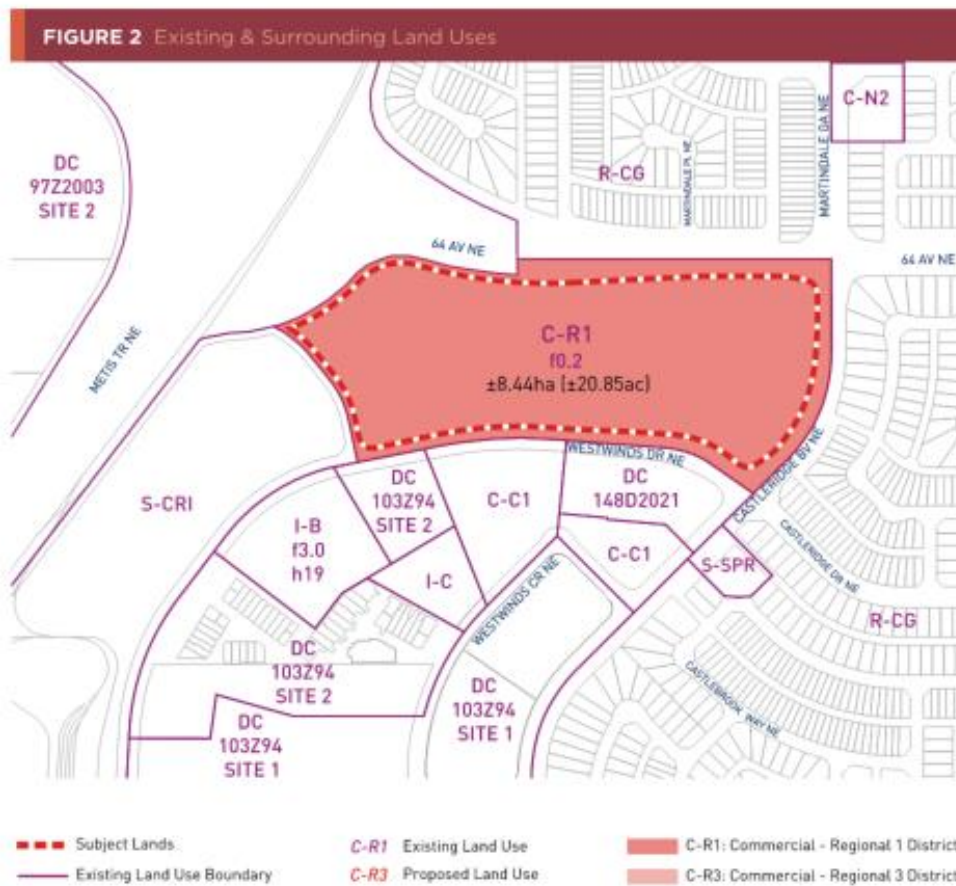
The adjacent land to the west consists of the McKnight Westwinds C-Train Station and associated surface parking lot.

TABLE 1 Address & Ownership				
Municipal Address	Legal Address	Owner	Existing Land Use District	Area (ha/ac)
3633 Westwinds Dr. NE	Descriptive Plan 0412252; Block 6; Lot 4	Choice Properties REIT.	C-R1 f0.2	8.44 ha/20.85 ac

2.2 Existing Land Uses

Lands to the north and east are predominantly residential, consisting of R-G designations, whereas lands to the south and west are predominantly industrial and commercial in nature with a range of designations from C-R1, I-C, I-B, and DC.

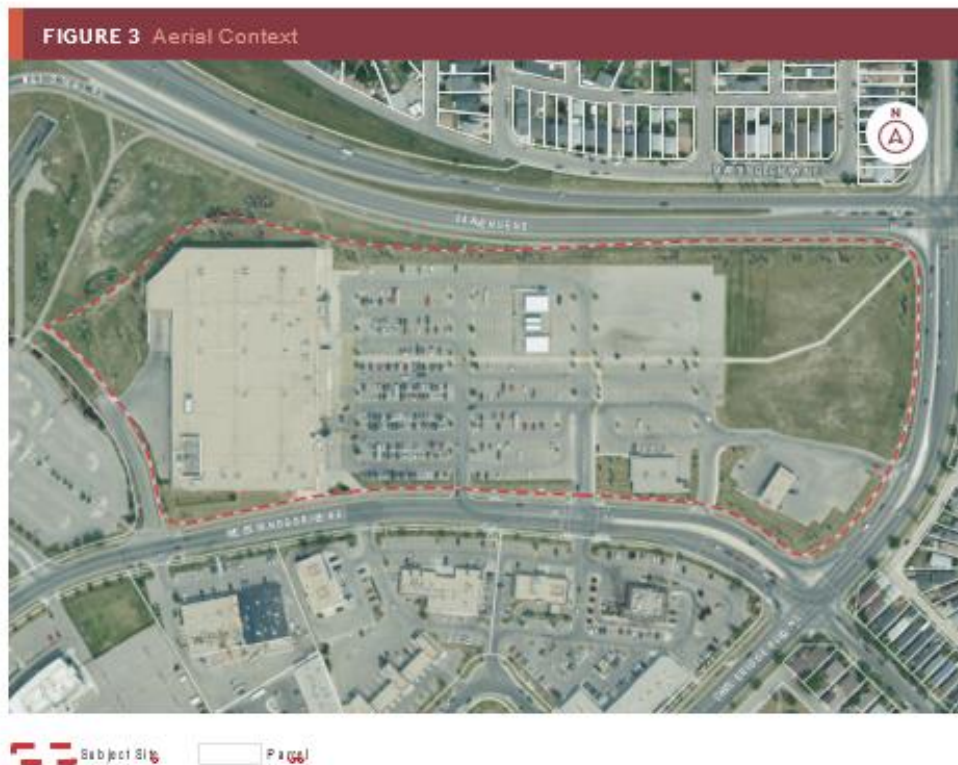
The area south of Westwinds Drive is the Westwinds Corner shopping mall which consists predominately of commercial retail uses. These uses include multiple restaurants, financial institutions, health and medical uses.

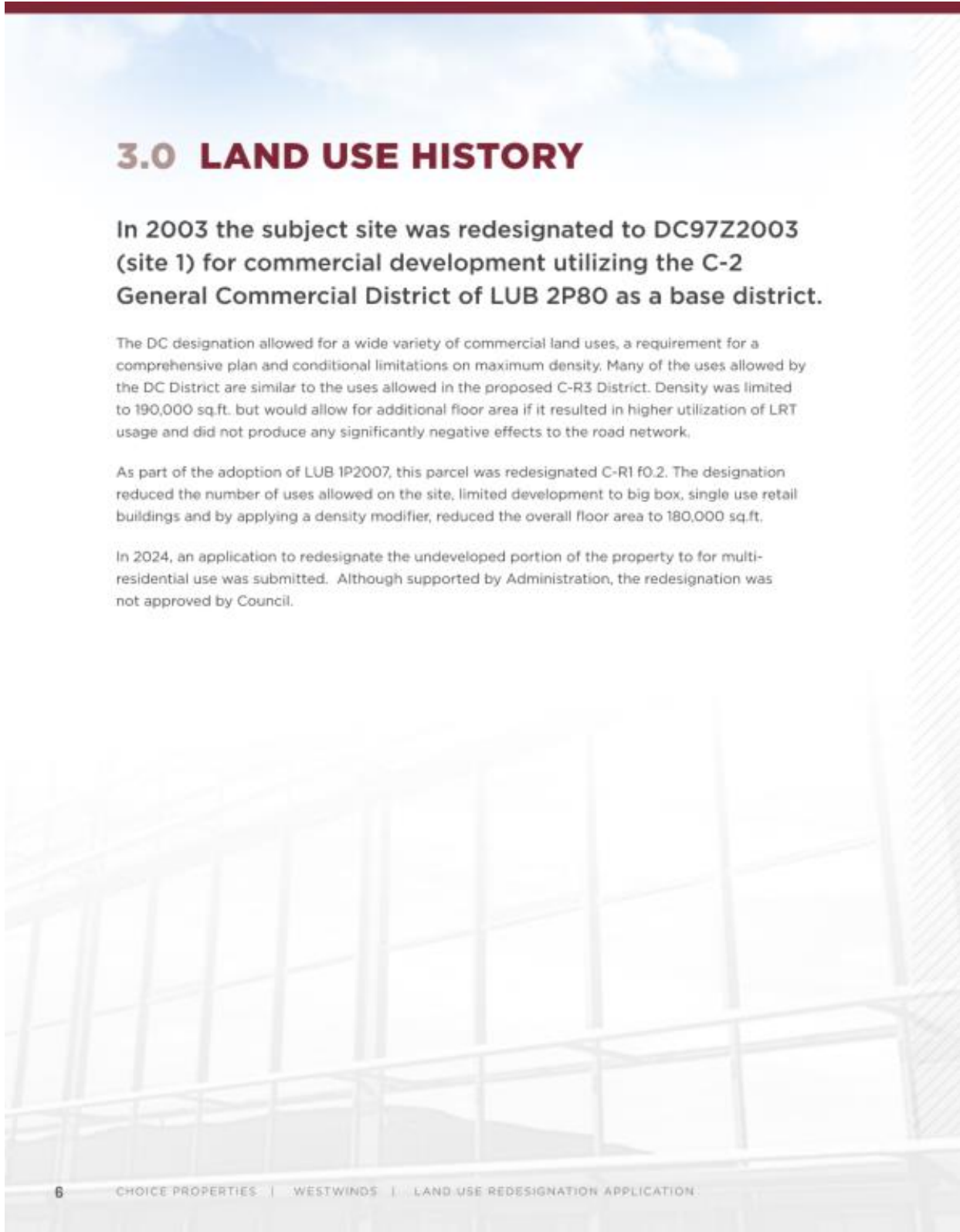


2.3 Site Conditions

Most of the site has been developed with three buildings and surface parking lot except for the northeast corner which had previously been graded and sodded in anticipation of future development. 1/5 of the surface parking area is underutilized. The site is landscaped and has an established sidewalk and lighting program. Partial development of the site dates back over 20 years.

Although it is standard for the City to request a Biophysical Impact Assessment (BIA) with many applications, in this situation it is not warranted. The property in question has already received Outline Plan and Land Use approval, has been subdivided and has been stripped and graded, removing any of the original (see Figure 3). None of the previous applications would have been approved without the City first approving a BIA or Stormwater Management Plan.





3.0 LAND USE HISTORY

In 2003 the subject site was redesignated to DC97Z2003 (site 1) for commercial development utilizing the C-2 General Commercial District of LUB 2P80 as a base district.

The DC designation allowed for a wide variety of commercial land uses, a requirement for a comprehensive plan and conditional limitations on maximum density. Many of the uses allowed by the DC District are similar to the uses allowed in the proposed C-R3 District. Density was limited to 190,000 sq.ft. but would allow for additional floor area if it resulted in higher utilization of LRT usage and did not produce any significantly negative effects to the road network.

As part of the adoption of LUB 1P2007, this parcel was redesignated C-R1 f0.2. The designation reduced the number of uses allowed on the site, limited development to big box, single use retail buildings and by applying a density modifier, reduced the overall floor area to 180,000 sq.ft.

In 2024, an application to redesignate the undeveloped portion of the property to for multi-residential use was submitted. Although supported by Administration, the redesignation was not approved by Council.

4.0 LAND USE PROPOSAL

The proposed Commercial Regional 3 (C-R3 f0.25 h18) District would allow the site to be fully developed and provide for more commercial retail and personal services to the residents of neighbouring residential communities. The additional commercial uses and development would help serve the needs of the community while reducing the need to travel outside the neighbourhood to meet residents' daily needs. The intended tenants include financial institutions, childcare service, health care services, and offices among other uses.

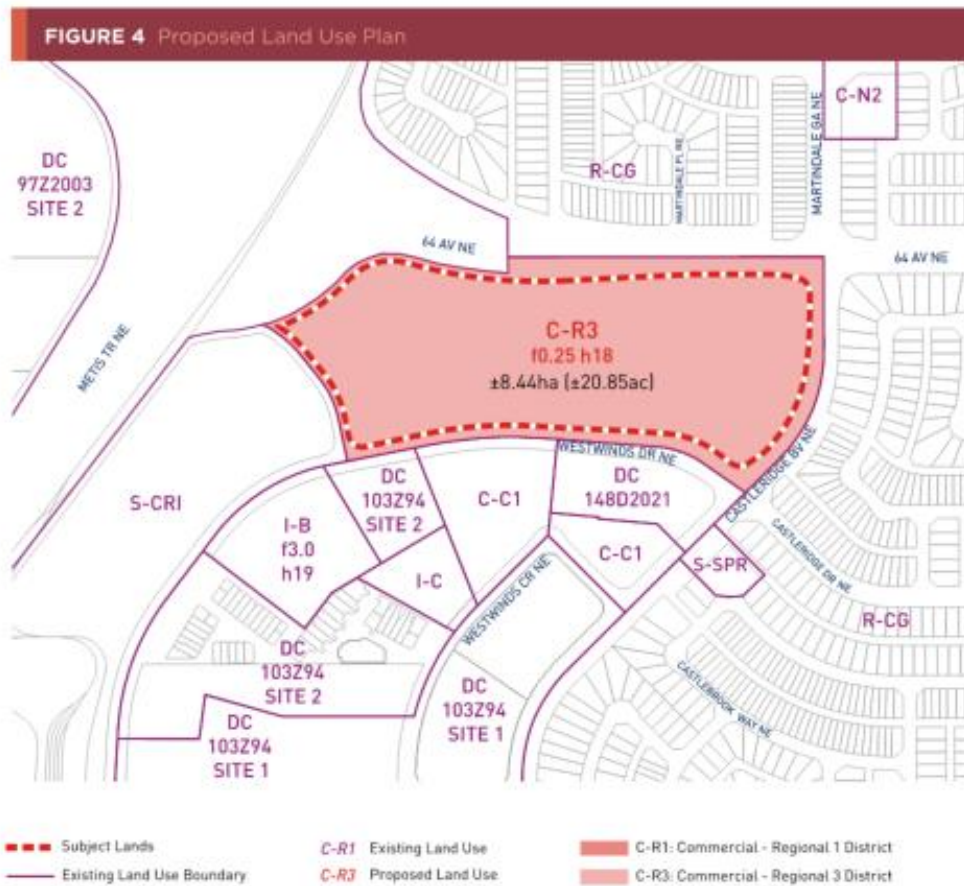


TABLE 2 Existing & Proposed Land Use Area			
From	To	Area	
		ha (+)	ac (+)
C-R1	C-R3	8.44	20.85
Total		8.44	20.85

The application is also proposing to increase the Floor Area Ratio (FAR) from 0.2 to 0.25, a slight increase to enable the site to be fully development with limited impact on traffic generation. The intended designation will allow for -45,000 square feet of additional commercial development on site.

According to the C-R3 Purpose Statement, the district allows for comprehensively planned development on large tracts, may include multiple buildings and can be phased over time. It further states that parcels less than 6 ha in size should not be designated C-R3. The subject site is 8.44 ha in size. Furthermore, as the site has only been used for commercial purposes and is compatible with adjacent residential uses, we believe that the proposed land use district is appropriate for the site.

Although the site is currently designated C-R1 f0.2, it was done so when new districts were created as part of LUB 1P2007 adoption. Prior to the approval of the current LUB, the site was designated DC97Z2003 which allowed for more commercial uses and slightly more density than the current designation.

Choice Properties would like to develop the remaining portion of the property with the variety of uses that were previously allowed under the previously approved DC designation by redesignating the site to the more suitable C-R3 District.

Uses that were previously allowed under the DC District but excluded in the C-R1 District use list include financial institutions, child care service, health care services, offices. These are amongst other uses Choice Properties REIT would like to provide on the site.

It is noted that the existing parcel size of 8.44 ha does not comply with the C-R1 District maximum parcel area of 6.0 ha, and would have been better served by the C-R3 District when LUB 1P2007 was adopted as the C-R3 District does not have a maximum parcel area. We do not believe it was Administration's intension to create a non-conforming parcel by redesignating the site C-R1.

Furthermore, the C-R1 District Purpose Statement intends development to be characterized by large "big box" single entry, mostly single use buildings. The introduction of multi-tenant buildings may not be allowed under the C-R1 designation which contradicts the ultimate concept plan envisioned for the site. This concept plan was provided to the City by the landowner as a requirement of the DC97Z2003 designation. An updated concept plan can be found in **Appendix B**.

Because of these discrepancies, we believe the property should have been redesignated C-R3 District instead of C-R1 District when LUB 1P2007 was approved. For this and the benefits of having a fully developed commercial site, we would like to rectify the matter and are requesting Administration's support of the redesignation application to C-R3 10.25 h18 District.



5.0 PLANNING POLICY

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) contours of the AVPA. The AVPA was created to ensure only compatible land uses are developed near the airport flight paths to minimise disruptions to airport operations. The proposed C-R3 f0.25 h18 District uses area allowable within the 25-30 NEF contour area.

Municipal Development Plan (2009)

The subject site is classified as the Industrial - Employee Intensive typology that have high labour concentrations. The proposed redesignation will result in additional jobs, increasing the employee intensity the MDP envisioned for the area without the need to amend the MDP map. Commercial land use is an appropriate interface and transition between industrial and existing residential neighbourhoods to the north and east. The commercial use also provides activities in the evening adjacent to the LRT station, helping to create a safe and more vibrant pedestrian environment between the station and residential areas. This position is supported by Council's previous decision to designate the parcel for commercial purposes.

Area Structure Plan

There is no Local Area Planning document for the subject land.



6.0 ACCESS

The subject site has excellent accessibility in all modes of travel.

The site is within a short walking distance for the McKnight-Westwinds LRT Station and various bus routes that serve the area. Bus stops are located adjacent to the site along Westwinds Drive NE and at the intersection with Castleridge Boulevard NE. The site is serviced by transit routes, 21, 55, 71, 85, and 555.

The inclusion of regional pathways along the north, south and east boundaries of the site ensure multi-modal opportunities to access the site. Maintaining proper pedestrian connectivity throughout the site will be a key design principle adhered to at the Development Permit stage.

Existing vehicular access is provided from three driveways from Westwinds Drive NE, and one right-in/right-out access from Castleridge Boulevard NE via 64 Avenue SE.

Access to and from 64 Avenue is currently not permitted by the City. Access conditions were applied under the previous subdivision approval.

7.0 TRAFFIC

The proposed land use and intended future development will only result in a slight increase of vehicular traffic during afternoon peak hours.

A transportation impact assessment (TIA) has been submitted under separate cover in support of this application. The TIA notes that minor extension to the existing left turn lane of Westwinds Drive at Castleridge Boulevard NE would be recommended to address the additional traffic anticipated. This roadway improvement may be required as a condition of Development Permit approval.

The TIA has also indicated that the additional traffic generated by the increased FAR will not compromise the operation of intersections at Castleridge Boulevard/64 Avenue NE to unsatisfactory levels. This intersection operational concern was the rationale for the FAR limitation placed on DC 97Z2003/C-R1 f2.0 before Metis Trail was widened to six lanes.

8.0 UTILITIES & SERVICING

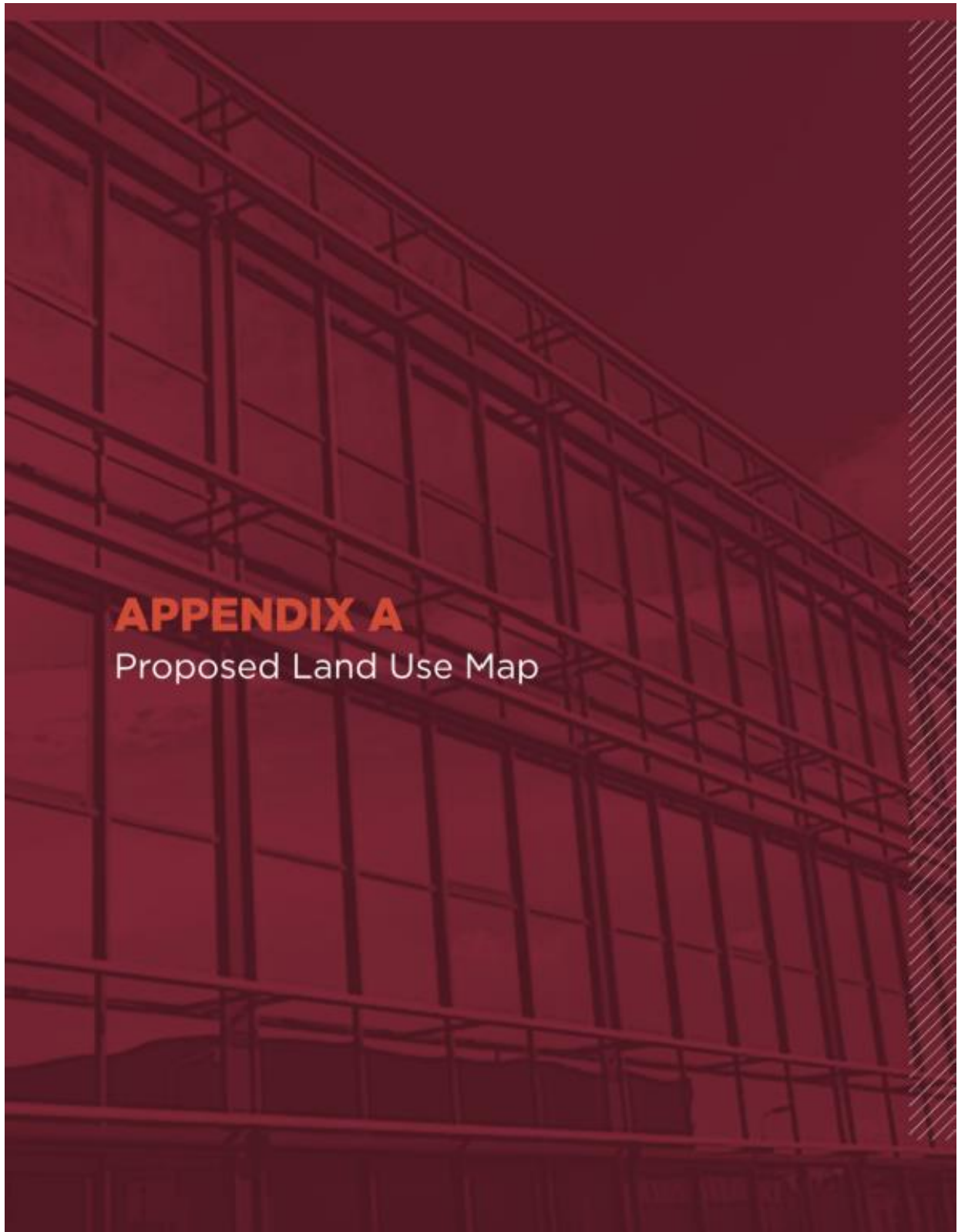
Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades. Specific servicing details can be addressed at the Development Permit stage.

9.0 CONCLUSION

The proposed land use redesignation provides additional services to neighbouring residential areas, allows the site to be fully developed, provides a safe/active pedestrian environment between the LRT station/residential areas, does not compromise the functionality of surrounding intersections and is consistent with the uses allowed by the previously approved DC 97Z2003 District.

In addition, the site is accessible via all modes of travel and only generates limited increase in peak period vehicular traffic that can easily be addressed by minor intersection improvements. As such, we respectfully request Administration's support of the proposed redesignation application.







LAND USE REDESIGNATION

CHOICE PROPERTIES
REIT WESTWINDS

100% AFFILIATION
Map Area: 8.64 ac
Subject Area: 20.88 ac
Map Date: August 2025
Map Scale: 1:10,000

