

LAND USE REDESIGNATION SUBMISSION

# SUPPORTING INFORMATION DOCUMENT **2501 RICHMOND**

2505 AND 2519 RICHMOND RD SW

NOVEMBER 2023



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Communities







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# **Section 1.0** **Introduction**



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# Introduction

B&A Planning Group, on behalf of Minto Communities, is pleased to submit an Land Use Redesignation application for +/- 4.64 hectares (11.49 acres) of land (the “Subject Lands”) located within the Community of Richmond, contained within the southwest quadrant of the City.

**The legal address is:**

Plan 5118FQ Block A and Plan 8598GF Block B

**The municipal addresses are:**

2505 and 2519 Richmond Road SW

The Subject Lands were owned by the Calgary Board of Education and contained a public school for several decades. It transitioned to a private learning facility prior to it being closed and is presently vacant. The current land use on the site accommodates low density residential development (R-C1). The existing land use designation is out of step with the Municipal Development Plan’s vision for growth of the City of Calgary due to the site’s adjacency to Crowchild Trail and access to the Bus Rapid Transit network. Our land use amendment application seeks to bring this strategic site into alignment with current City policy.

## SITE LOCATION







## THE INTENT OF THIS APPLICATION IS:

- 1 To allow for medium to high density residential uses in a variety of forms for up to 2,500 units within a comprehensive development.
- 2 To provide publicly accessible private open space as part of the comprehensive development to benefit the existing and future residents of the Richmond Community.
- 3 To realize a development that meets the Municipal Development Plan's goals for climate, housing, land use and open space as well as the recently approved Westbrook Local Area Plan.







RICHMOND RD SW

CROWCHILD TRAIL





## Section 2.0

# Site & Context



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# Site & Context

The parcel is located in the southwestern portion of the community of Richmond, immediately adjacent to and west of Crowchild Trail and its linear pathway network, south of the diagonal Richmond Road SW, east of 25th Street SW and north of 30th Avenue SW.

Amenities are located within easy walking distance to the site including a series of local parks and open spaces as well as local commercial services along 33rd Avenue SW such as the Marda Loop Main Street and Richmond Shopping Centre.

## COMMUNITY CONTEXT







## TRANSIT NETWORK







The City of Calgary Bus Rapid Transit System (MAX Yellow) runs immediately adjacent to the site on Crowchild Trail. The nearest southbound BRT station located north of 26th Avenue SW is planned to be relocated to immediately north of the site near Richmond Road.

As such, the site is considered appropriate to accommodate transit-oriented development where pedestrian activity and building scale are envisioned to be the highest. The MAX Yellow route provides direct access to Calgary's Downtown, the City's major employment & cultural centre, Mount Royal University, Rockyview General Hospital, Glenmore Park, and Southland Leisure Centre. This enables future residents to have excellent access to the City's offering of employment, education, health care and recreational opportunities.





The site presently accommodates the derelict school building and associated surface parking lots and playing fields.

The existing site slopes down across the parcel from southwest to northeast with an approximate elevation difference of 12.5m. The site is currently graded to allow for a mainly flat bench south of Richmond Road SW, where the existing school buildings reside. From there the grade increases moving south towards the student parking lot and playing fields, where it again flattens out. There is a second area of significant grade change on the south side of the parcel where the old sports field transitions to meet 30 Avenue SW. In order to maintain existing boundary elevations, grade transitions will be thoughtfully integrated into multifamily forms.



*Site from Crowchild Trail Overpass (looking southwest)*



*NW Corner of Site*



*NE Corner of Site*



*SW Corner of Site*



*SE Corner of Site*





Existing development surrounding the site consists of five-storey multi-residential and retail uses north of the site across Richmond Road SW, primarily 1950's single detached and some recent infill development west of the site across 25th Street SW and south of the site across 30th Avenue SW. Immediately east of the site is a City pathway and Crowchild Trail SW, with a linear green space extending southward of the subject site.



Existing Richmond Road Cul-de-sac and Development North of the Site (looking west)



Existing Pathway & Crowchild Trail North of the Site (looking east)



Existing Richmond Road & 6 Storey Development North of Site (looking east)



Existing 25th Street / Richmond Road SW & Single Detached Homes West of Site (looking southwest)



Existing 30th Avenue/25th Street SW & Single Detached Homes West of Site (looking west)



Existing 30th Avenue/25th Street SW & Single Detached Homes South of Site (looking southeast)



Existing Pathway & Crowchild Trail south of Site (looking northeast)



Existing Pathway & 30th Avenue SW & Existing Single Detached Homes (looking southwest)



Existing Pathway in ROW East of the Site Between Existing Building & Crowchild Trail (looking north)



Existing Pathway in ROW East of the Site & Wall Southerly Portion of Site (looking north)

An aerial photograph of a city street scene, featuring a prominent circular building with a curved facade and a central courtyard. The street is filled with cars and a bus. The entire image is overlaid with a semi-transparent blue filter. A dark blue rectangular box is positioned in the upper left quadrant, containing the section title.

## **Section 3.0**

# **Policy Direction**



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# Policy Direction

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## 3.1 Municipal Development Plan

The City of Calgary's Municipal Development Plan (MDP) is a strategic policy document that guides Calgary's growth and city building. Sustainability has always been part of The City's long-range planning. City Council adopted the Sustainability Principles which have been enshrined within the MDP.







## THE SUSTAINABILITY PRINCIPLES FOR LAND USE AND MOBILITY ARE:

1. Create a range of housing opportunities and choices.
2. Create walkable environments
3. Foster distinctive, attractive communities with strong sense of place.
4. Provide a variety of transportation options.
5. Preserve open space, agricultural land, natural beauty and critical environmental areas.
6. Mix Land uses.
7. Strategically direct and manage redevelopment opportunities within existing areas.
8. Support compact development.
9. Connect people, goods and services locally, regionally and globally.
10. Provide transportation services in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all residents.
11. Utilize natural infrastructure and buildings.

These principles have formed the basis of our land use and policy amendment. Our application strives to deliver a range of housing options within a walkable, attractive community that will be unique within Calgary. Through our strong connection with transit a variety of transportation options will be available. The proposed mix of land uses in a compact form coupled with connected open spaces will serve to make the best use of this sizable inner city property strategically located near existing City infrastructure.

Our plans have been developed around the MDP and the following highlights main elements that our project is delivering on which include **climate, housing, land use, parks and open spaces.**



## CLIMATE

Section 2.6 Greening the City of the MDP supports addressing climate change and creating a climate resilient community through the implementation of the Climate Resilience Strategy and its Climate Adaptation and Mitigation Action Plans in addition to:

- *Creating a more compact urban form that uses less land and, therefore, reduces habitat loss and fragmentation and adverse impacts on wildlife, vegetation and water quality and quantity.*
- *Reducing the number of impervious surfaces by incorporating site level and neighbourhood level stormwater source control practices.*
- *Supporting mixed-use developments that provide opportunities for more local travel choices by walking, wheeling and transit.*
- *Facilitating economic energy-efficient buildings and creating opportunities for renewable energy generation that reduces dependence on fossil fuels.*

Our project strives to introduce a more compact energy-efficient urban form to this inner city community thoughtfully designed to provide sustainable open spaces and encourage alternative opportunities for travel choices.







## HOUSING

Calgary is in a housing crisis and never has it been more relevant. The provision of a variety of housing types and forms impacts affordability and directly impacts our ability to attract talent to the key drivers of our economy including our growing tech & energy industries, healthcare and learning institutions.

As our site is strategically located on the BRT route connecting our downtown major employment centre, Mount Royal University, and the Rocky View Hospital, the importance of providing a plentiful variety of housing in this location is critical in supporting these economic key drivers





### 2.1.2 CREATING A CITY ATTRACTIVE TO BUSINESS

#### Objective

*Create a globally competitive city that protects and enhances the key drivers of the local economy and supports on-going business investment and expansion while attracting a growing workforce.*

#### Supporting healthcare and learning institutions

- i. Link existing healthcare and learning institutions to the Primary Transit Network.*

### 2.3.1 HOUSING

#### Housing diversity and choice

*a. Provide for a wide range of housing types, tenures (rental and ownership) and densities to create diverse neighbourhoods that include:*

- i. A mix of housing types and tenures, including single detached, ground oriented (e.g., duplexes, row houses, attached housing, accessory dwelling units and secondary suites), medium and higher-density and mixed-use residential developments.*

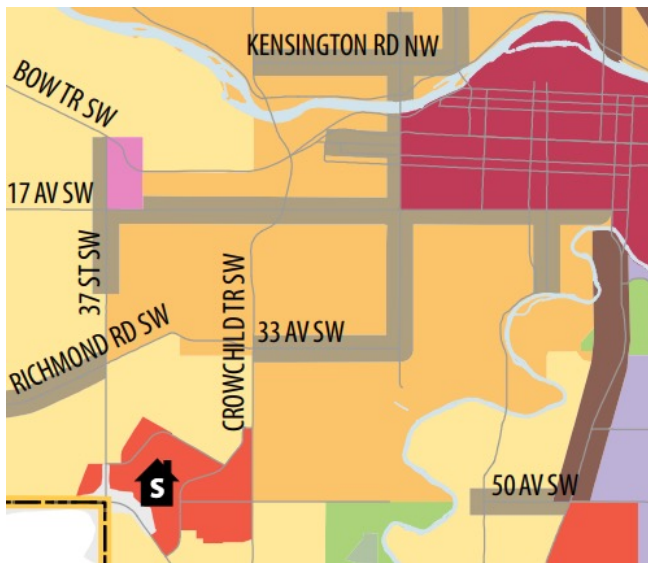
- ii. A range of housing choices for all stages of life, in terms of the mix of housing sizes and types to meet affordability, accessibility and lifestyle needs of different people and family types.*





## LAND USE

The site is identified within the Urban Structure map as within the Inner City of the Developed Residential Areas. Crowchild Trail, immediately adjacent to the site, is delineated as an important part of the road network as it forms part of the Primary Transit Network and the Skeletal Road Network within the city.



### Urban Structure

(By Land Use Typology)

#### Activity Centres

- Greater Downtown
- Major Activity Centre
- Community Activity Centre

#### Developed Residential

- Inner City
- Established

Our proposed land use plan is grounded in creating a more compact urban form within a transit supportive land use framework to support transit use. Our proposed system of extensive open spaces serve to enhance the pedestrian-oriented environment. Through the introduction of a variety of housing forms and increasing supply in this strategic location along the Primary Transit Network not only delivers on the MDP direction but serves to address Calgary's housing and climate issues.

### 2.2 Shaping a More Compact Urban Form

*Goal: Direct future growth of the city in a way that fosters a more compact efficient use of land, creates complete communities, allows for greater mobility choices, and enhances vitality and character in local neighbourhoods.*







### **2.2.2 Transit Supportive Land Use Framework**

*The objective of this framework is to optimize population and job growth within walking distance of transit.*

#### **Transit-supportive density and uses**

*b. Increase development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops, in areas deemed appropriate through the local area planning process and in accordance with the typology thresholds identified in Part 3.*

#### **Design to encourage transit use**

*e. Ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.*

#### **Increased opportunities for affordable housing**

*f. Create affordable housing by encouraging:*

*ii. Affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an over-concentration of affordable housing in any one area*

### **2.5 Connecting the City**

*Goal: Develop an integrated, multi-modal transportation system that supports land use, provides increased mobility choices for citizens, promotes vibrant, connected communities, protects the natural environment and supports a prosperous and competitive economy.*

#### **2.5.2 TRANSIT**

*a. Integrate land use planning with transit investments and service delivery to meet the objectives of both the CTP and MDP*

There are a number of policies which address the Inner-City Area which support intensification that respects character of the neighbourhood, provides for transition between areas identified in a planning study, supports a range of intensification including comprehensive approaches on larger parcels, activate the street with entrances and public spaces, encourages at grade retail where appropriate, enhanced accessibility to transit stops.







### 3.5.2 INNER CITY AREA

- a. Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study.*
- b. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.*
- c. Maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations.*
- d. Buildings should maximize front door access to the street and principal public areas to encourage pedestrian activity.*
- e. Encourage at-grade retail to provide continuous, active, transparent edges to all streets and public spaces.*
- f. Transit stops should be easily accessible and, where possible, integrated with adjacent multi-family residential or retail buildings.*



## PARKS AND OPEN SPACE

Parks and open spaces are critical components of any community and especially a comprehensive higher density infill community.

They serve many purposes such as valuable social spaces for meeting with neighbours, pursuing outdoor recreation activities, providing connectivity through the site or for just sitting and enjoying the amenity. All of these elements are evident in our proposed open space design.

The extensive privately owned publicly accessible open space system proposed has been specifically designed for this site. It will provide easy access for all residents living on and off the site. The size of the open space exceeds the requirements of the MGA and when combined with the open space network in

the surrounding community more than satisfies the MDP policy. Ground 3 Landscape Architects have prepared an Open Space Amenity Analysis which is attached as an appendix to the document.

The series of high quality privately maintained open spaces are well connected within the site and provide welcoming access points to the surrounding neighbourhood. The existing City pathway on the east side of the site is proposed to be relocated to connect through the site to provide ease of access to the future relocated transit stop on Crowchild Trail and the multi-modal on street pathway in accordance with the MDP.







### 2.3.4 PARKS, OPEN SPACES AND OUTDOOR RECREATION

*Objective: Create quality public parks, open spaces and other community amenities and make leisure and recreation activities available to all Calgarians.*

#### **Land use, location and design**

- i. Plans for new communities should include a hierarchy of parks and public spaces interconnected to adjacent neighbourhoods by pathways and Complete Streets.*
- j. Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces.*
- k. New development adjacent to the public pathway system should maintain existing connections to pathways and/or provide new linkages.*
- l. Encourage high-quality parks near high-density residential buildings to act as a local amenity and places for community gathering, with greater focus on site design qualities than the quantity of park space.*
- m. Design parks, facilities and recreational centres in a way that is compatible with nearby residential and commercial uses.*
- n. Locate and design public gathering areas within parks and public open spaces to optimize sun exposure during midday hours.*



## CITY GROWTH STRATEGY

The policies of the MDP provide the primary source of direction for strategic growth and change decisions in the City of Calgary. s. Between 2009-2019, Calgary's population increased by nearly a quarter of a million people, with 10% of growth being accommodated in built-out neighbourhoods, and 90 per cent in new communities on the outer edges of the city.

To meet the City's long range target of 50 percent and interim 2039 target of 33 percent of cumulative growth to the Developed Areas, a much greater percentage of new homes will need to be accommodated in the Developed Areas.

### 5.2.2 STRATEGIC DECISIONS ON WHERE WE GROW

*c. To realize the efficiencies and objectives of achieving a more compact city form, The City will balance future growth between and endeavor to:*

- i. Accommodate 33 per cent of Calgary's future population growth within the Balanced Growth Boundary (map 1) Residential Areas of the city by 2039.*
- ii. Accommodate 50 per cent of Calgary's future population growth over the next 60 to 70 years, starting in 2009, within the Balanced Growth Boundary (map 1).*







### **5.2.3 BALANCED COMPACT GROWTH AND PLANNED LAND SUPPLY**

*a. Prioritize and facilitate efficient growth and redevelopment in the Developed Areas, especially in Activity Centres, Main Streets and residential areas connected by LRT service and the Primary Transit Network.*

*b. The City will provide leadership on intensification through its investment in infrastructure and the public realm and through demonstration projects that model the changes required in housing and development forms.*

*In order to reach these targets projects that introduce increased densities through a variety of housing forms in strategic locations along the Primary Transit Network, such as the 2501 Richmond site, are imperative to the City's growth strategy.*

*To deliver on these targets, the City has identified the objective to ensure decision-making on growth and change incorporates The City's financial and infrastructure capacities, long-term fiscal sustainability and lifecycle costs. This in turn will support intensification projects such as 2501 Richmond. It is Minto's hope work with the City on realizing infrastructure support to enable intensification in the surrounding area.*

### **5.2.5 LINKING GROWTH DECISIONS TO MUNICIPAL FINANCIAL AND INFRASTRUCTURE CAPACITY**

*b. Municipal capital investment in infrastructure (including new and maintenance/refurbished) should be prioritized in the following order:*

*i. Investments that support intensification of Developed Areas of the city.*



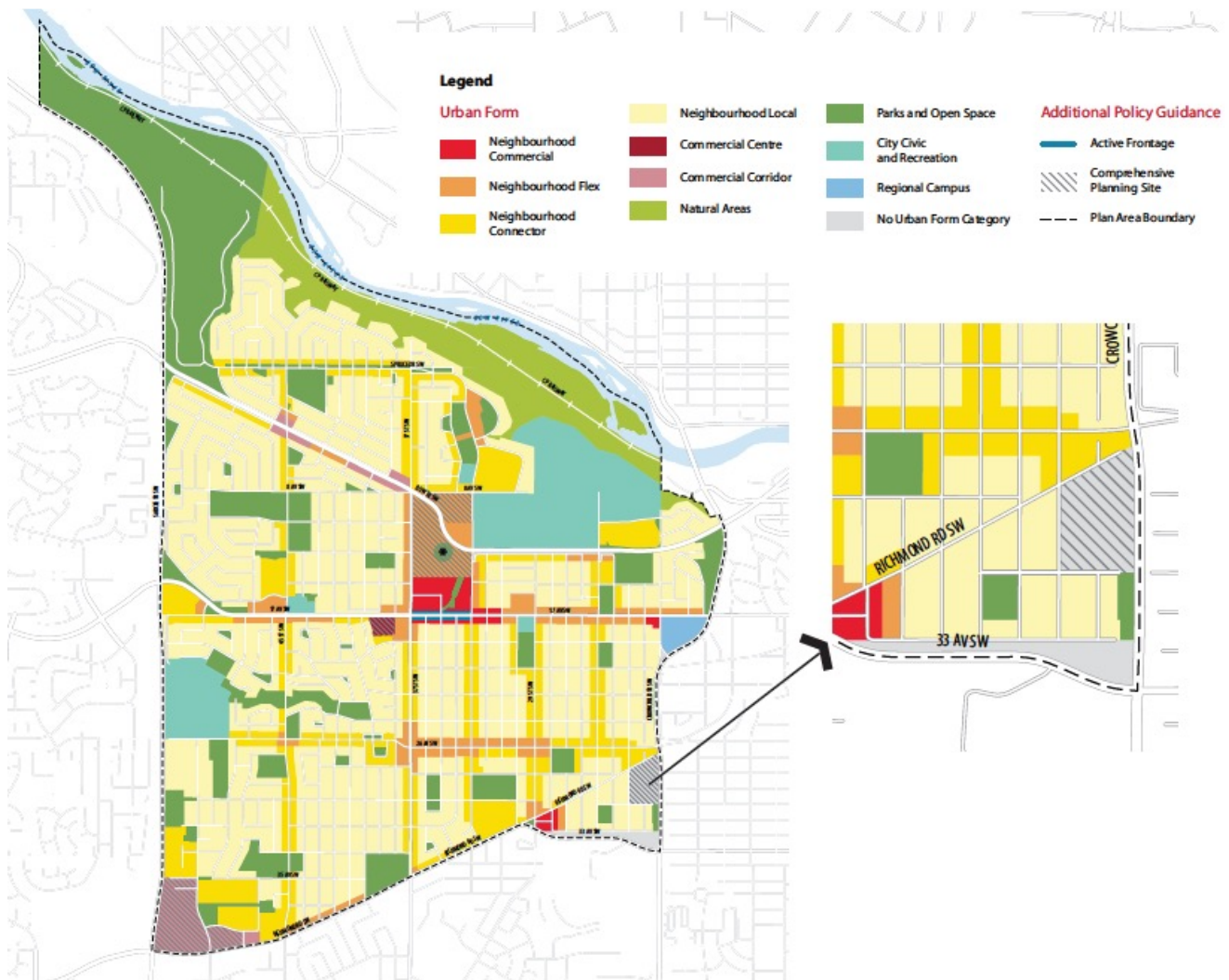
## 3.2 Westbrook Local Area Plan

The subject site is identified as a Comprehensive Planning site within the Westbrook Local Area Plan. Comprehensive Planning sites require additional planning and site design to support land use applications. Minto views this site with a current and future lens, not bound in the historical context of a 1950's single family subdivision.

Minto recognizes that this is a complex site and will require thoughtful consideration to determine an appropriate redevelopment response. Minto is initiating

the comprehensive planning for the 2501 Richmond site concurrently with a land use amendment. This allows for input from both City administration and the community to be considered as Minto investigates what is possible for the site. This document forms the basis of the comprehensive plan.

The site is recognized in the LAP as a Transit Station Area along Crowchild Trail served by the MAX Yellow BRT within walking distance (600 metres) of 26th Avenue and Marda Loop Stations.





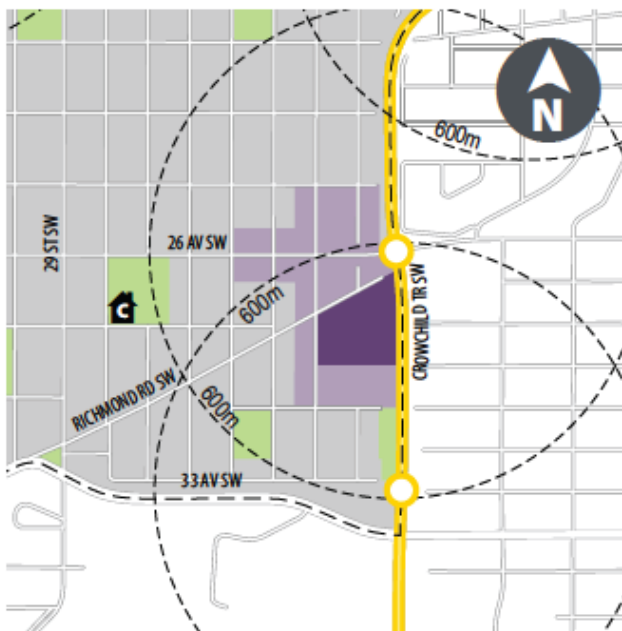


## Urban Form Map (Westbrook LAP)

The Plan envisions transit station areas as focal points and gathering places for the Westbrook Communities. These transit station areas are intended to provide a concentration of private and public amenities that are supported by high density and high levels of pedestrian activity. Buildings, streetscapes and public spaces in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities and mobility options.

Areas in immediate proximity to a station are recognized as Core Zones in the transit station areas, where pedestrian activity and building scale are envisioned to be the highest. The opportunity presented by having a significant parcel of land available for redevelopment in this strategic location cannot be underlined enough. The Westbrook LAP further recommends the relocation of the 26th Avenue Station further south to better capitalize on the redevelopment of the 2501 Richmond site.

We have reflected the aspirations of the Westbrook LAP within our proposed land use plan which introduces multi-residential high density medium rise districts to the site. We do however believe that due to the site's size and inclusion in the walk sheds of both the 26th Ave and Marda Loop BRT station, that the Core Zone should be expanded along the eastern edge of the site near Crowchild Trail. Further, the predominate amount of R-C1 single family development in the existing Richmond Community both west of and east of Crowchild Trail and limited 6 storey development within the Marda Loop ARP; highlights the opportunity our site presents to locate greater heights and densities within a comprehensive development. This opportunity for additional height in this location would work well with the immediate context as it would interface with the linear green space to the south as well as provide an effective development sound barrier. We further note that reviewing both the 26th Ave and Marda Loop Station Areas, that our site is surrounded by Transition Zone lands which further warrants consideration of expanding the Core Zone area.



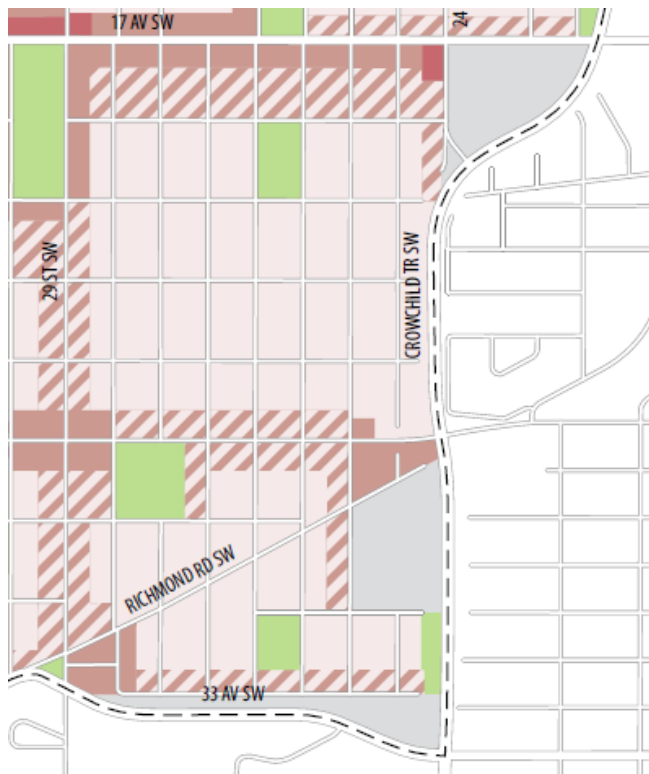
### Legend

- 26 Avenue SW Core Zone
- 26 Avenue SW Transition Zone



### Legend

- Marda Loop Transition Zone



Within these transition zones around the site the building scale within the LAP identify the lands as follows:

- north of the site as appropriate for up to 6 stories,
- west of the site existing single detached residential appropriate for 4 storey development,
- south of the site existing single detached residential as appropriate for 3 storey development.

#### Legend

Limited (up to 3 Storeys)	High (up to 26 Storeys)
Low - Modified (up to 4 Storeys)	No Scale Modifier
Low (up to 6 Storeys)	Parks, Civic and Open Space
Mid (up to 12 Storeys)	--- Plan Area Boundary

## Building Scale Map (Westbrook LAP)

### LIMITED

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local Areas
- Typically characterized by single-detached, semi-detached, duplex and rowhouse residential development and small stand-alone commercial or mixed-use buildings.

### LOW-MODIFIED

- Buildings of four storeys or less.
- Typically characterized by single-detached, semi-detached, duplex and rowhouse residential development, apartments, stacked townhouses, stand-alone or mixed-use buildings.

### LOW

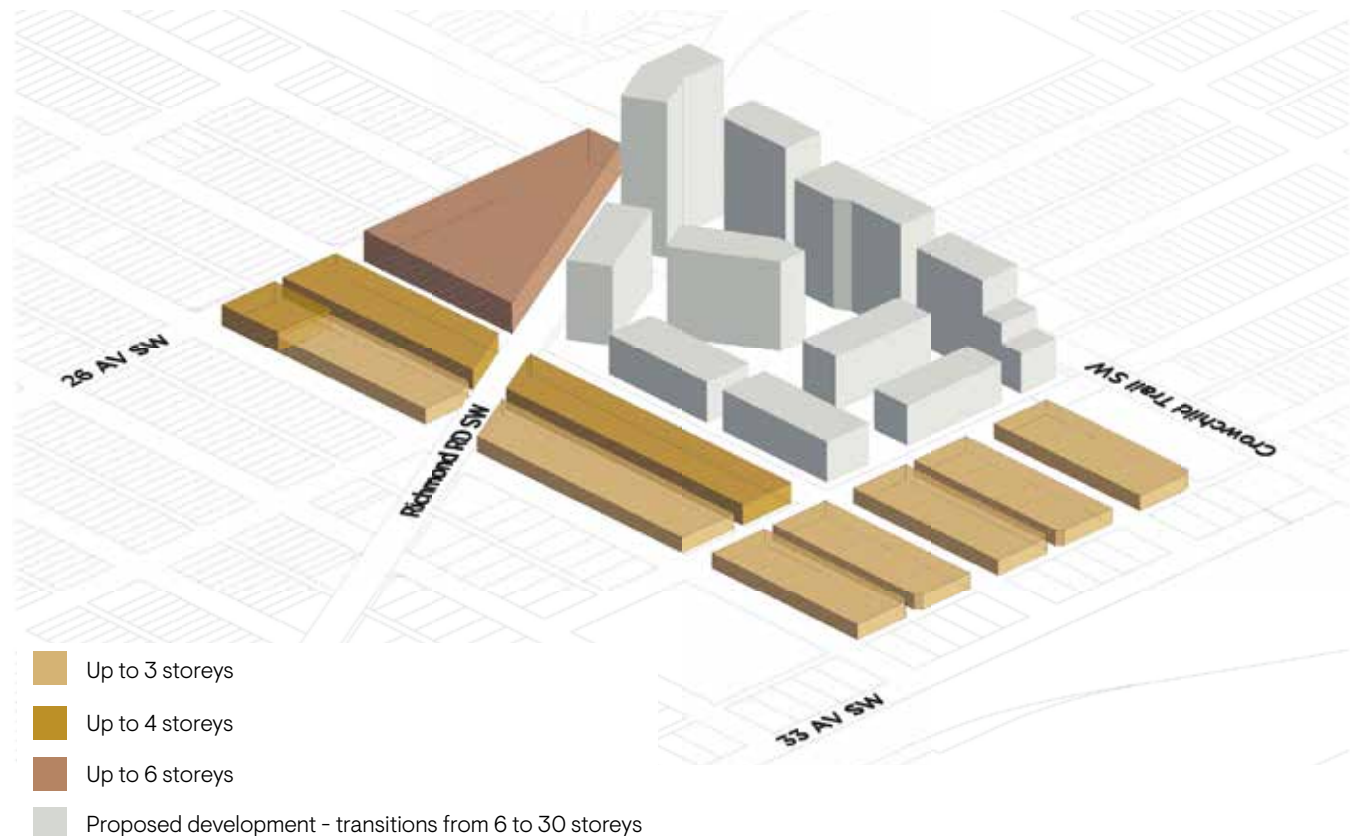
- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.





We recognize from the Westbrook LAP that the site is surrounded by development that can change and will change over the foreseeable future into some form of lower scale multi-residential. As such, we have incorporated appropriate transitions of development on our site based on these anticipated building heights.

#### ILLUSTRATIVE SITE PLAN BUILDING HEIGHTS



**Note:** Building heights may vary based on site grading and building setbacks.

The Westbrook LAP specifically provides direction to our site within the Comprehensive Planning Sites section 2.2.5 as follows:

- i. locate taller buildings on the north end of the parcel to minimize shadowing on the open space;*
- ii. reduce building scale closer to 25 Street SW to transition to the existing lower scale residential development;*
- iii minimize driveway crossings of any new development by consolidating accesses and managing vehicle circulation on site; and,*
- iv. consider the future realignment of the MAX Yellow BRT.*



In our design for the site we have located taller buildings on the north end of the site closest to transit and along Crowchild Trail and in appropriate locations within the site. We have reduced the building scale closer to 25th Street as well as 30th Avenue SW in accordance with the approved building scales, minimized driveways to an internal circulation road network and have been considerate of the future realignment of the BRT. All of these elements will be taken into consideration with the proposed development of the site.

The pre-application comments provided by the City reference Section 2.2.5 of the LAP which directs a master planning exercise to be completed prior to, or at the time of, a planning application and should:

- i. identify an appropriate transition of use and scale to adjacent areas;*
- ii. identify a hierarchy of streets and pedestrian routes that connect destinations on and to the site;*
- iii. identify phasing for future development, including how parking areas change over each phase;*
- iv. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;*
- v. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;*
- vi. identify the location of publicly-accessible open space;*
- vii. identify opportunities to create a sense of place;*
- viii. integrate transit infrastructure; and,*
- ix. identify utility connections.*

We address many of these items in the Land Use Section of this document; however, some of these items will evolve through the planning application process.





### **Parks & Open Spaces in LAP 2.2.3.2**

#### **Site, Building and Landscape Design**

*b. Parks and Open Space areas should be designed to:*

- i provide access to both sunlight and shade;*
- ii protect existing trees and ensure adequate soil volume to support tree health and growth;*
- iii explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;*
- iv use landscaped areas to delineate open space and property boundaries, where possible;*
- v account for visibility within and around the site, including lighting where appropriate; and, provide accessible connections within the site*

*c. Parks and Open Space areas should support:*

- i opportunities for activities for people in all seasons;*
- ii adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city; and,*
- iii. winter-specific design and programming.*

*d. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements, and provide year-round programming.*

*e. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.*

*f. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.*





Our proposed parks and open space plan as part of our application has been specifically designed by our landscape architects Ground 3 to addresses all of these items.

As we are proposing comprehensive publicly accessible private amenity spaces integrated throughout the site; Policy 2.4.1.3 Amenity Space has been a key consideration throughout the design.

#### **2.4.1.3 Amenity Space**

- a. Publicly-accessible amenity spaces should be located and designed to enhance the public realm.*
- b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible.*
- c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:*
  - i. complement the space using high-quality materials;*
  - ii. be of an appropriate scale to support user comfort; and,*
  - iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.*
- d. Publicly-accessible and shared private amenity spaces should:*
  - i. be adequately sized to accommodate the anticipated number of users;*
  - ii. be flexible and adaptable to a variety of activities and programming;*
  - iii. include lighting and furniture;*
  - iv. consider sunlight and shade access; and,*
  - v. provide weather protection to support year-round use.*
- e. Private amenity spaces should:*
  - i. be adequately sized to accommodate furniture;*
  - ii. consider both sunlight and shade access; and,*
  - iii. provide weather protection to support year-round use.*
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture*



### 3.3 Climate Emergency

On November 15, 2021 Calgary City Council voted to declare a Climate Emergency. Through the declaration of a Climate Emergency and the prioritization of Climate Resilience as one-of-three foundations of Council's Strategic Direction for 2023-2026, The City is addressing climate change as a strategic priority and Council is committed to action.

The Council-approved Calgary Climate Strategy: Pathways to 2050 sets The City's climate vision, guiding principles, goals and targets to achieve the outcomes of the Climate Emergency Declaration. The 2023-2026 Implementation Plan focuses on the corporate and community-based climate programs and actions to be taken over the next four years.

The City cannot achieve Calgary's climate goals alone. External community partners, organizations, businesses and industries are making significant commitments to climate action and are leading initiatives that contribute to Calgary's greater climate goals.

The 2023-2026 Climate Implementation Plan has been prioritized into 6 focus areas. Our land use application seeks to address each of these items in a responsible manner as follows:

#### I. Communities

- ii. 2501 Richmond is being comprehensively planned as an integrated, wholistic, and synergistic community. This site presents a unique opportunity to locate housing immediately adjacent to higher order transit, as well as near multiple employment centres and amenities.
- iii. Minto is currently targeting LEED ND (Leadership in Energy and Environmental Design Neighbourhood District) certification for 2501 Richmond. LEED ND is a third-party certification that looks beyond the building scale to consider entire communities that are sustainable, healthy, and well connected.





## II. Buildings

- i. LEED certification at the building level provides a framework for healthy, highly efficient, and cost-saving green buildings, which offer environmental, social, and governance benefits. Minto intends to pursue LEED certification on buildings at 2501 Richmond, continuing a track record of successes across multifamily projects in Calgary and across the country.

## III. Energy Supply

- i. Initial feasibility studies have been performed to evaluate site candidacy for renewable energy sources and district energy recovery systems. Rooftop photovoltaic panels applied to eligible rooftops have the potential to cover 12% to 20% of annual energy consumption in the development. Ultimate feasibility of various systems will be dependent on a multitude of factors including but not limited to prevailing utility rates, capital market dynamics, consumer trends, and partner investment.







#### IV. Mobility

- i. The site is considered a future Transit Station Area given the direct and adjacent access to the BRT (MAX yellow line) on Crowchild Trail.
- ii. Auto dependency is reduced given the location – access to transit and enhanced connectivity to cycle and pedestrian routes.
- iii. Redevelopment will improve the existing public streets surrounding the site (30 Ave, 25 St. and Richmond Rd. SW) – adding sidewalks and creating a more comfortable and attractive pedestrian environment, as well as introducing a 5A multi-use pathway connection through the site.

#### V. Natural Infrastructure

- i. The presence of green spaces helps mitigate and improve resiliency to climate change by helping to reduce the likelihood of flooding, improve air quality and provide cooling and shade.
- ii. The proposed plan minimizes pavement and provides more green space and opportunities for trees and other vegetation which can help replenish ground water reserves, reduce the heat island effect, and relieve stress on storm drains when LID is incorporated into the development. The proposed plan will exceed the minimum requirements for landscaped area, and will make key green spaces publicly accessible – designed to encourage use by the broader community.

#### VI. Education & Outreach

- i. Minto's mission to build better places to live means recognizing the impact projects have on the environment and people. From community relations through to consumer education and investor relations, Minto continuously puts Environmental Social and Governance considerations at the forefront of communications. Minto's most recent ESG report can be found at <https://www.minto.com/about-minto/Environmental-Social-and-Governance.html>.



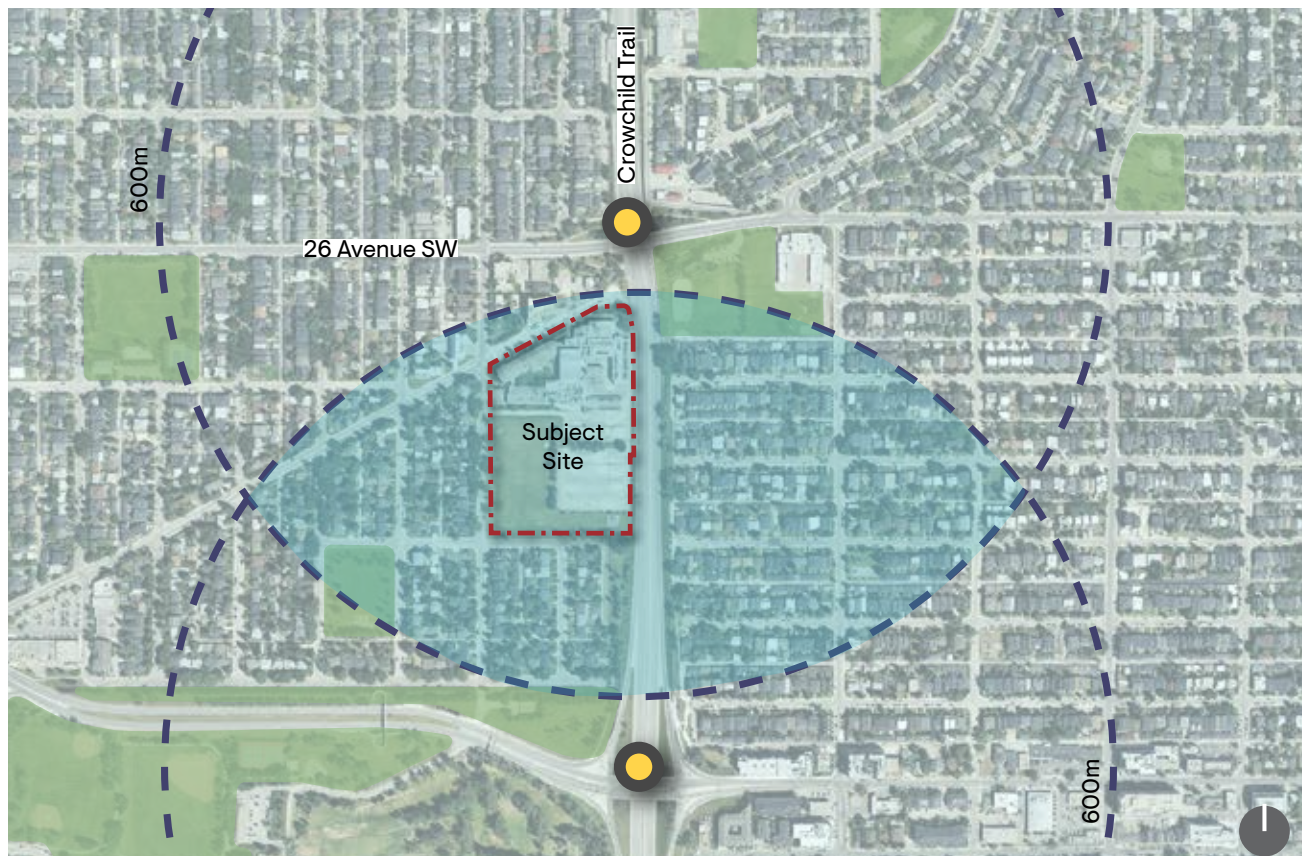
### 3.4 Housing & Affordability

Calgary has a housing crisis of both housing affordability (i.e. the individual capacity and capability to afford housing costs) and affordable housing (i.e. the financial entry to purchase or rent housing).

In June 2023, Council received the recommendations of the Housing Affordability Task Force for information and directed Administration to incorporate the Housing and Affordability Task Force Recommendations and Actions into the revisions presently underway on the Corporate Affordable Housing Strategy. At a special meeting on September 16, 2023, Council approved The City of Calgary's Housing Strategy 2023 – 2030 with amendments namely:

- Leveraging City owned sites for emergency housing for families;
- Including incentives for downtown office conversions to support post-secondary residents;
- Investigating business licensing for residential landlords;
- Considering infrastructure investments for increased densities; and
- Adding reporting considerations for planning application processes

#### 600M WALKSHED FROM CROWCHILD TRAIL BRT STATIONS







These recommendations were focused on the following three main outcomes, to which our proposed development will respond as follows:

- 1 Increase and diversify the supply of housing. Boost development by 1,000 more market homes beyond what is normally built in a year, and at least 3,000 non-market affordable homes a year.**

Within the 600m walkshed radius of the 26 Ave and Marda Loop BRT stations, 2501 Richmond will be introducing a missing housing type that has not historically been available in any representative quantity. For reference, a search of ALL home sales since January of 2022 within this overlapping transit service area yielded deeply unaffordable home prices for the typical Calgary household. In recent history the lowest available sale price was over \$500,000 and the average home sale was over \$950,000.

- 2 Strengthen the housing sector to support partner collaboration and foster a greater impact than if they were to act alone.**

We have noted that the Westbrook LAP calls for a multitude of improvements near the 2501 Richmond site, from BRT station upgrades to pathway improvements. Minto is looking to actively partner with City on ideal investment around this TOD node and it's connectivity to Calgary at large.

- 3 Improve living conditions for people in rental housing.**

Minto's proposed comprehensive design and approach to delivering plentiful new multifamily housing stock enables renters to have much better access to supply and choice in this part of the city. Further the scale of the site and integration of open space in an innovative manner; provides an aesthetic that small infill developers cannot supply.

# Section 4.0

# Land Use Plan



**minto**  
Communities







# Land Use Plan

The proposed land use plan essentially reflects the comprehensive planning of the site and addresses the items required within the Westbrook LAP.

The current land use for the site is Residential – Contextual One Dwelling District (R-C1) which allows for a school as a permitted use if in an existing building.

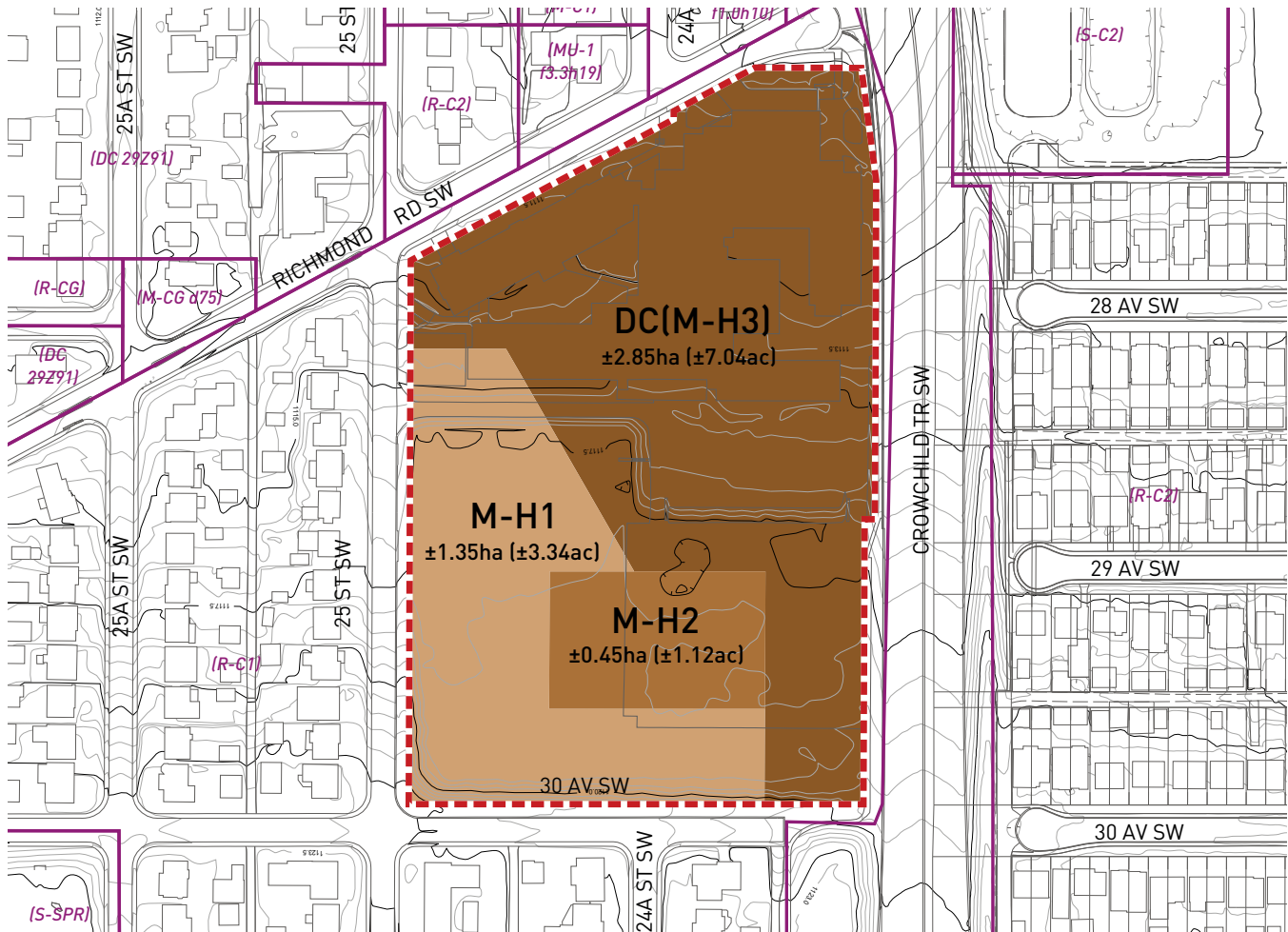
In accordance with Municipal Development Plan and Westbrook Local Area Plan, Minto is proposing a comprehensive residential development of this strategic transit-oriented site. To realize the aspirations of recently approved policy, we are proposing to redesignate to M-H1, M-H2, and DC(M-H3) to accommodate medium to high density development. The proposed land use is shown on the map provided. No Outline Plan has been provided with this application as Minto does not intend on subdividing the site.

The need for a Direct Control District for the M-H3 lands is to provide for a more flexible minimum density within the Direct Control District of 150 units per hectare to enable a variety of built forms. In addition, minimum setbacks are proposed to be zero to accommodate flexible building placement on the site. The Draft Direct Control District is provided for your consideration.

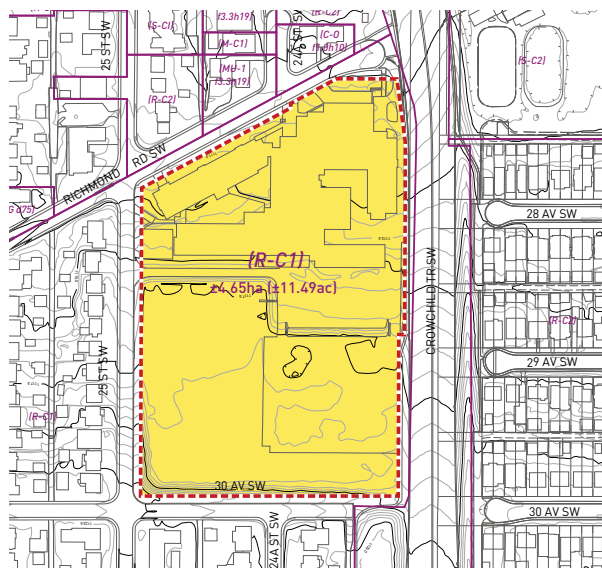




## PROPOSED LAND USE



## EXISTING LAND USE



- Subject Lands
- 0.5m Contours
- Existing Land Use Boundary
- (R-C1)** Existing Land Use District
- M-H1: Multi-Residential - High Density Low Rise District
- M-H2: Multi-Residential - High Density Medium Rise District
- DC(M-H3): Direct Control - Multi-Residential - High Density High Rise District

### Land Use Statistics

From	To	ha	ac
R-C1	M-H1	1.35	3.34
R-C1	M-H2	0.45	1.12
R-C1	DC(M-H3)	2.85	7.04
Total		4.65	11.49

The anticipated density based on 2503 units would result in 538 units per hectare (217 units per acre).





## **DRAFT DIRECT CONTROL DISTRICT | DC based on the M-H3 District**

### **Purpose**

1. This Direct Control District is intended to accommodate development that is characterized by:
  - (a) land uses that support transit use;
  - (b) a comprehensively designed multi-residential development; and
  - (c) provides building setbacks to complement the design of the development and to help screen and buffer elements of the development.

### **Compliance with Bylaw 1P2007**

2. Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

### **Reference to Bylaw 1P2007**

3. Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

### **Permitted Uses**

4. The permitted uses of the Multi-Residential – High Density High Rise (M-H3) District of Bylaw 1P2007 are the permitted uses in this Direct Control District.

### **Discretionary Uses**

5. The discretionary uses of the Multi-Residential – High Density High Rise (M-H3) District of Bylaw 1P2007 are the discretionary uses in this Direct Control District.

### **Bylaw 1 P2007 District Rules**

6. Unless otherwise specified, the rules of the Multi-Residential – High Density High Rise (M-H3) District of Bylaw 1P2007 apply in this Direct Control District.

### **Floor Area Ratio**

7. (1) The maximum floor area ratio is 11.0.  
(2) No minimum floor area ratio in this Direct Control District.

### **Density**

8. The minimum density in the Direct Control District is 150 units per hectare.

### **Building Setbacks**

9. The minimum building setback from a property line is zero metres.

### **Building Height**

10. The maximum building height is 95.0 metres.

### **Relaxation Powers**

11. The Development Authority may relax section 6 of this Direct Control District only where the test for relaxation in Bylaw 1P2007 is met



## 4.1 Sustainability

Minto's success is measured by the health and vibrancy of the lives they touch and the environments they create. From green building to community building and quality living to responsible investing, our commitment to people and the planet is an important part of what they do.

For Minto, sustainability isn't just about being environmentally conscious. It's about the actions taken to invest in building a sustainable future by consuming fewer natural resources, minimizing waste and reducing greenhouse gas emissions, while providing modern spaces to live, work and play.

It's Minto's priority today and it will continue to be in the future. Minto believes there are four key areas that they can have an immediate impact on their customers' lives: cost savings, comfort, community and health. From building the first and largest LEED Gold Certified condominium in Canada (Minto Midtown) to having the first condo to meet the Toronto Green Standard Tier II (Minto 775 King), Minto consistently leverage their extensive experience with sustainable development. This commitment extends to their work in Calgary, with The Annex in Kensington recently being certified as the first LEED Gold v4 Multifamily Midrise in Alberta.







In addition to mobility, open space, and community education considerations, this land use application seeks to elevate sustainability in a responsible manner as follows:

- **COMMUNITY:** 2501 Richmond is being comprehensively planned as an integrated, wholistic, and synergistic community. This site presents a unique opportunity to locate housing immediately adjacent to higher order transit, as well as near multiple employment centres and amenities. Minto is currently targeting LEED ND (Leadership in Energy and Environmental Design Neighbourhood District) certification for 2501 Richmond. LEED ND is a third-party certification that looks beyond the building scale to consider entire communities that are sustainable, healthy, and well connected.
- **BUILDINGS:** At the building level, LEED certification provides a framework for healthy, highly efficient, and cost-saving green buildings, which offer environmental, social, and governance benefits. Minto intends to pursue LEED certification on buildings at 2501 Richmond, continuing a track record of successes across multifamily projects in Calgary and across the country.
- **ENERGY SUPPLY:** Initial feasibility studies have been performed to evaluate site candidacy for renewable energy sources and district energy recovery systems. Rooftop photovoltaic panels applied to eligible rooftops have the potential to cover 12% to 20% of annual energy consumption in the development. Ultimate feasibility of various systems will be dependent on a multitude of factors including but not limited to prevailing utility rates, capital market dynamics, consumer trends, and partner investment.



## 4.2 Pathway Connections & Amenity Space *(Publicly-Accessible Open Space)*

Past investigations with the City have indicated that municipal reserves are outstanding for the site. Rather than a traditional Municipal Reserve land dedication, to address the obvious need for open/amenity space on the site with the proposed intensification, we are proposing a network of connected publicly accessible private open spaces which will include a pathway network through the site to the BRT station located northeast of our site.

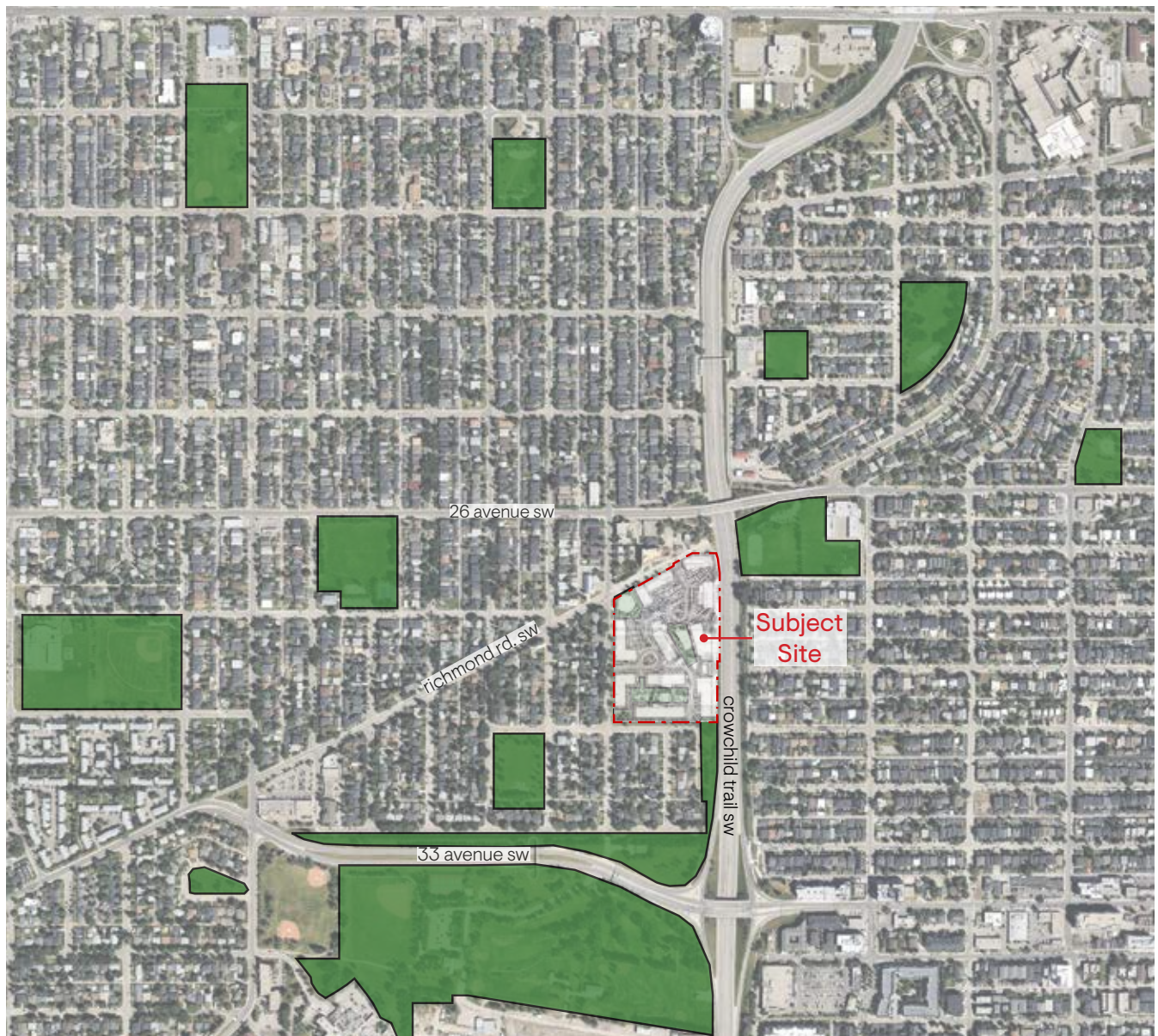
In recognition of the existing north/south pathway located adjacent to Crowchild Trail, Minto is proposing to provide additional private open space to improve this connection. In order to demonstrate Minto's commitment to open space, please find included some precedent images that illustrate possible pathway connections and amenity spaces.

The approach to pathway connections and amenity spaces follows important urban design principles intended to facilitate not only connectivity, but placemaking.



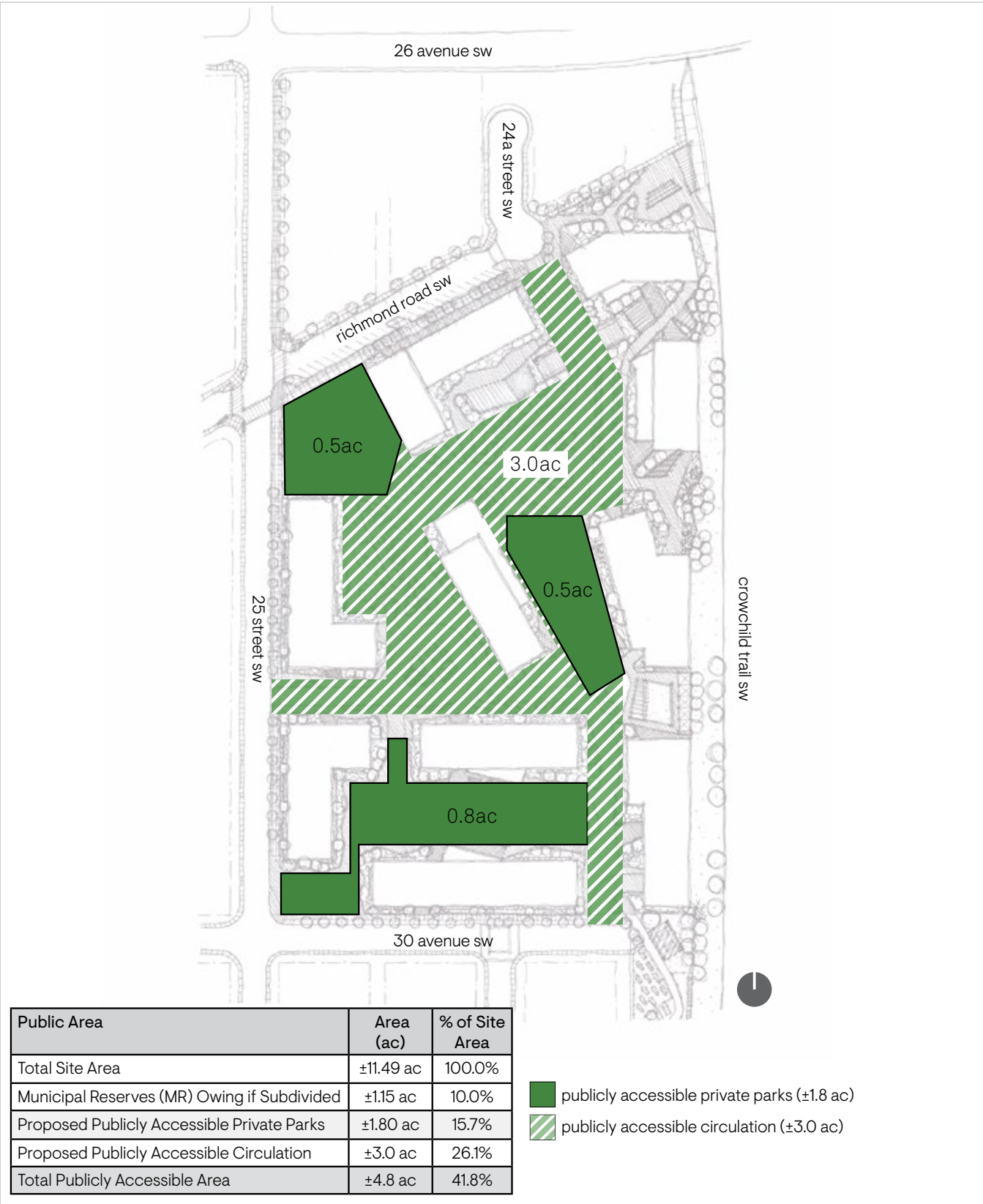


PROPOSED PARKS IN CONTEXT WITH OPEN SPACE NETWORK





PUBLICLY ACCESSIBLE SPACE





### Create a sense of enclosure

An important aspect of high-quality amenities is creating good enclosures – “squares” and courtyards framed by buildings and/or streets provide order, structure and definition to everyday activities and movements. These threshold spaces can be more, or less, choreographed; however, both approaches enable opportunities for human connectivity and the ability to adapt to changing uses and user preferences over time.

### Create legible, layered outdoor spaces

Practical and easy to navigate spaces are essential; a clear hierarchy of space, use and scale have been incorporated into site design to achieve this effect.

### Focus on people-first design (human-centric design)

Places are scaled to human proportions, senses and experiences. Spaces are designed for the user and the spaces can shift between different functions and activities.

### Parks, plazas and the public realm

Whether formal or informal, open space is a key element of the urban environment providing opportunities to connect with nature, relax, play and socialize.

The quality of space required for outdoor living dictated and influenced the size, shape and positioning of buildings. This approach is exemplified in the proposed site plan. The site plan provides 3 distinct and connected open spaces that are publicly accessible and serve different functions.







CONCEPT PLAN





## 4.3 Site Design

Redevelopment of the 2501 Richmond site presents an opportunity to realize the site's potential as a transit station area along Crowchild Trail (consistent with the Westbrook Local Area Plan). To accomplish this, a greater range and intensity of (residential) land uses is required in more compact built forms than what currently exists in the neighbourhood.

Site design will play an important role in creating a unique sense of place within the broader community. Successful placemaking in this context can help ensure economic prosperity, social well-being and a sense of community which are important elements in evolving urban environments. The proposed plan is based on the belief that diverse and connected places contribute to more resilient communities and neighbourhoods.

The site design helps the buildings and spaces in-between coalesce into a place of comfort, convenience, usability and enjoyment. To achieve these objectives, the following urban design principles were considered in the site planning and design:

### 1 A mix of uses and housing types

Introducing a greater variety of housing types into the neighbourhood will attract different demographics and create more attainable housing options for people of every age, race, income, family dynamic and ability.

### 2 Scaled approach to density

A scaled approach to urban density creates an appropriate transition from existing low-density development to mid and higher profile built forms. This scaled approach also helps people in mid to higher built forms to connect with the ground plane which include critical social spaces.

### 3 Integrated mobility

Enhancing and expanding the places to walk, run and cycle enables healthier lifestyles and when coupled with reduced car usage, creates a more sustainable urban environment. The proposed plan ensures walking and cycling infrastructure and routes integrate with existing and planned public transit through simple connections to nearby BRT and cycle routes.





#### **4 Focus on people-first design (human-centric design)**

Places are scaled to human proportions, senses and experiences. Spaces are designed for the user and the spaces can shift between different functions and activities. Grade changes, building separations, and building orientations are thoughtfully considered to integrate community connections with private enjoyment. A balanced, campus-like experience is favoured, bringing neither the tight arrangement of structures found in very urban settings, nor the vague undefined open spaces of suburban, car-oriented neighbourhoods.

#### **5 Sense of enclosure at the ground plane**

An important aspect of high-quality amenities is creating good enclosures – “squares” and courtyards framed by buildings and/or streets provide order, structure and definition to everyday activities and movements. These threshold spaces can be more, or less, choreographed; however, both approaches enable opportunities for human connectivity and the ability to adapt to changing uses and user preferences over time.



## 6 Legible and layered outdoor spaces

Practical and easy to navigate spaces are essential; a clear hierarchy of space, use and scale have been incorporated into site design to achieve this effect.

## 7 Parks, plazas and the public realm

Whether formal or informal, open space is a key element of the urban environment providing opportunities to connect with nature, relax, play and socialize. The quality of space required for outdoor living dictated and influenced the size, shape and positioning of buildings. This approach is exemplified in the proposed site plan. The site plan provides 3 distinct and connected open spaces that are publicly accessible and serve different functions.







**'GATHER' PRECINCT (0.6 AC)**  
NW CORNER (25 ST. & RICHMOND RD SW)

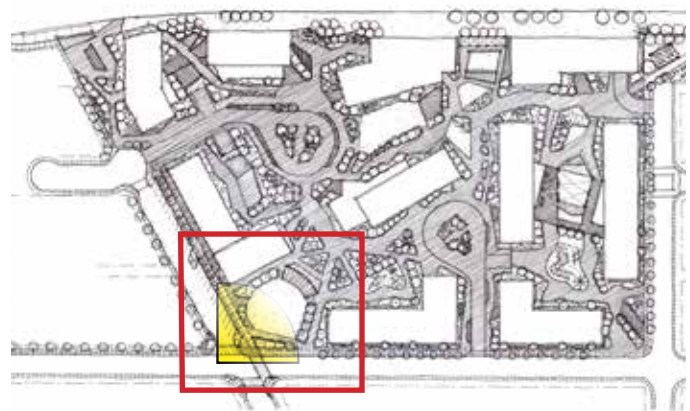






The **gather** space is a primary gateway to new development and is intended to be a versatile space that supports year-round programming and activities that encourage community connections and gatherings.

As an open lawn with peripheral seating and plantings, the space becomes a place to rest, gather and recreate, and supports both programmed and unprogrammed activities like community picnics/markets and frisbee in warmer months, and ice skating in the winter.







## ‘GATHER’ KEY CHARACTERISTICS:

### Versatile Year-Round Use

The park’s circular lawn can accommodate 4-season use such as ice-skating in the winter, and informal play and community event programming in the warmer months. This is a versatile space with visual connections to the public street making it easily accessible to the broader community throughout the year and providing recreational opportunities for residents and the public in all seasons.

### Architectural Aesthetics

The steps around the perimeter and the overhead structure not only add visual appeal to the park but seating and shade for visitors. The park’s design creates a distinctive and inviting atmosphere unique to the site and not found anywhere within the surrounding communities.





### Enhanced Safety and Visibility

Overhead lighting will ensure that the park is well-lit during the evening, shoulder, and winter months, promoting safety and allowing for extended hours of use. This also makes it an attractive destination for evening gatherings and events.

### Community Gathering Hub

Potential retail use adjacent to the park provides a convenient and social space for park-goers to relax, enjoy refreshments, and engage with the community. It fosters a sense of neighborhood connectivity and promotes local businesses by consolidating raised plaza space with views down on the lawn.

### Gateway to Development

As an aperture into the development, this park serves as a welcoming entry point, encouraging foot traffic and exploration of the surrounding area. It can also act as a central hub for community events and gatherings, helping to strengthen community ties.





## **‘PLAY’ PRECINCT (0.98 AC)**

Public facing corner (SW area of the site)







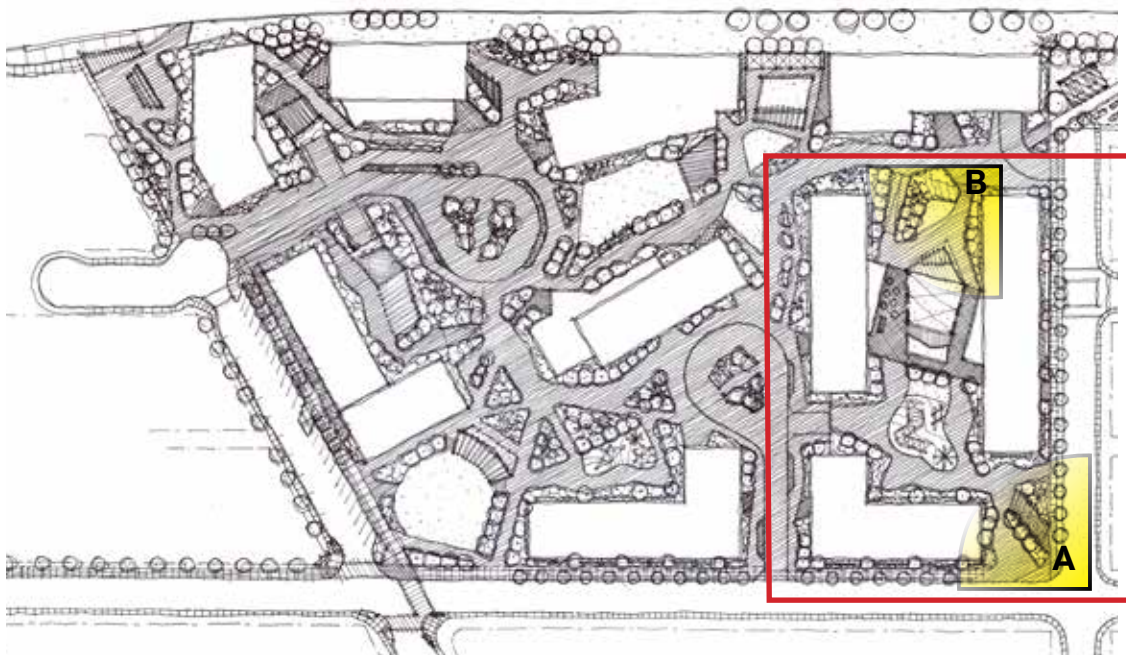
View A



View B

This space offers a range of **play** opportunities that promote physical activity, creativity, and social interaction which contribute to community well-being and becomes an attractive destination for the broader community.

This space is located above a parkade and will incorporate raised planting beds to balance an urban and naturalized aesthetic, and define boundaries between public and private space. Programming may include a large, accessible and customized playground with the potential for breakout space and lawn area that is accessible to the public.





## ‘PLAY’ KEY CHARACTERISTICS:

### Engaging Play Opportunities

With elements such as a large, customized playground and adjacent turf lawn or splash pad, this space can offer a diverse range of play opportunities for children and families. This promotes physical activity, creativity, and social interaction, contributing to the overall well-being of the community and creating an attractive destination.

### Convenient Access to Amenities

Proximity to interior amenity spaces in the nearby buildings creates a fluid interaction between private use for residents of the buildings, and public exterior use for the broader community. Interior uses don’t affect the accessibility of the park, and play features remain publicly accessible at all times.





## Enhanced Green Space

Using raised planting beds and strategic siting above the parkade, this space will balance both an urban and naturalized aesthetic to provide green buffers to residential spaces, and clearly define a comfortable and welcoming publicly accessible park for families within the community.

## Accessibility and Connectivity

The inclusion of stair and ramp access to the multi-use pathway on the east side makes the park accessible to individuals of all abilities and provides a way of moving through the park and into the rest of the site. The entry trellis as a gateway adds a visually appealing and welcoming aperture, creating a sense of arrival and identity for the park space. This promotes inclusivity and connectivity within the community.





## **'REFUGE' PRECINCT (0.42 ac)**

Centrally located, adjacent to the multi-use path and vehicle access loop

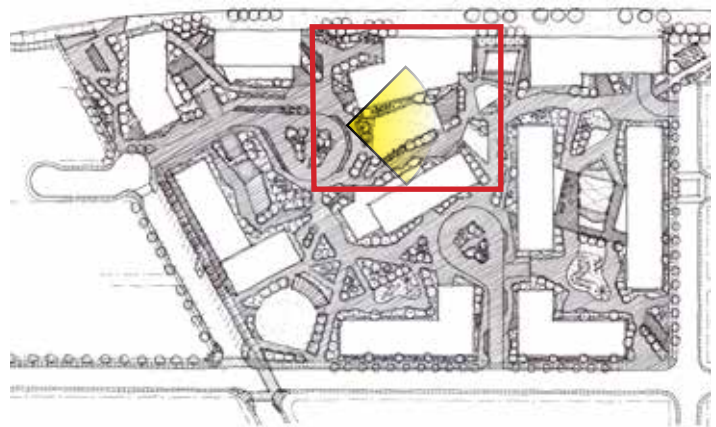


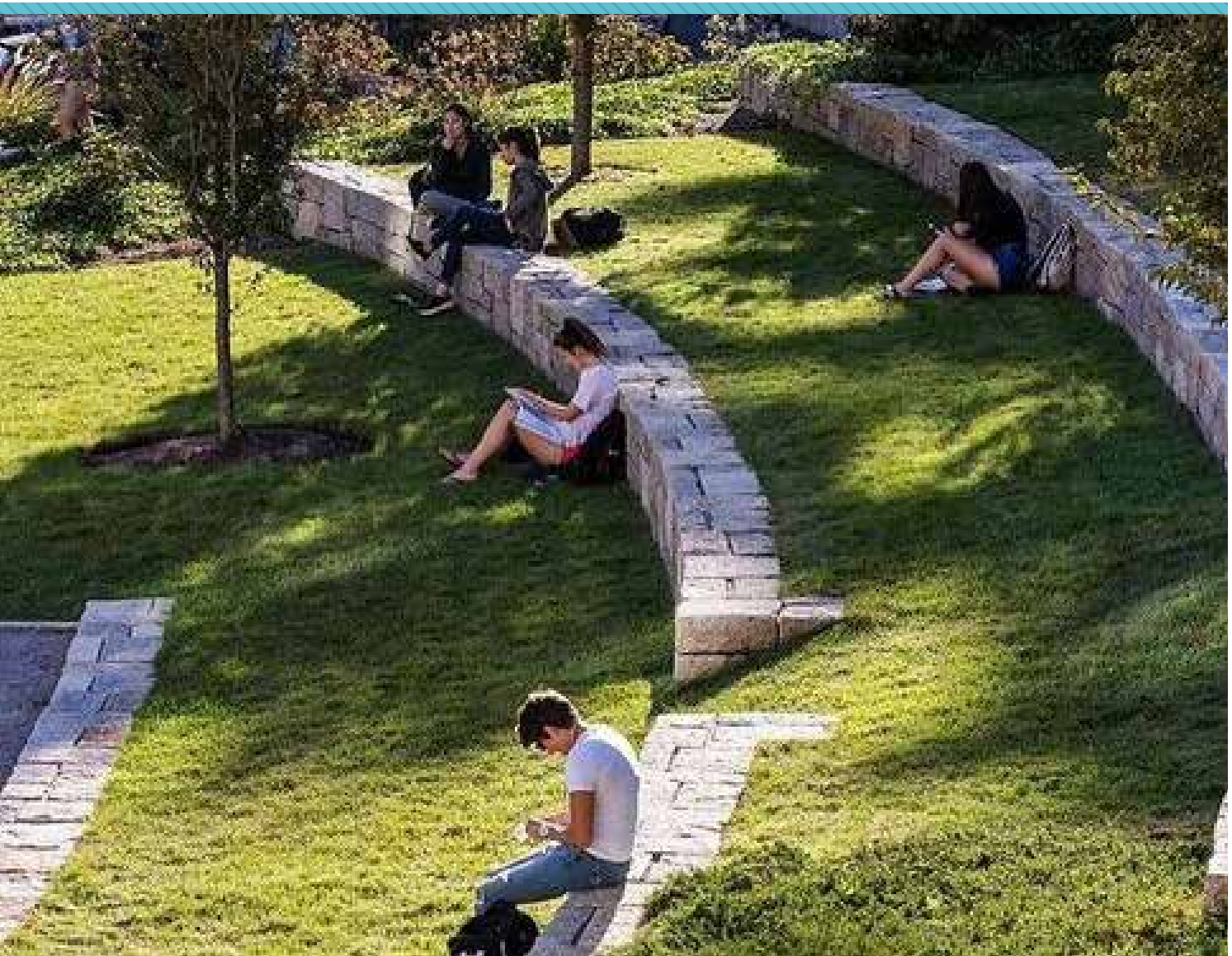




This space is centrally located and provides opportunities for **refuge** and respite amidst higher density development and taller built forms. This sapce can be a naturalized sanctuary with an enhanced tree canopy and sloping lawn. The lawn leads to a structure that provides versatile space for community events. It is intended to be a more intimate space than the main gathering/gateway area near Richmond Rd.

Programming will include seating to support moments of rest and small group interactions, and enhanced landscaping to provide easy access to nature.





## ‘REFUGE’ KEY CHARACTERISTICS:

### Natural Sanctuary

The enhanced tree canopy creates a natural sanctuary within the urban environment, offering unexpected respite from surrounding residential density that can change the perception of scale and vertical spaces within the development. It also serves to mitigate noise pollution from adjacent vehicular corridors such as Crowchild Trail.

### Versatile Event Space

The sloping lawn leading to a stage or structure provides a versatile space for community events, performances, or gatherings. With stair and ramp access, it accommodates various activities and ensures the park can serve as a hub for communal engagement.





### Intimate Atmosphere

The sloped edges of the park not only add aesthetic appeal but also create a sense of intimacy and safety.

### Residential Connection

The peripheral residential patios with views into the park allow residents to visually connect with public and community events.

### Year-Round Accessibility and Safety

Overhead lighting year-round ensures the park is well-lit, promoting safety and extending its hours of use into the evening. Additionally, the access off the drop-off and pick-up loop and multi-use paths connecting beyond the development site enhances convenience and accessibility for all visitors, making the park a welcoming and inclusive refuge.





## 4.4 Access

The site is proposed to be accessed by a private road network with internal road access easements registered to provide access to the comprehensively planned residential development. A Transportation Impact Assessment (TIA) has been completed for the proposed density, with the understanding that Transportation Demand Management (TDM) measures and infrastructure improvements will be required to support the broader Westbrook Local Area Plan that this project is part of.

All paths of travel will be designed to be universally accessible (both around and within the site).

Access points from the existing public street network will be minimized to create uninterrupted street frontage on the public streets surrounding the site which improves pedestrian safety and a more aesthetically pleasing streetscape.





## PUBLIC STREET FRONTAGE





SITE ACCESS







Minto communities is planning a 2,500 unit residential development at 2501 Richmond Road SW on the site. The City of Calgary requested a Transportation Impact Assessment (TIA) to review the transportation impacts of the proposed development. Study findings are detailed below.

#### Vehicle

- **Volumes** – When compared to the historical school use, anticipated site traffic generation is lower during the weekday AM peak hour and higher during the weekday PM peak hour.
- **Intersection Analysis** – Analysis results are summarized in Table 1.1.
- **Signal Warrants** – The addition of the development requires new signals at:
  - 25 Street & 26 Avenue SW
  - 29 Street & Richmond Road SW
- **Road Classifications** – Upgrades to 25 Street SW (26 to 30 Avenue) will be required with development. Richmond Road SW will continue to operate within guidelines.
- **Collisions** – The addition of signals would address collision history at two intersections (25 Street & 26 Avenue SW and 29 Street & Richmond Road SW). Curb extensions at 25 Street & Richmond Road SW would address collisions occurring due the intersection angle.

#### Active

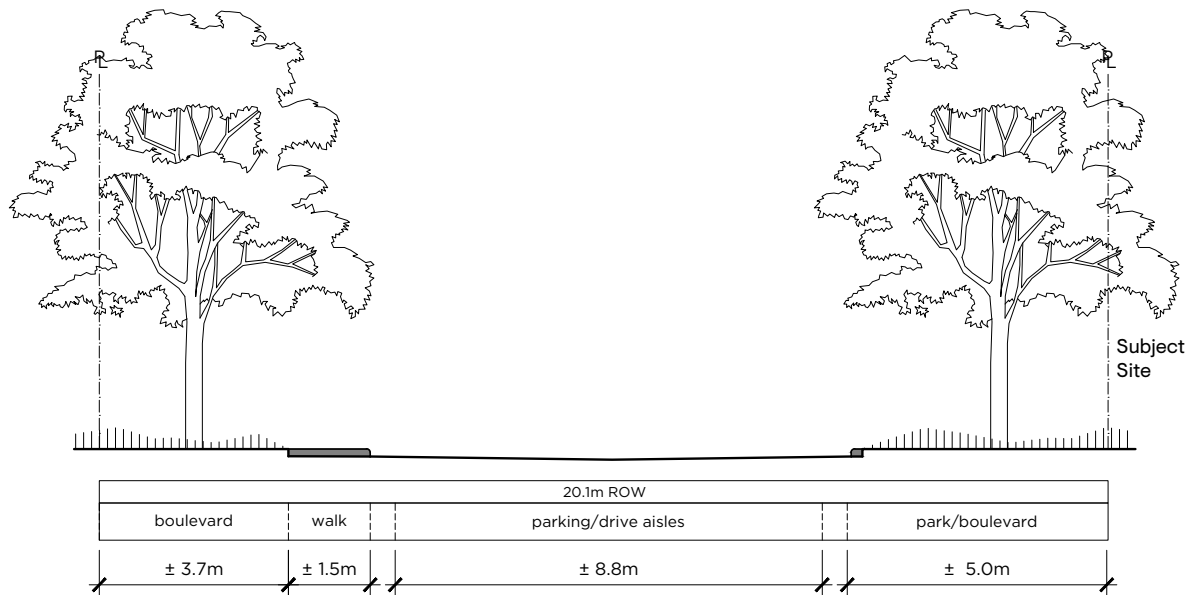
- **Sidewalk** – Frontage improvements will be provided.
- **Crosswalks** – Current crosswalk controls meet guidelines. Curb extensions are recommended at 25 Street & Richmond Road SW.
- **Crowchild Trail Overpass** – A new overpass at 29 Avenue SW should be considered to provide improved connectivity.
- **Cycling** – The site is serviced by bike lanes on 26 Avenue SW. An upgraded pathway, built to 5A standards, will be integrated through the site and tie-in to planned 5A network improvements on 26 Avenue SW.
- **Transit** – The site is serviced by bus stops on 26 Avenue SW (#6) and Crowchild Trail SW (Max Yellow BRT, #20, #66). Shifting the southbound Crowchild Trail SW stop closer to the site and adding BRT shelters would improve transit access.

Intersection Analysis Summary				
INTERSECTION		ANALYSIS SUMMARY		
		Background	50% Build Out	100% Build Out
29 Street &	Richmond Rd SW	Operates acceptably.	Westbound (stop) will experience higher delay during the PM.	Signal required with turn lane (northbound right).
	31 Avenue SW	Operates acceptably but impacted by 33 Avenue queuing.		Due to queue spillback from 33 Ave, southbound left turn restrictions should be provided (peak hours or all times).
	33 Avenue SW	Operates acceptably.	Southbound left turn arrow required.	Southbound left turn arrow required. Eastbound left will operate at capacity during the PM.
28 Street &	Richmond Rd SW	Operates acceptably.		
25A Street &	26 Avenue SW	Operates acceptably.		
	Richmond Rd SW	Operates acceptably.		
25 Street &	26 Avenue SW	Operates acceptably.	Signal required.	Signal required with turn lanes (westbound left + northbound right).
	Richmond Rd SW	Operates acceptably.		All-way stop required.
	30 Avenue SW	Operates acceptably.		

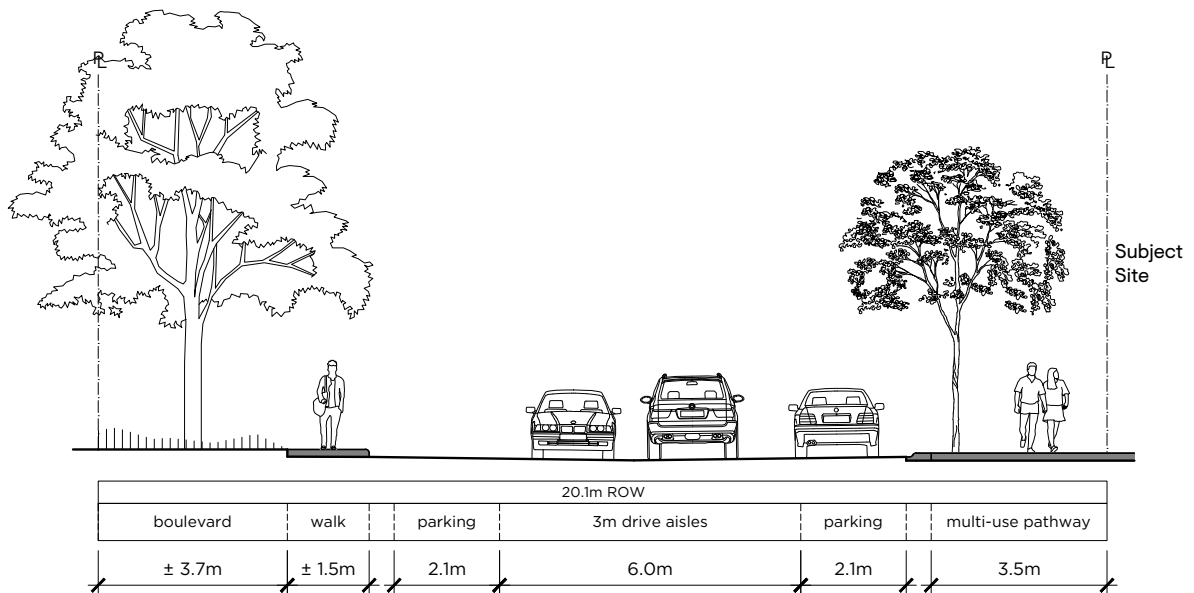




## 25 STREET SW (±20.0m Right-of-Way)



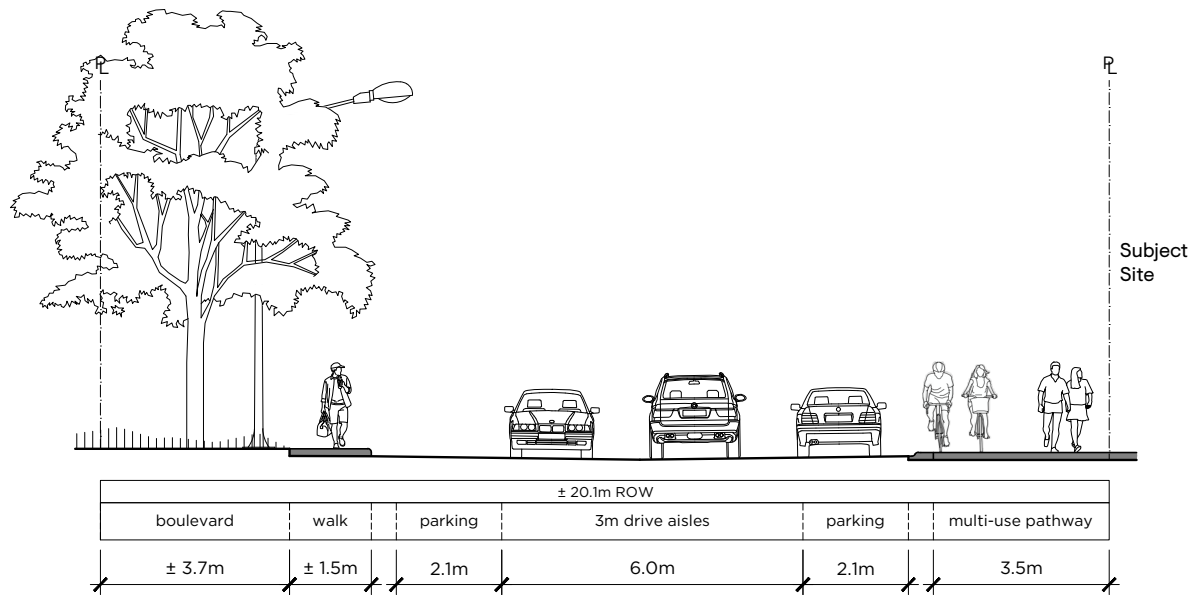
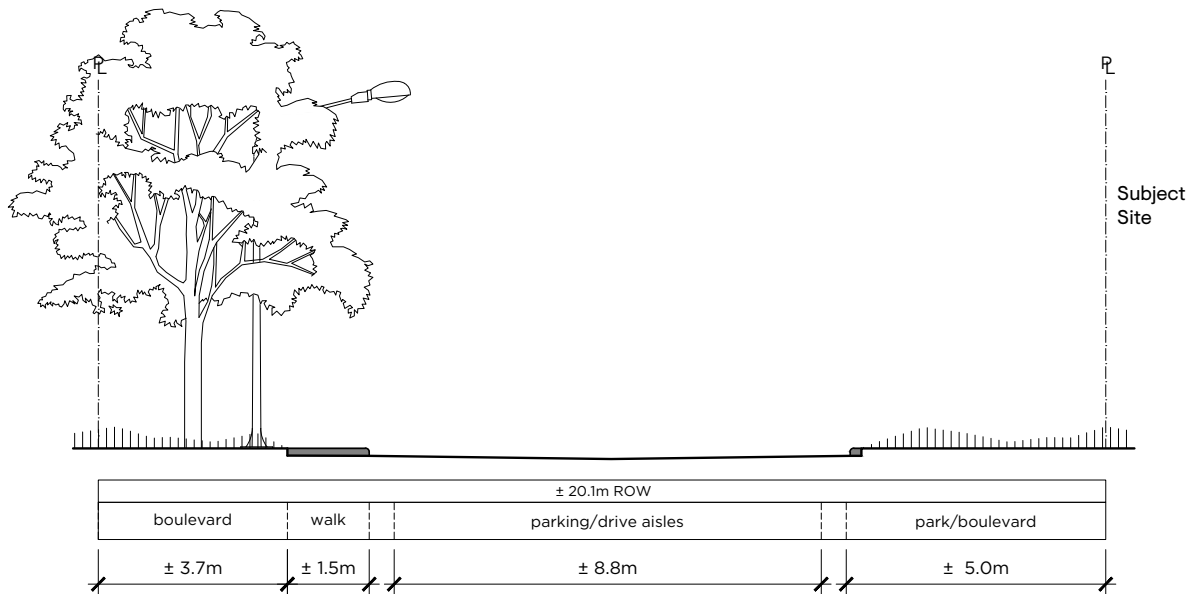
Existing Condition



Proposed Improvements

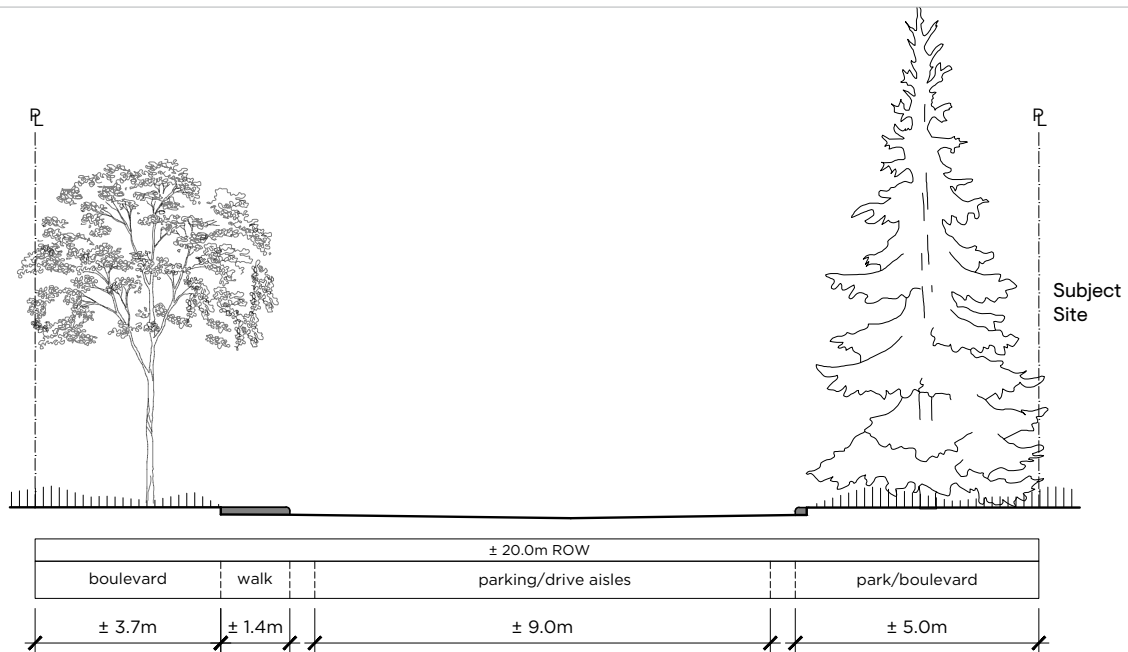


25 STREET SW @ RICHMOND ROAD (±20.0m Right-of-Way)

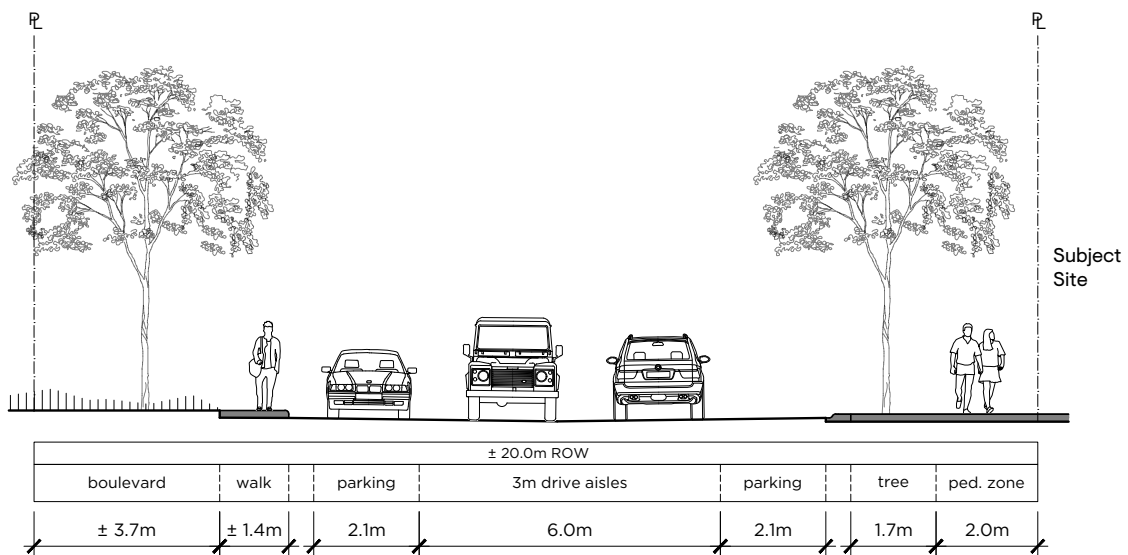




### 30 AVENUE SW ( $\pm 20.0\text{m}$ Right-of-Way)



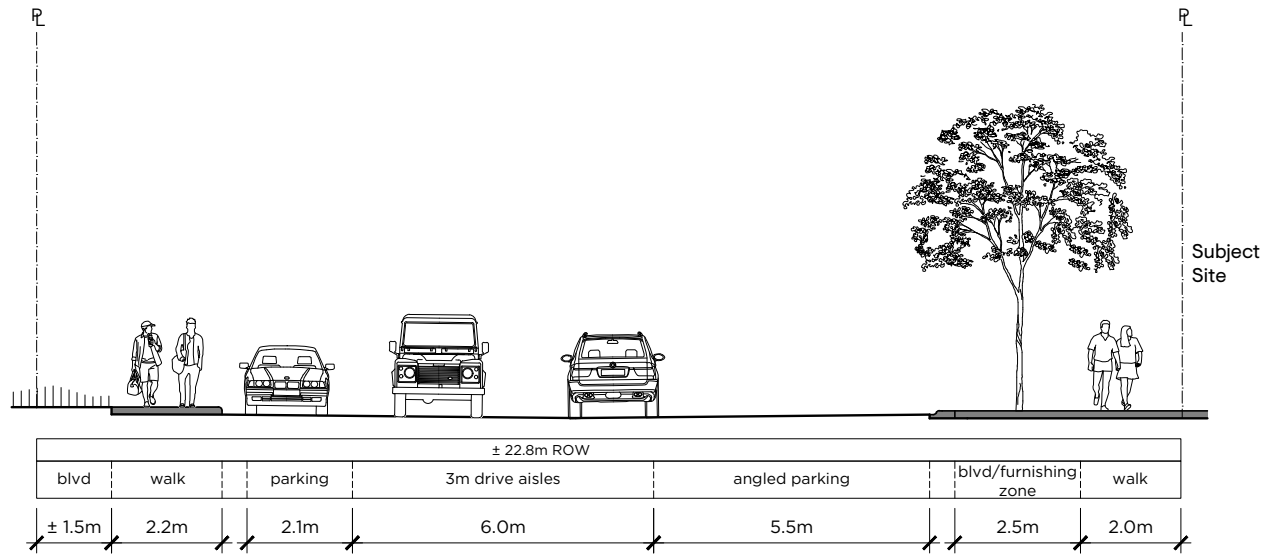
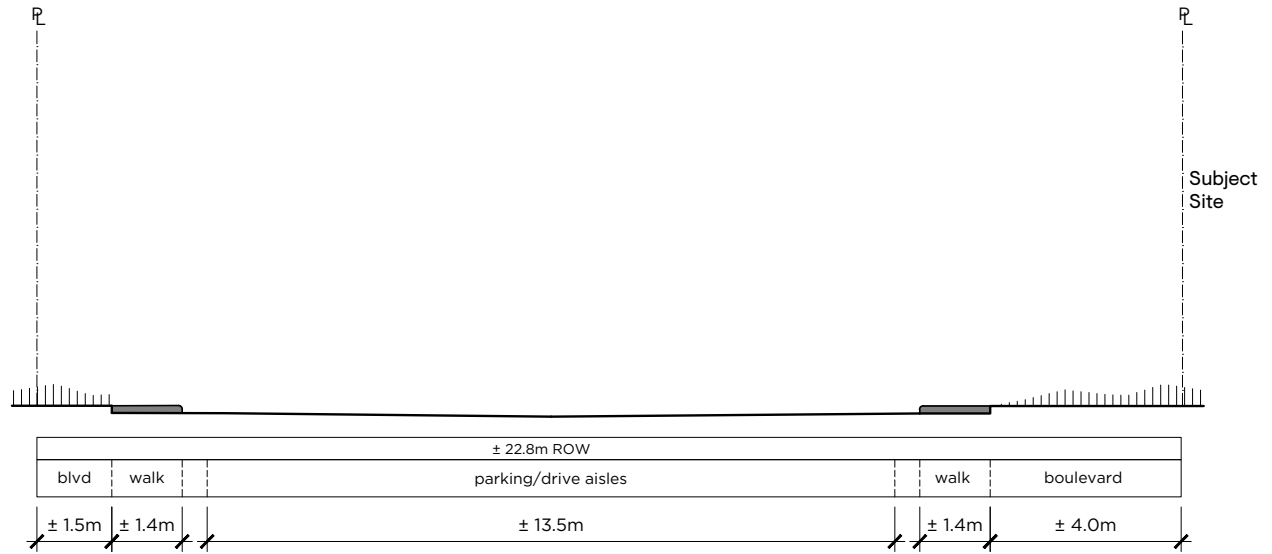
Existing Condition



Proposed Improvements

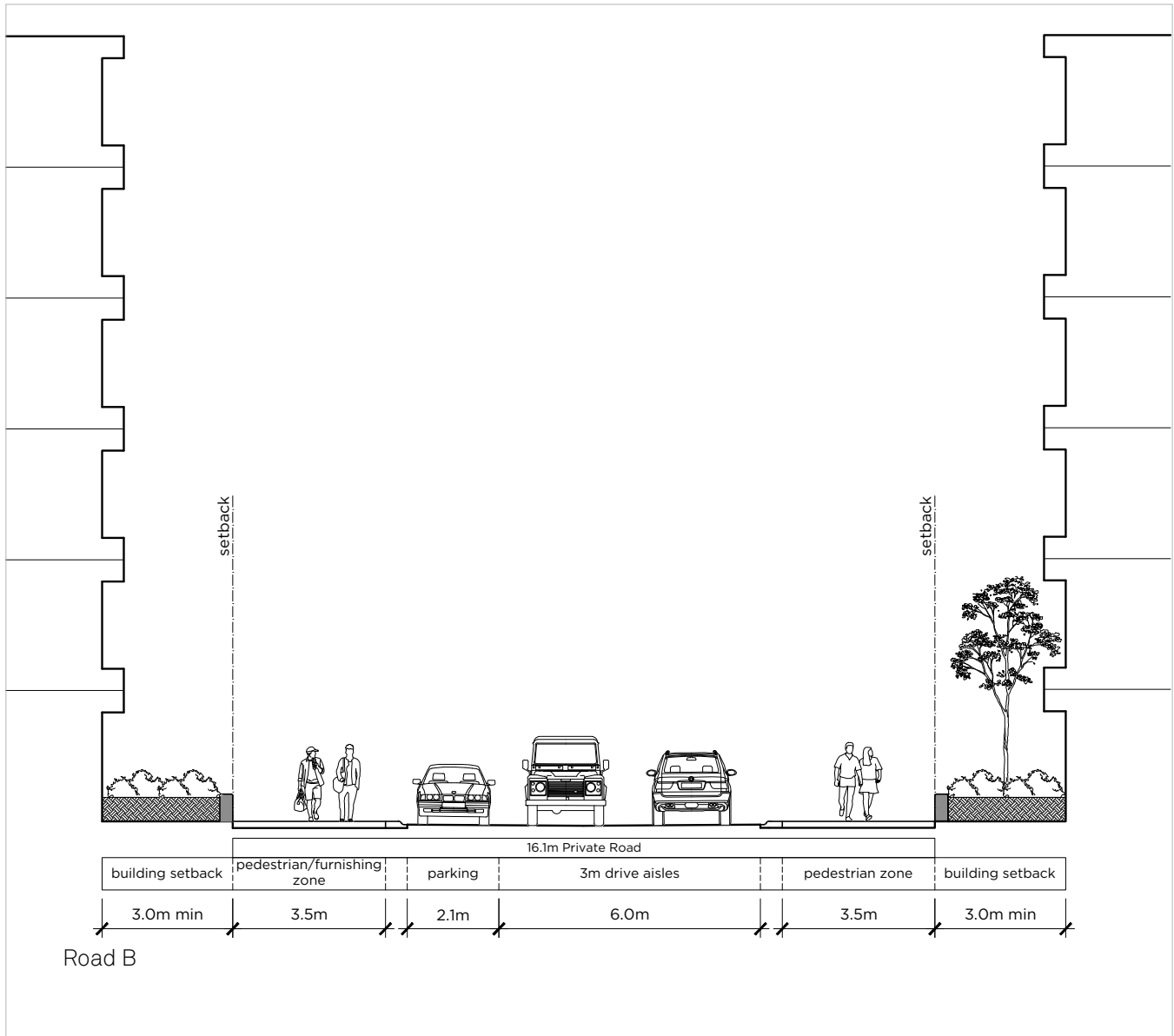


**RICHMOND RD. SW ( $\pm 22.8\text{m}$  Right-of-Way)**





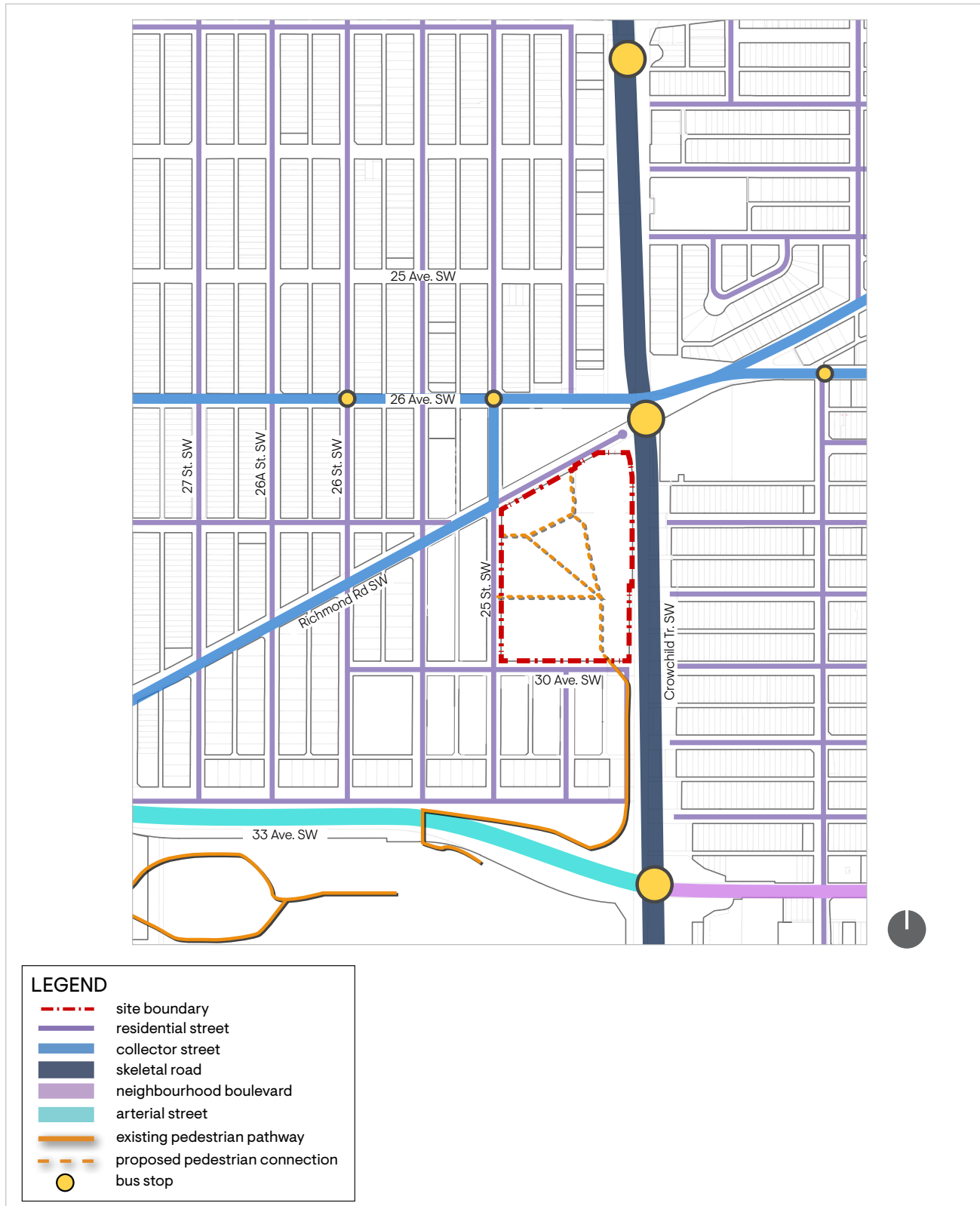
**PROPOSED PRIVATE STREET (±16.1M ROADWAY + PEDESTRIAN ZONE)**





A clear hierarchy of streets and pathways is demonstrated with direct connections to transit and cycle routes.

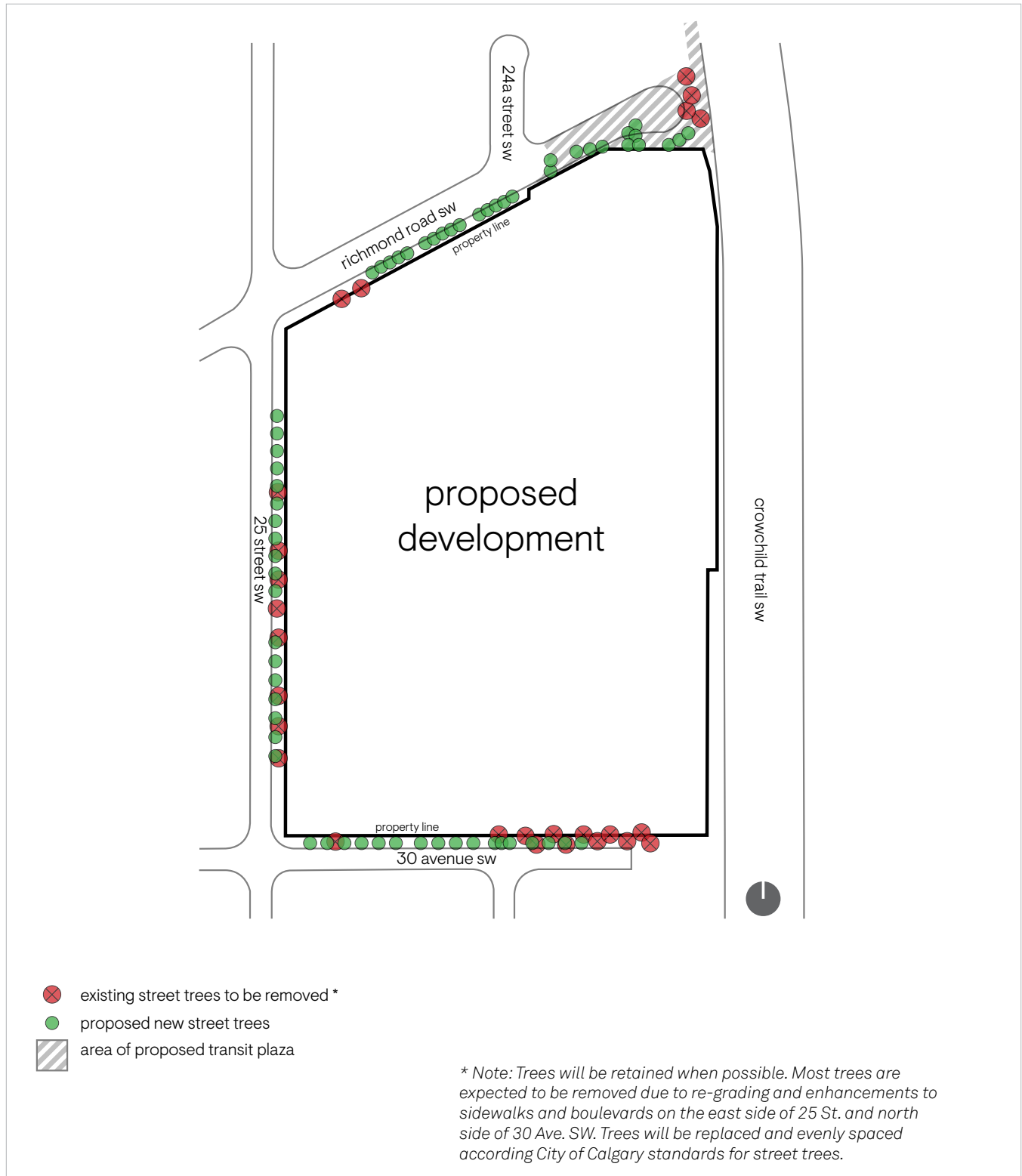
### STREET HIERARCHY





A plan has been provided showing the existing and proposed street trees to enhance the road right-of-ways.

## PUBLIC STREET TREES





## 4.5 Services *(Utility Connections)*

There are existing water, sanitary and stormwater utilities adjacent to the parcel, some of which were utilized previously to service the existing school.

The capacity of the existing water and sanitary network surrounding the parcel has been reviewed and the conclusion of this analysis has indicated the location of ideal utility connections to the existing system and upgrades to offsite infrastructure (if required) as follows.





Pasquini & Associates have prepared the following summary of existing utilities, proposed connections and required improvements.

#### PROPOSED UPGRADES TO SANITARY SERVICING

Service	Existing Adjacent Infrastructure	Proposed Connection Points	Offsite Upgrades
Water	<ul style="list-style-type: none"> <li>400mm water pipe within Crowchild Trail.</li> <li>150mm water pipe within 25 St SW.</li> <li>100mm water pipe within 30 Ave SW.</li> </ul>	Single connection to existing 400mm water pipe within Crowchild Trail.	None
Storm	<ul style="list-style-type: none"> <li>600mm storm sewer within Richmond Rd SW.</li> <li>450mm storm sewer within Crowchild Trail.</li> <li>300mm storm sewer within 30 Ave SW.</li> </ul>	Consolidate flows northward with multiple connections to existing 600mm storm sewer within Richmond Rd SW, which flows from West to East.	None
Sanitary	<ul style="list-style-type: none"> <li>200mm sanitary pipe at intersection of 24A St and Richmond Rd SW.</li> <li>200mm sanitary pipe within 25 St SW.</li> <li>250mm sanitary pipe at intersection of 24A St and 30 Ave SW.</li> <li>200mm sanitary pipe at intersection of Crowchild Trail and 29 Ave SW.</li> <li>250mm sanitary pipe at intersection of Crowchild Trail and 28 Ave SW.</li> </ul>	<p>For details see Sanitary Servicing Study prepared by Pasquini and Associates. Proposing two connections:</p> <ol style="list-style-type: none"> <li>1.Catchment A to MH13 at intersection of 24A St and Richmond Rd SW.</li> <li>2. 2.Catchment B to MH 27 within 25 St SW.</li> </ol>	<p>Approximately 1750 units of development can be accommodated before sanitary sewer pipe upgrades need to be constructed. Beyond 1750 units, phased upgrades of existing sanitary lines in 24A St and 25 St SW are proposed for three pipe segments totaling some 156m in length, upgrading the pipe to 250mm. These upgrades are based on achieving gravity (free-flow) conditions along all pipe segments.</p>



## 4.6 Phasing Of Development

The current concept considers phasing from lower density parcels in the Southwest corner of the site up to higher density nodes at the Northeast corner. This allows for initial phases of the development to screen adjacent neighbours from long term construction disruption, and allows for completion of pathway connectivity and key open space nodes early in the community's build out.

### PHASING











## Section 5.0

# Community Engagement



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Communities







# Community Engagement

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Minto has introduced themselves to the community through a mailed postcard and launch of a project website – **[www.2501Richmond.com](http://www.2501Richmond.com)**.

Early community outreach has included meetings with the Richmond Knob Hill Community Association (as recently as Nov. 14, 2023), conversations with adjacent residents and an email update to stakeholders on the site activities.

The information shared to date has been preliminary to introduce Minto as the site owner and residential developer. Initial community feedback indicates an understanding that the site will be changing to residential use, and includes concerns with density, traffic, and loss of greenspace. There will be further engagement undertaken throughout the planning process.





## Section 6.0

# Conclusion



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# Conclusion

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Minto Communities recognizes the housing crisis coupled with the climate emergency facing Calgary. In an effort to be part of the solution, Minto is exploring every opportunity to provide a development that provides more housing options in the most sustainable manner within a comprehensively planned unique community.

**Minto Communities and its consultant team look forward to a fulsome and thoughtful dialogue throughout the application process to realize the goals & aspirations for this strategic site.**



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