

# 2501 Richmond

WHAT WE HEARD REPORT

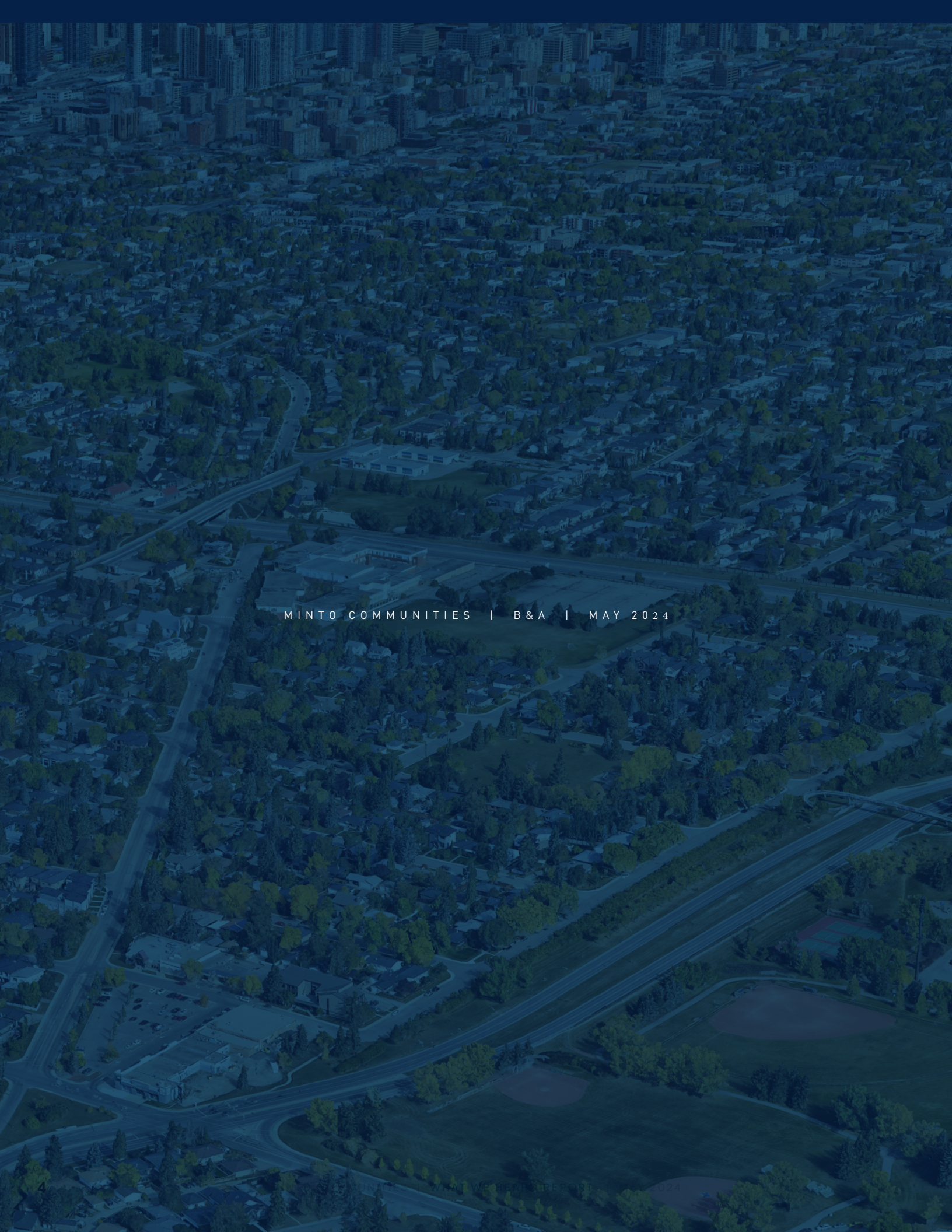
MAY 2024





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An aerial photograph of a city neighborhood, likely in Vancouver, British Columbia, showing a mix of residential housing, green spaces, and infrastructure. The image is overlaid with a semi-transparent blue filter. In the background, a dense urban core with high-rise buildings is visible. The middle ground features a large, open green field, possibly a park or sports field, surrounded by trees and smaller buildings. A major road or highway runs diagonally across the lower half of the image. The foreground shows more residential areas with houses and trees.

MINTO COMMUNITIES | B&A | MAY 2024



## Executive Summary

Minto Communities is reimagining 2501 Richmond, the former Viscount Bennett School site. A Land Use Redesignation application was submitted to the City of Calgary in November 2023 to support the future redevelopment of 2501 Richmond. Minto appreciates the community's input to date and understands the significance of an application of this scale for the surrounding community. This summary provides an overview of our project outreach, what we heard and how it is shaping our revised submission.

The goal for outreach and engagement is to inform and listen to those who have the potential to be impacted by the project through a meaningful and accountable process. Our approach collected input at key intervals throughout the land use application process:



**Step 1 - Introductions, March to October 2023:** Following the purchase of the site, Minto introduced themselves, shared site updates and launched 2501Richmond.com.



**Step 2 - Preliminary concept, November 2023 to February 2024:** Minto prepared the first submission to the City of Calgary, shared details of the application with the community and collected feedback during an extended comment period.



**Step 3 - Refining the concept, March to May 2024:** Further engagement was held to gather insight on public realm details.



**Step 4 - Reporting back, May to June 2024:** The 'What We Heard' report documents the feedback we have received to date and how it is influencing the plan for resubmission.



### What We Heard

**Engagement process:** Community members and the Community Association have expressed significant dissatisfaction with the engagement process, feeling it lacks adequate opportunities for input on the project's design direction.

**Density and Land Use:** Most participants feel the proposal is out of character for their neighborhood and are concerned that added density will bring noise, light impacts, and traffic that disrupt their quality of life. They feel the proposed heights are excessive and prefer development that aligns with the community's current character.

**Transportation:** Most participants expressed concerns about the road network's ability to support new development, questioning the effectiveness of proposed upgrades and doubting their adequacy. They also worried about safety, parking within the new development, and impacts on street parking. The Community Association has requested that the engagement process pause until the Transportation Impact Assessment is reviewed and confirmed by the City.

**Open space:** Participants generally oppose the proposed land use change, preferring the preservation of green space and wanting any redevelopment to include substantial, accessible community open spaces. They have specific concerns about the size, location, and usability of the proposed spaces. Opinions varied on what should be included, but there was a consensus that redeveloped space be high-quality and well programmed.

**Infrastructure:** Community members are concerned that high-density development will strain existing infrastructure, including roads, sewage systems, public services, and schools. They want access to technical studies and more dialogue with City staff.

**Site edges:** Community members are most concerned with the transition from the site's edges to existing homes, particularly along 25 Street SW, preferring green edges with plantings, treed boulevards, ground-oriented units with front doors facing the street, and a focus on managing visible building height to maintain an open and pleasant street experience.

**Community Impacts:** The community's top priorities for redevelopment benefits are open space and road improvements. While some appreciated the pedestrian-friendly features, green space opportunities, diverse housing options, and potential local commercial additions, there are significant concerns about traffic, noise, shadowing and character changes, leading many to feel that the benefits do not outweigh the negative impacts.



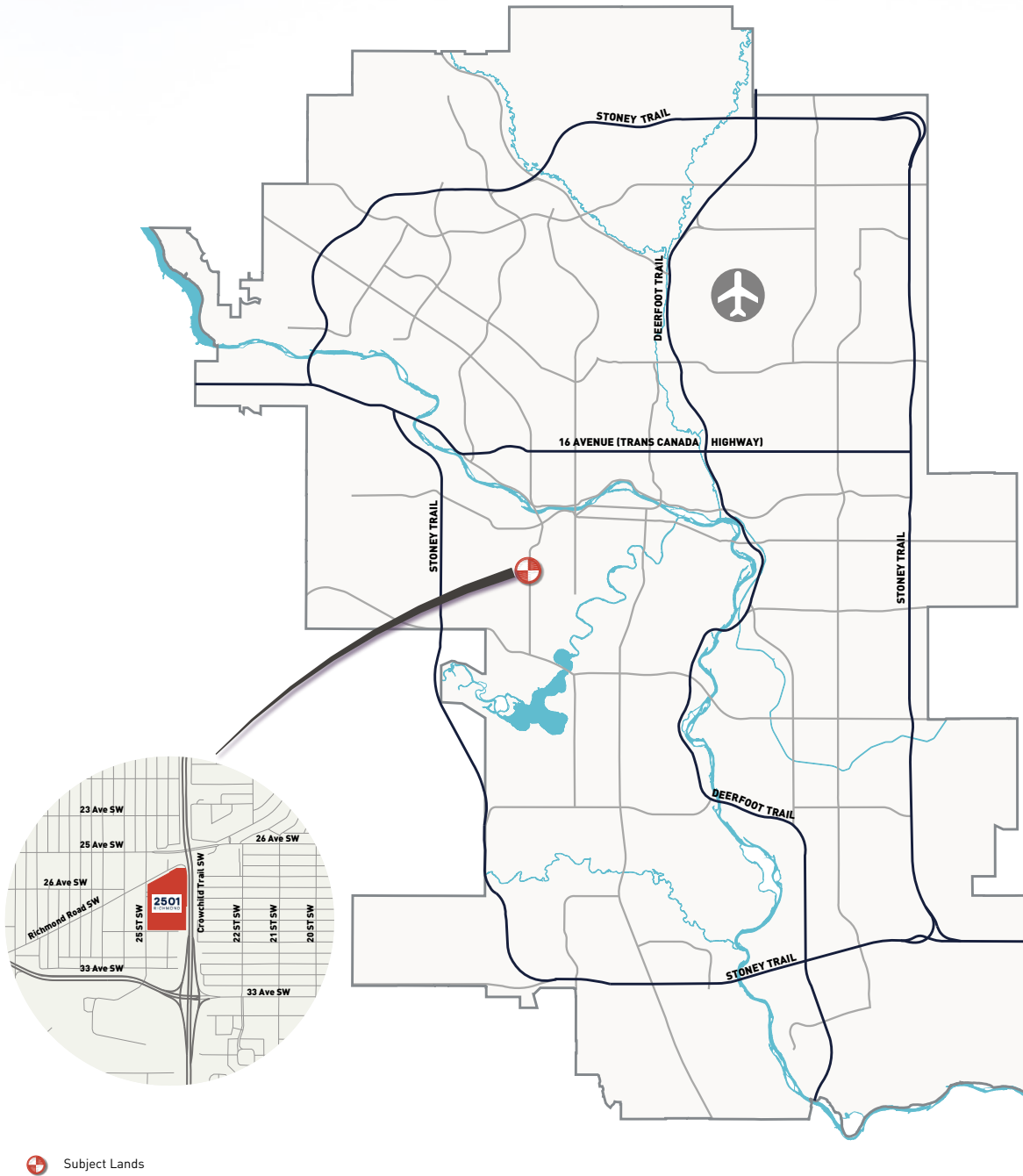
## What's Next

The project team has been actively balancing a wide range of community opinions to prepare a revised submission. While detailed design work is still underway, both City and Community feedback have contributed to the following anticipated changes with the next concept and resubmission:

- **Clarity of Outcomes:** To provide both the community and City more certainty of outcomes on the site, two mechanisms will be introduced:
  - Direct Control Land Use District across the entire site will allow for tighter definition of built form. Elements that will be closely defined include height, setbacks, step backs and density.
  - An Outline Plan to satisfy the Master Planning requirement for the site.
- **Open Space:** The resubmission will propose a consolidated Municipal Reserve land dedication of 1.15 acres in the Northwest corner, with frontage against both 25 St SW and Richmond Rd SW. The park will be owned and maintained by the City of Calgary after construction.
- **Massing and Density:** Overall density will be reduced from the initial proposal. Shade studies will be prepared to show how the proposed massing interacts with surroundings.
- **Site Edges:** Additional transition features will be introduced along key edges, most notably step backs in building height, streetscape improvements, and park space.
- **Commercial Amenities:** The proposed land use districts will allow for commercial uses, with ground floor commercial envisioned along Richmond Rd SW.

The feedback received is guiding updates to the revised submission. We anticipate resubmitting to the City early this summer and sharing how feedback has influenced the plan. Stay tuned for more updates. Thank you for your participation in the process.

[2501Richmond.com](https://2501Richmond.com) | [engage@minto.com](mailto:engage@minto.com)





## 1.0 PROJECT BACKGROUND

Minto Communities is reimagining 2501 Richmond, the former Viscount Bennett School site. A Land Use Redesignation application was submitted to the City of Calgary in November 2023 to support the future redevelopment of 2501 Richmond.

Minto Communities purchased the 11.49-acre (4.64 hectares) site in March 2023. Public outreach started shortly after the purchase, with Minto introducing themselves through a neighbourhood postcard and launch of 2501Richmond.com. Engagement has continued throughout the land use process and included community information sessions, meetings with the Community Association and small format meetings with community members. Minto and the project team appreciate the community's input to date and understand the significance of an application of this scale for the surrounding community.

This report summarizes the themes, questions and design direction that has been collected through public engagement.

### **Project Vision:**

**2501 Richmond will redevelop to include multi-family residential buildings, with distinctive open spaces that will connect to the existing community and provide benefits through redevelopment for current and future residents.**



## 2.0 2501 RICHMOND COMMUNITY OUTREACH

The goal for outreach and engagement is to inform and listen to those who have the potential to be impacted by the project through a meaningful and accountable process.

The project team references the International Association of Public Participation's (IAP2) Spectrum to determine the appropriate level of engagement for 2501 Richmond. For this project, we will Inform and Consult with participants. The engagement process has been designed to align with the iterative land use application process. Our approach collected input at key intervals throughout the application process:



**Step 1 - Introductions, March to October 2023** – following the purchase of the site, Minto introduced themselves to the community, shared site updates and launched 2501Richmond.com as the primary source for project information.



**Step 2 - Preliminary concept, November 2023 to February 2024**– following pre-application meetings with the City and technical teams, Minto prepared the first submission to the City of Calgary and shared details of the application with the community. Minto received feedback from the public and the City following the official circulation period and public meetings.



**Step 3 - Refining the concept, March to May 2024** – With feedback in hand, along with an initial technical review from the City, the project team began updating the application for resubmission. To support this refinement, further community sessions were held to gather insights on the public realm including open space programming, public amenities, community benefits and building transitions.



**Step 4 - Reporting back, May to June 2024** – This engagement summary documents the feedback we have received to date. We will share how the feedback has influenced the plan prior to resubmission. Reimagining the site will include input from all stakeholders and be guided by City of Calgary policy and urban planning best practices. We look forward to sharing more details about the resubmission later in June 2024.



## 2.1 Detailed Outreach Timeline

- **March 2023** Minto Communities purchases the site, sends postcard mailer to introduce themselves and launches 2501Richmond.com. **To date:**
  - 367 subscribers have signed up to receive project updates.
  - 8 email updates have been sent to subscribers, sharing information about engagement opportunities and project updates.
  - Engage@minto.com has received over 100 emails from participants.
- **Spring/Summer 2023** Site updates with subscribers and the Community Association.
- **November 14, 2023** Meeting with Richmond Knob Hill Community Association to present the details of the upcoming submission.
- **November 15, 2023** Land Use Application submission to City (LOC2023-0359).
- **November 29, 2023** Virtual Information Session.
  - 89 community members attended the virtual meeting.
  - Participants submitted over 200 comments during the meeting.
  - The recording and presentation were shared on 2501Richmond.com.
- **November 30, 2023** In-person information session hosted at Richmond Knob Hill Community Association.
  - 125 participants registered to attend the session. Given the size of the hall, participants were asked to register for one of four times.
  - At least 100 attended the session, changing the format to a Town Hall style meeting.
- **November 2023 through February 2024** City review and circulation period. Minto Communities gathers community feedback.
  - 2501Richmond.com featured an online feedback form from November 29 through to January 31, 2024. We received 76 submissions, 11 written and 65 online.
  - Following a request by Minto, the City extends their comment period to receive feedback into January.
- **February 8, 2024** City shares Detailed Review document (DR) with project team. Minto shares the document with the Community Association. Responses to the DR have been shared in Appendix A.
- **April 3 to 18, 2024** Community Conversation series on public realm topics.
  - 4 in-person and 3 virtual small-group discussions held at varying times and locations.
  - The small format meetings allowed for 10 participants. Participants were asked to register for one session.
  - 56 attendees attended the sessions.
- **March 19 to April 26, 2024** Online Survey on public realm topics.
  - Survey received 166 responses.
  - 67% of respondents identified as living in Richmond, West of Crowchild Trail.
- **May 2024** Sharing What We Heard.





## 3.0 WHAT WE HEARD

The project team has received robust feedback since the initial land use submission in November 2023. This following summarizes the feedback we received throughout the engagement process.

### A. Preliminary Concept Feedback November 2023 to February 2024

#### Transportation

Many participants expressed concerns about the road network's ability to support new development. There were many questions about the types of upgrades that would be required and doubts that even with upgrades the road network can support more vehicles. Community members are concerned for the safety of pedestrians and cyclists.

Parking was a specific transportation related concern. Community members want to understand if parking will be contained within the new development and were concerned that street parking may be impacted.

#### Density and Land Use

Most participants feel the proposal is out of character for their neighbourhood. Many feel that the noise, impacts to light, and traffic that go along with added density will disrupt their quality of life. Community members are feeling many pressures from redevelopment across their community, not just from this site. This proposal is exacerbating the pressures they are already encountering. Some vocal residents have a specific vision for the site, grounded in the current conditions and the community's original buildout as suburban residential.

Generally, the community feels the proposed heights are excessive and do not fit in with the surrounding neighbourhood. The project team heard a range of what community members feel is acceptable. Some members feel that anything beyond single-family homes will not fit in. Some feel that 4 to 6 storeys is appropriate. We also heard from a smaller group that density is appropriate for this site. Most participants felt the best placement for height was along Crowchild Trail and the northern portion of the site.

#### Open Space

Generally, participants do not support the proposed land use change and the creation of housing on what has been used as green space. While some participants understand that the site will be redeveloped, they want to ensure that any redevelopment includes community open space. Some of the specific concerns include overall size, location, and usability of the proposed space. Comments included suggestions for new amenities such as play structures, gathering spaces and sports programming. Many residents would also like to see a larger contiguous space rather than the fragmented open spaces initially proposed. Overall, the community is disappointed about the change of what was green space, and wants to ensure that as the site transitions into private ownership and housing, redevelopment includes thoughtful and high quality community open space that is easily visible and accessible.



## Infrastructure

Community members are concerned that this high-density development will exert significant pressure on existing infrastructure, such as roads, sewage systems, and public services. Some feel that current infrastructure may not be adequately equipped to handle the increased demand that a high-density project would impose. Participants also expressed concerns for the influx of students at schools and the further pressure on existing community amenities like recreation facilities.

## Community Impacts

Feedback received mentioned many concerns around quality-of-life matters. The concerns mentioned noise, light, views and change of character as well as crime and loss of home value. The community does not feel the benefit that may come from redevelopment balances out the negative impacts. Many individuals expressed concern around uncertainty of design outcomes under the proposed land use districts, particularly at site edges that interface with the existing community.

While most community feedback is concerned about the proposed land use, when asked what participants like about the preliminary design concept, they most commonly mentioned:

- The pedestrian-friendly features.
- The opportunities for active mobility.
- The possibility of enhanced green space.
- The diversity of housing options.
- The potential addition of local commercial opportunities, like cafes, patios, and shops.

## Engagement Process

Participants and the Community Association have expressed concerns with the engagement process. Community members feel that the process is lacking opportunity to provide input on the design direction.

There is a perceived lack of consideration for community interests and concerns. Participants feel that their requests are not being implemented. Many felt it was challenging for them to envision the scale and elements being discussed. Community members want to see the technical studies and have the opportunity for more dialog with City staff.

Generally, the community feels that the engagement process is not adequate, and the project outcomes are not reflecting the preferences of existing residents. The Community Association has formally asked that the application be rescinded and that engagement efforts be restarted.

## B. City of Calgary Technical Review Received February 8, 2024

Once a land use application has been submitted it enters the City's official circulation process and technical review. The City compiles the technical review comments and the public feedback received into a Detailed Review (DR) document which is shared with the applicant. Minto received our DR on February 8, 2024, and shared it with the Richmond Knob Hill Community Association. The City's comments, along with other feedback and technical analysis, guide any refinements to an application ahead of resubmission. Minto has prepared responses to the DR, shared in Appendix A of this document.

Key elements of Minto's response to City feedback are as follows:

- We have updated and resubmitted the expanded Transportation Impact Assessment (version 2) and will be updating the Servicing Analysis to resubmit for City review to confirm our consultant's findings prior to resubmission of the Land Use and Outline Plan submission. The project team has asked the City Mobility team to attend a future information session to share details from their review of the revised the TIA



submitted in April 2024. A summary of technical study findings can be viewed in Appendix C.

- We will continue to refine the site's edges and how we transition the buildings into surrounding context as the concept iterates. We will use feedback gained through the engagement process since our original submission to help inform the future iteration.
- We will be revising the open space network to incorporate both community and City comments. The City has expressed that open space should be visible from the street, with a large portion ideally located at the northwest corner. Their comments also ask our team to consider consolidating or connecting proposed open spaces.
- Our next submission will now formalize several project elements through an Outline Plan process, in addition to the Land Use Amendment. The Outline Plan process is a master planning exercise and will result in subdivision of the site.

## C. Public Realm Discussion March and April 2024

After hearing from the City and the community on the preliminary concept, work started on refining the application for resubmission. A second round of public engagement was held starting in March 2024, to gather more detailed input on public realm topics to inform the redesign process. The project team hosted an online survey and seven community conversations to collect further feedback on topics including open space, community amenities and site transitions.

It's important to note that the summary below represents the design direction stemming from the comments we received, balancing a wide range of, and at times conflicting, opinions.

While we received productive design input, we continued to hear concerns about the engagement process and the overall development proposal. This feedback was consistent with the first round of public engagement and the themes summarized above.



## Feedback on Engagement Process

Some participants continued to express frustration with the engagement process. There was concern that the sessions did not share new concepts. Many felt it was challenging for them to envision the scale and elements we were discussing. There were requests for more details on technical elements of the project. The iterative nature of the land use process has been a point of frustration for the community. Minto will continue to share information as it is available to ensure transparency throughout the application process.

Some participants, including the Community Association, have requested engagement pause until the Transportation Impact Assessment is reviewed and confirmed by the City. They feel that the TIA will determine how many units can be supported which will determine the land use.

Different community members have shared different preferences for engagement formats. Some wish to provide input prior to designs being formed, while others wish to have a concept presented for them to comment on. There was concern that the more recent conversations and survey did not share new concepts since the November submission. Some community members prefer to ask questions and comment virtually

at their own schedule, some appreciate joining a live virtual session, and others wish to discuss the project in person. Scheduling preferences also vary for live sessions. Notably, some participants have found in-person sessions quite intimidating and uncomfortable due to disruptive behaviour by some attendees.

Our ongoing aim is to collect valuable and actionable input to improve the project while also ensuring residents understand what is proposed, all while hosting a safe and respectful dialogue. The continuing application process will see iterative changes that incorporate both community and City feedback.

## Feedback on Public Realm

The summary below shares key design themes that emerged during these discussions and through the survey. For a detailed breakdown of the diverse opinions, you can review the survey results in Appendix B.

**Open Space:** We asked participants to consider open space programming, reflecting on what they already have and what might be missing. Generally, the community wants to see high quality space. Through discussion we heard a mix of opinions. For example, some commenters feel that there is already enough playground and lawn



space. While there are many opinions about what specifically should be programmed in the space, the community consistently had ideas that were purposeful, attracting people and thoughtfully executed. For example, rather than grass space and playgrounds there were more commonly requests for programming that would draw people in meaningful ways. The community did not see the conversation as gather versus play. A good space will bring people together to play.

As for location, we have heard several vocal requests for future park space to be located in the Southwest corner of the site but have also heard comments favouring consideration of transition around the future Bus Rapid Transit and commercial node along Richmond Rd to the north. Recent survey results revealed that there is a slightly stronger importance of the southerly frontage of 25th St (near 30th Ave) rather than the northerly frontage (near Richmond Rd).

**Commercial Amenities:** Through the survey, 71% of responses supported seeing commercial amenities at the site, with most feeling that the north edge (along Richmond Road) was the most logical location. Through the meetings, we also heard a different perspective. Some community members were not supportive of commercial, citing the potential to further impact traffic. Those that are supportive of commercial uses see this a potential benefit to the community that can come through redevelopment. Businesses like cafes, bakeries, coffee shops and local boutique shops were generally considered community enhancements. Smaller scale services like yoga, daycare, or gyms resonated with community members.

**Community Benefits:** During our first round of engagement, the project team was asked what type of benefits the community can expect through redevelopment. Through the survey we sought to learn which potential benefits the community considers most important. What is clear through the discussions is the community's top priorities are open space and improvements to roads. Other opportunities for improvement, such as improvements to the BRT station, pathway, and diversifying homes, ranked lower. Discussions consistently focused on traffic impacts, potential improvements and the configuration of open space.

**Building Transition:** We asked participants to consider their preferred design details for the transition from the site's edges. Understandably, community members are most concerned with the transitions from existing homes, specifically along 25 Street SW. During discussions, participants often described green edges that could be achieved through plantings and landscaping. There was a preference for treed boulevards. Adjacent neighbours preferred ground-oriented units with front doors facing onto 25 Street SW. Participants want the street to continue to feel open and be a pleasant experience from the ground level. 25 Street SW has been voiced as the most important transition zone, with Richmond Rd SW and 30 Ave SW holding similar importance. A wide range of transition design elements are deemed important by community members, but visible building height has been the slightly favoured theme with roughly 20% of participants noting it as the most important consideration, and another 20% noting it as second most important. This priority was echoed during live discussions. A summary of community survey results can be viewed in Appendix B.



## 4.0 FREQUENTLY ASKED QUESTIONS

In addition to feedback, participants shared thoughtful questions throughout engagement. We have prepared an overview of the most commonly asked questions. The responses provided in this document reflect the most up to date information as of May 2024. There is a technical study summary included in Appendix C of this document.

### Topic: About Minto

Question	Response
Please tell us more about Minto. What other projects has Minto done in Calgary?	<p>Since our beginnings in 1955, Minto Group has successfully built a fully integrated real estate company offering new homes, condominiums, residential rentals, furnished suites, property and investment management. With almost 70 years in operation, we've built over 100,000 homes across Canada and the Southern U.S.</p> <p>Some recent Calgary projects of note include: The Annex in Sunnyside, Era in Bridgeland, and East Hills Crossing in Belvedere. Learn more by visiting:</p> <p><a href="https://www.minto.com/calgary/new-homes-condos/projects.html">https://www.minto.com/calgary/new-homes-condos/projects.html</a></p>
Will Minto be the developer for the project?	Minto intends to build 100% of the proposed units on this site.

### Topic: General

How will this development help affordable housing? Will the development include affordable housing?	Calgary is currently facing a notable affordability challenge in housing. 2501 Richmond will provide much needed housing supply and housing options that are not currently abundant in the immediate area.
What measures will Minto take to help ease the impacts to the community from future construction?	We appreciate that construction work can bring additional activity to an affected area. Minto's teams and contractors will strictly adhere to all City bylaws regulating construction activity. Further, Minto has applied for construction access directly from Crowchild Trail SW to reduce heavy vehicle journeys through the surrounding neighbourhood. The size of the site will also supply ample parking and staging space on the property, limiting the need for construction trades or deliveries to use adjacent street parking that residents and businesses rely upon.

**Topic: Engagement & Process**

Question	Response
Will the City participate at future engagement events for the project?	Minto has requested City of Calgary Mobility representatives attend a future event to speak to their evaluation of the Transportation Impact Assessment completed for the site.
Will Minto share the technical studies?	Executive summaries of technical studies have been made available throughout the application process. Please see Appendix C here for the most recent update.
Where can I find the engagement materials?	All project resources can be found at <a href="http://www.2501richmond.com">www.2501richmond.com</a> . We will continue to share documents through our website.
What is the City of Calgary engagement expectations for a project like this?	When it comes to outreach led by Applicants there are no mandated requirements. The City has outlined Community Outreach resources for developers undertaking community outreach in support of a planning and development initiative. The project team has referred to these resources. For this project, we are committed to informing participants about the project and consulting on decisions that are open to public input.
How is Minto using community feedback to inform the development?	Minto will collect input to improve the project, while also ensuring residents understand what is proposed, all while hosting a safe and respectful dialogue. Many changes since the initial application can be traced back directly to community and City input.
When will Minto respond to the City's comments shared in the Detailed Review letter?	Please see Appendix A for preliminary responses to the Detailed Review.
If approved, when will the project be complete?	The project is planned for phased development beginning in 2025. Many market influences will determine the overall project timeline.
When will the current buildings be demolished?	Demolition is currently planned for 2025.



## Topic: Land Use

Question	Response
Will the new development include rental units? Or possibly seniors housing?	The proposed Land Use districts would allow for multiple forms of residential housing, including rental or seniors' care. We are early in the process and the ultimate mix of unit types will be determined by market conditions over the life of the projects.
Is there precedent in Calgary for this type of development in existing communities?	There are many Calgary examples of new urban multifamily developments in both transit-oriented and non-transit-oriented settings across the city.
What is the proposed zoning for the site?	The November 2023 submission proposed multiple Land Use districts including M-H1, M-H2, and Direct Control (modified) based on M-H3. The revised submission will involve a Direct Control (modified) district across the entire site to provide the community and City more certainty of development outcomes.
Will the development be entirely residential? Will there be commercial uses?	The proposed Land Use districts would allow for commercial uses but not require them. Commercial amenities are envisioned along Richmond Rd SW.
What is the maximum building height being proposed, how many storeys?	Revised building heights for the upcoming resubmission are still being evaluated. More details will be shared ahead of the next submission.
The Westbrook LAP identifies this site as a Comprehensive Planning site requiring a master planning process. Will the application satisfy this requirement?	The City of Calgary has noted that an Outline Plan submission will satisfy this requirement. Minto is preparing an Outline Plan for their next submission.
What is an Outline Plan, and will the site require a subdivision?	An Outline Plan is a comprehensive planning process which proposes a subdivision plan that shows block patterns, roadways and open space. An Outline Plan is generally processed together with a land use amendment.



## Topic: Open Space

Question	Response
What does Municipal Reserve Owing mean, and what is owed on this site?	A Municipal Reserve is another term for City-owned park space. The proposed subdivision of the site will trigger a requirement to dedicate 10% of site area to the City as a Municipal Reserve. This dedication requirement only occurs once, so “owing” refers to this site not having been previously subdivided, with no prior dedication having been taken.
What is the difference between private and public green space? What will this development include?	<p>Our original proposal in November 2023 proposed Privately owned but publicly accessible park space. This is when ownership remains with a private site owner, but legal agreements with the City are in place to allow for public access.</p> <p>With our next submission, we will be showing publicly owned and publicly accessible park space. Under this model, an open space is owned and operated by the City of Calgary. When a site owes Municipal Reserve, portions of the site transfer to City ownership.</p>

## Topic: Parking

Will resident parking overflow onto existing community streets?	Residential parking will be provided on site as per the requirements of the Land Use Bylaw. Please consult Calgary Parking for the latest rules and regulations governing street parking permits. As of this writing, large multi-residential buildings built after 1945 are only eligible for Market Permits which are subject to individual review based on availability.
Are you incorporating charging stations for electric vehicles in your development?	Market demands for electric vehicle infrastructure are evolving, and the project’s response will evolve accordingly. The current intent is to provide multiple fast-charging points within buildings.
What is the minimum City requirement for parking for the proposed development? Will the development include underground parking?	The baseline minimum residential parking requirement for the proposed Land Use districts is 0.625 stalls per unit. This minimum is reduced by 25% within 400m of a BRT station, resulting in a minimum requirement of 0.46875 stalls per dwelling. There is also a bylaw maximum parking under these Land Use districts, set at 1.25 stalls per dwelling. Current plans intend to supply resident parking in underground garages on private land, with exact quantities finalized at the Development Permit stage.



## Topic: Servicing and technical studies

Question	Response
Will the area schools be consulted about the increase in density?	The City circulates all outline plan applications to Calgary's three school boards and gives them an opportunity to comment on the application.
Can the current services - waste water, stormwater and sewage - handle the increase in density?	Utility capacity can support the proposed development. Several tie-ins are required and phased offsite upgrades to sanitary lines are required for full built out of the proposed development. Please see Appendix C for updated details on technical studies and associated improvements.
Will there be sufficient emergency service access to the site?	Yes. Sufficient emergency access is evaluated by the City at multiple stages.
Will there be a shadow study completed and will it be shared with the community?	A shade study will be provided with the revised submission and shared with the community.



## Topic: Transportation

**General Update:** In the November 2023 submission, Minto's engineering consultants provided technical studies on both utilities and a Transportation Impact Assessment (TIA). The City of Calgary provided formal comments on February 8, 2024. Further analysis and detail was requested by the City. Minto submitted an updated TIA to the City in April 2024 that is under review. Insights from this expanded analysis can be found in Appendix C. City review and comments of the recently submitted TIA will be shared when available.

Question	Response
Will you share the Transportation Impact Assessment (TIA)?	Please see Appendix C for updated details on technical studies and associated improvements. City review and comments of the recently submitted TIA will be shared when available.
What information is the TIA based on? Does it consider other new developments in the area?	The TIA was prepared using a combination of observed traffic counts, historical traffic data, forecasts provided by the City of Calgary mobility team, and industry standards. Other development in the area is included in forecast data.
What upgrades are required to accommodate 2,500 units? Do the upgrades include traffic calming measures?	Please see Appendix C for updated details on technical studies and associated improvements.
Will the new development trigger the opening of 25 Street SW at 33 Avenue SW?	Reopening of this historical vehicle connection is not considered warranted by our analysis. Please see Appendix C for updated details on technical studies.
Is this site considered Transit Oriented Development? What does that mean?	Transit Oriented Development (TOD) is a walkable, mixed-use form of development typically focused within a short walking radius of a Light Rail Transit (LRT) station or Bus Rapid Transit (BRT) stop. Yes, this site is a TOD due to its proximity to the MAX Yellow BRT Stations at 26 Ave SW and 33 Ave SW.
Has the TIA investigated the possibility of opening up other access points, such as access of Crowchild Trail?	The City of Calgary has noted that direct access to Crowchild cannot be safely introduced but can be considered on a temporary basis for construction access. Reopening of the historical vehicle connection at 25 St and 33 Ave was evaluated and is not considered warranted. Please see Appendix C for updated details on technical studies.
Will the current Bus Rapid Transit stop move?	The Westbrook LAP and long term transit plans call for the southbound station to be relocated south of the 26 Ave overpass. This station is not currently capital funded, but Minto's proposal is allocating sufficient space to integrate an upgraded platform and lay-by at the terminus of Richmond Rd SW.
Will the development enhance walking and cycling connections? Will the pathway along Crowchild be upgraded?	Pathway connectivity through the site will be upgraded to the City's 5A (Always Available for All Ages and Abilities) standard at 3m wide and graded to accessible standards.



## 5.0 NEXT STEPS

The project team has been actively balancing a wide range of stakeholder opinions in preparing a revised submission. These desires are also being weighed against technical, regulatory, and physical constraints influencing the site.

### A. Anticipated changes for the next concept and submission

While detailed design work is still underway, the following elements have been pulled from the both City and Community feedback and can be expected in a resubmission:

- **Clarity of Outcomes:** To provide both the community and City more certainty of outcomes on the site, two legal mechanisms will be introduced:
  - The first is a **Direct Control Land Use District** across the entire site. The initial November 2023 application proposed Direct Control on one portion of the property, but expanding the use of this tool will allow for tighter definition of built form. Elements that will be closely defined include height, setbacks, step backs and density.
  - The second is an **Outline Plan** which is a technical comprehensive planning document that allows the City an extra mechanism through which to condition phased development on the site. The City of Calgary has indicated that an Outline Plan would satisfy the Master Planning requirement for the site under the Westbrook Local Area Plan.
- **Open Space:** The revised submission will propose a consolidated Municipal Reserve land dedication of 1.15 acres in the Northwest corner, with frontage against both 25 St SW and Richmond Rd SW. This approach will support strong sun exposure in the summer months, manage grade for accessibility by current and new residents of the area, provide strong external visibility and balance proximity to other open spaces and amenities within the community. Under this land dedication approach, the park lands will be owned and maintained by the City of Calgary after construction.
- **Massing and Density:** Overall density will be reduced from the initial proposal. Building massing will also be reduced, particularly above 26 metres (8 storeys) in height. Shadow studies will be prepared to show how the proposed massing interacts with the surroundings.
- **Transition Design Features:** Additional transition features will be introduced along key edges, most notably step backs in building height, streetscape improvements, and park space.
- **Commercial Amenities:** The land use districts being used allow for commercial uses but do not require them. The development vision is to include commercial along Richmond Rd SW.

Minto Communities appreciates the feedback received throughout public engagement. Please continue to visit the project website for project updates. We will continue to document and respond to all questions and comments. Thank you for your participation in the process.

**2501richmond.com | [engage@minto.com](mailto:engage@minto.com)**



## APPENDIX A – DR LETTER AND MINTO RESPONSE

### 2501 Richmond DTR 1

#### Prior to Calgary Planning Commission

#### Planning

No.	City Comment	Response
1	Submit a complete digital set of amended plans in PDF format and a separate PDF response letter that provides a point-by-point explanation as to how each of the Prior to Calgary Planning Commission conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Calgary Planning Commission conditions as specified in the DR document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact the file manager directly.	Both updated drawings and line-by-line responses will be provided at time of resubmission.
2	Provide an updated one-page applicant submission letter to send to neighbours and to include in the report to Calgary Planning Commission and Council. The submission letter should include a summary of the proposed Direct Control (if necessary) and direction on where additional information for the proposal may be accessed.	An updated submission letter will be provided at time of resubmission.
3	To respond to the concerns from the public, particularly as they pertain to community outreach, it is recommended that the applicant develop and implement a community outreach strategy that outlines further engagement with the Community Association and with the public/ interested parties of the surrounding communities prior to resubmitting the application. Ongoing outreach activities are also recommended as the application progresses and evolves.	The engagement summary will be provided to The City at the time of resubmission. This includes an outline of the strategy and the engagement completed to date.



4

It is strongly recommended to submit an Outline Plan application to be reviewed in conjunction with the subject Land Use Amendment application. An Outline Plan submission will provide more details to Calgary Planning Commission Council and City Administration on the implementation and timing of the development on the site. The Outline Plan application would meet the intent of policy 2.2.5 of the Westbrook LAP for completing a master planning exercise for the site. This would include providing details for on-site park space, a multi-use pathway, Richmond Road SW and BRT station improvements and off-site traffic and servicing improvements. An Outline Plan outlines a comprehensive vision of the site, including required commitments, which support the review of future Development Permit applications as well as any potential subdivision applications.

Agreed – we will update our formal application to include an Outline Plan.



5

Due to the nature of a large comprehensive redevelopment site, a Direct Control (DC) District is supported in principle. In considering the location of the proposed land use districts and the provisions of the proposed DC District, the resubmission of the DC District should consider and respond to the following Urban Design comments:

- A generously sized open space in the northwest corner of the site that is accessible to the public and visible from a public street/sidewalk
- Residential typologies along 25th St and portions of 30th Avenue SW that provide a gentler transition from the adjacent community and is supported through additional information (e.g. shadow and massing studies).
- Mid rise typologies in the central portion of the site to provide density balanced with livability, sun access, and high-quality amenity space. This should be supported through additional information (e.g. shadow and massing studies).
- Concentrating the highest residential densities along Crowchild Trail SW in a built form that mitigates shadowing impacts on open spaces within the site and adjacent communities.
- Mixed use buildings along Richmond Road SW (north edge), including a combination of mid-rise and high-density building typologies with retail at the ground level.
- Investigate the potential for a linear landscaped regional pathway corridor that is more aligned with Crowchild Trail SW to provide a green buffer, and mitigate excessive noise and dust, or along 25 Street SW via an integrated bike pathway.
- When contemplating land use areas and locations, consider integrating a simpler and more connected interior street network that supports year-round emergency, vehicular, bicycle and pedestrian access to all urban blocks, residential buildings, parkades, waste and recycling facilities, and recreational amenities. Integrate a simple and more connected interior street network.
- Consider slope adaptive principles. Please refer to City of Calgary Slope Adaptive Development Policy and Guidelines for best practice guidelines and preferred options for development.

A revised Direct Control district will be prepared.

In our original November 2023 submission, a Direct Control district was proposed for one part of the site, with other portions using standard Land Use districts. Our revised submission will include a Direct Control district for all development parcels across the site.

The intent of this Direct Control use will be to provide both the community and City more certainty of outcomes and directly address feedback from Urban Design noted here, as well as from community members since the original submission was unveiled.



6	<p>In alignment with the Westbrook Communities LAP, Climate would like to see the inclusion of a requirement for EV capable motor vehicle parking stalls in proposed DC District(s).</p> <p>Please note, as per program pathway F3.1 of the Calgary Climate Strategy, 100% of the residential vehicle parking stalls and 10% of the commercial ones are expected to be electric vehicle ready at the development permit stage. A combination of electric vehicle supply equipment electric vehicle capable stalls may also be considered.</p>	<p>The Direct Control districts in this application are based on standard districts and reference general rules under the land use bylaw. Should electric vehicle requirements be introduced into the general rules of multifamily districts, such requirements would then apply to the Direct Control districts on this site. Therefore, specific language regarding electric vehicle infrastructure is not being added to Direct Control districts on this application..</p>
7	<p>Provide massing and shadow studies using the proposed land use and buildings to assess the impact of shadowing on open spaces on-site and the surrounding context. The shadow study should depict the maximum potential impact of the proposed land use(s) from 8:00am to 4:00pm, in one-hour increments, on September 21 and either March 21 or June 21.</p>	<p>Shadow Studies will be provided with the resubmission and will be shared with the Community in advance of submission.</p>
8	<p>Due to the scale of the application, it is strongly recommended that it be brought forward to the Urban Design Review Panel and for a Calgary Planning Commission workshop early in the process. Please talk to your file manager for further details.</p>	<p>Agreed – the application was brought to UDRP on February 21, 2024 and we understand that the resubmission package will be brought to Calgary Planning Commission for preliminary review in advance of a formal request for approval.</p>



9

## Potential for Richmond Road Closure

Page 74 of the Supporting Information document indicates an area of proposed transit plaza over an existing portion of Richmond Road. Please advise whether a Road Closure application is desired as part of this Land Use Amendment application.

Should a Road Closure application be submitted, the process is as follows:

- a) The developer shall enter into negotiations with Real Estate and Development Services for the purchase of the closed road right-of-way. Please contact the Coordinator, Real Estate Sales at realestateinquiries@calgary.ca to commence negotiations. Provide documentation to show that negotiations have commenced.
- b) Apply for a road closure miscellaneous plan through VISTA. This tentative plan will carve out the area of the road closure area and create a titled parcel for the land.
- c) Apply for an LOC (Land use amendment, Outline plan, road Closure). This is required as no road can be closed except by Bylaw and to designate a land use to the newly created titled parcel.
- d) Complete purchase of the newly created titled area from RE&DS.
- e) Consolidate with adjacent land through Alberta Land Titles.

The November 2023 submission explored the opportunity for a large pedestrian plaza at the terminus of Richmond Rd SW. This concept was predicated on an opportunity for a sound wall between the BRT station and Crowchild Trail to attenuate acoustic impacts of eight lanes of high speed traffic. However, with reference to DTR comment #55 and #56, City Mobility has noted a requirement to not have a channelized pullout for the BRT due to operational requirements in cases of bus breakdowns. Keeping this area visually open to Crowchild Trail will maintain the long-term road noise in this space at near current levels, forcing a reconsideration of programming.

We have heard many community concerns about sufficient parking supply to be provided on and around the site. This sentiment has been consistent with both neighbouring residents and business owners. Keeping the terminus of Richmond Rd accessible to vehicles would allow for additional street parking to serve visitors or deliveries to both businesses and residential buildings.

Finally, Richmond Rd is encumbered by utilities below and thus any plaza space constructed overtop would not be a candidate for Municipal Reserve (park space) dedication.

Balancing these influences, we are not proposing to close any portion of Richmond Road, the revised submission will propose keeping Richmond Rd accessible to vehicles but with significant improvements to the streetscape including a 5A (Always Available for All Ages and Abilities) pathway, wider sidewalks, treed bump-outs, and angle parking. Draft street cross-sections for Richmond Rd were included in the November 2023 submission, and revised sections will be included with the upcoming Outline Plan submission.

10

Please confirm total parcel area and, if applicable, adjust plans and land use statistics table accordingly.

Plans provided indicate 4.65ha, however our records and the land title areas show a total of 4.603ha.

Surveyors (Pasquini & Associates Geomatics) have confirmed the boundary calculation and base files are reflective of 4.65Ha. This matches registered titles and the boundary survey.

If there is conflicting data in a City resource, please provide it for reconciliation.



11	<p>As the Westbrook Communities LAP identifies this site as a Comprehensive Planning Site without urban form categories and building scale modifiers, an amendment to the LAP is required to support the application. Submit a draft of the proposed amendments to the LAP, including urban form categories, building scale modifiers as well as any additional site-specific policies, for review. The policy amendment would be considered a major change, as such, additional application fees will apply.</p>	<p>With project details sufficiently iterated, B&amp;A Studios will prepare Local Area Plan amendment details (within site boundaries) for City Review and to be included in an upcoming resubmission and the appropriate fees will be paid.</p>
12	<p>Comments and documents from Enmax are included as separate documents for your reference. Please review prior to resubmission in order to avoid any potential conflicts on the site.</p>	<p>Tie in to electrical service is planned for the North end of the site along Richmond Road SW, pulling from the existing line along Crowchild Trail SW. Infrastructure details will be provided in an Outline Plan to be included with the revised submission.</p>
13	<p>While the currently proposed size of 0.72 hectares (1.8 acres) of privately owned publicly accessible open space as outlined in the Supporting Document is supported in principle, the configuration as proposed is not supportable by Administration. The size, location and provision of amenity space needs to support the level of density that is being proposed in this land use application. To achieve this, amend the proposal to show how the open space network considers the following:</p> <ul style="list-style-type: none"> <li>• generously proportioned and connected open space(s) that can support a variety of programming.</li> <li>• open space that is located: <ul style="list-style-type: none"> <li>a) to positively address public sidewalks/ roads and other public spaces adjacent to the site;</li> <li>b) in a location that it is visible from a public street that is fully accessible for existing and future residents and visitors alike all year round;</li> <li>c) in a location where sun access is maximized; and</li> </ul> </li> <li>• Consider public input and feedback on how open space is being proposed for the development.</li> </ul>	<p>Noted – The application is now proposing a subdivision and we will be providing 10% Municipal Reserve as per the MGA. Our original application was not proposing a subdivision and we had focused on Privately Accessible Open Spaces, which were in excess of the MGA. We will address these comments as part of our resubmission.</p>



## Utility Engineering

14	<p>Submit a Sanitary Servicing Study (SSS), prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance to <a href="mailto:WA-ResourcesDevelopmentApprovals@calgary.ca">WA-ResourcesDevelopmentApprovals@calgary.ca</a>. The study shall determine pre-development sanitary pipe flow and available downstream pipe capacity to the nearest 375mm pipe. The study shall also verify that post development sanitary flow is within available downstream pipe capacity. Costs associated with any upgrades will be at the expense of the developer. For further information, contact Gloria Bei, Water Resources - Development Approvals, 403-268-5697.</p> <p>NOTE: The sanitary servicing study shows some scenario analyses but does not provide recommendations for the best solution to downstream capacity issues</p>	<p>Sanitary Servicing Study prepared by Pasquini and Associates Engineering and Geomatics. Approximately 1,750 units of development can be accommodated before sanitary sewer pipe upgrades needed. Beyond 1,750 units, phased upgrades of existing sanitary lines in 24A St and 25 St SW are proposed for three pipe segments. These upgrades are based on achieving gravity (free-flow) conditions along all pipe segments. Full report will be provided with next submission.</p>
15	<p>Submit a preliminary water network design with water main sizing and hydrant locations to Water Resources for review and modeling confirmation. The plan should also show the tie-in points to the existing water system. Normally two offsite feeds are the minimum requirement. The water network plan could also be reviewed as part of an outline plan application.</p>	<p>Pasquini &amp; Associates Engineering and Geomatics prepared a preliminary water network design. Multiple connections will be made for a looped water network rather than a single connection. Locations to be detailed in an upcoming Outline Plan submission.</p>



16

Submit a servicing and site access concept plan to demonstrate how the proposed phases and land use districts will be able to provide the required number of primary and emergency access points as well as how servicing can be achieved during site development. The concept plan could also be reviewed as part of an outline plan application.

Note: It is unclear how servicing would be able to be achieved given multiple phases without direct street access or access to public utilities. Also the proposed high density areas with high count buildings may not have sufficient emergency access points.

While many of these elements were provided with the November 2023 submission, these details and more will be consolidated and formalized into an upcoming Outline Plan submission to accompany resubmission of the Land Use Amendment. The revised concept will include a new public street through the site, including utility line assignments on dedicated public land rather than easements on private property.

This approach will simplify legal structures and connections for both construction and long term operations of the site.



## Mobility Engineering

17

Further analysis from the applicant is needed as part of the Transportation Impact Assessment (TIA) review, with separate comments have already been provided to the applicant's transportation consultant under separate cover. The following are the key areas of focus for further analysis:

- Updated modeling forecasts to take into account future growth in the surrounding areas including differing levels of development intensity.
- A focus on the intersections of 25 Street and 26 Avenue SW, as well as 29 Street and Richmond Road / 33 Avenue SW.
- Further network scenarios to investigate potential mitigation options.
- Further analysis of scenarios that evaluate the impacts of investment in transit and active modes infrastructure to support the proposed plan and potential mode shift.

It is noted that:

- For this project, it has been agreed that the TIA is an iterative study.
- The City has not yet received a complete TIA as per the agreed upon scope of work.
- Upon receipt and review of the completed TIA, additional comments will be forthcoming.

Bunt & Associates submitted version 2 of Transportation Impact Assessment (TIA) to the City in April 2024.

The initial TIA (submitted November 2023) indicated that the proposed development could be accommodated with several upgrades to the existing road network. At the City's request, further analysis has since been conducted to evaluate three additional scenarios. Findings have been resubmitted to the City and are summarized as follows;

- 1) Use of longer-range traffic forecasts:
  - The proposed development can be supported under both near-term and long-term time horizons.
- 2) Reopening the historical road connection of 25<sup>th</sup> St SW to 33 Ave SW:
  - Restoring this historical connection would reduce traffic volumes at the intersection of 29 St SW/33 Ave SW/Richmond Rd SW. This connection is not required at 50% or 75% build out of the proposed development. At full build out, operations at 29 St SW should be monitored and evaluated against the effects of restoring the link at 25 St SW.
- 3) Feasibility of a roundabout at 33 Ave SW and 29 St SW:
  - The minimum dimensions required to accommodate a dual-lane roundabout could not be provided within the available roadway right of way. Therefore, analysis has only been completed with the existing traffic signal control in place.

As of this writing, these engineering findings are still awaiting City review and response. Our version 2 TIA supported development of 2,500 units.



## ADVISORY COMMENTS

These comments are advisory and generally relate to future stages of development.

18	<p>There are many types of caveats and other agreements that can be registered on the title of the property that can restrict the ability to develop. The City has not reviewed or considered all instruments registered on the title to this property. Property owners must evaluate whether this application is in compliance with any documents registered on title.</p>	<p>Noted. Both titles associated with this application are free and clear of any encumbrances, liens and interests, other than the applicant's own financing.</p>
19	<p>Any existing buildings shall be removed with the appropriate demolition permit.</p>	<p>Noted. School demolition is expected to be in 2025. Structures and parking surfaces on the site present a range of safety risks and environmental hazards. Proper dismantling will take place under strict supervision and safety procedures, with a demolition permit application well in advance.</p>
20	<p>The applicant is encouraged to think about their desired ownership model for the mixed use commercial and multi-residential development, and whether all units will be rental, whether any units will be for sale for private ownership, or a mix of both ownership types.</p> <p>If private ownership units are desired, a building condominium, a bare land condominium subdivision, a fee simple subdivision, or a strata lot subdivision maybe required.</p> <p>Note that any subdivision of the lands will require each parcel created to have direct access to a road and that the subdivision will trigger the Municipal Reserve dedication requirement of the Municipal Government Act.</p>	<p>The revised submission will include an Outline Plan detailing a new public road through the site such that each development parcel will have direct frontage and access onto a public road.</p> <p>This approach does indeed trigger the requirement for Municipal Reserve dedication of park space under the Municipal Government Act, wherein lands will be dedicated to the City rather than retained under private ownership. In alignment with both community and City feedback on this application, the Municipal Reserve will be proposed as a single contiguous park space with frontage against external site boundaries. It shall meet or exceed the 10% site area requirement under the Municipal Government Act. Our November 2023 concept had proposed a greater public open space allocation (15%+), however that was only possible with overlapping of utilities and below-grade parking structures, both of which are not permitted in a Municipal Reserve.</p> <p>Ownership models for individual parcels will be considered at time of Development Permit and will vary based on market conditions.</p>
21	<p>The City of Calgary's <a href="https://www.calgary.ca/environment/climate/green-buildings-priority-stream-program.html">https://www.calgary.ca/environment/climate/green-buildings-priority-stream-program.html</a> is a voluntary program that provides a process-based incentive to encourage energy efficient buildings. The Applicant is encouraged to consider applying for this incentive if they can meet the eligibility criteria at the appropriate phase of development. For more information about the program and the entry requirements, please check The City of Calgary website or contact <a href="mailto:greenbuildings@calgary.ca">greenbuildings@calgary.ca</a>.</p>	<p>Thank you for highlighting this fast-track opportunity. We are familiar with the program and will take this under advisement when preparing any upcoming Development Permit submissions.</p>



22	<p>In order to align with municipal and federal net zero 2050 targets, proposed development should be built to a net zero or net zero ready standard. This will avoid the need for costly retrofits, and the upfront investment will provide enhanced comfort for building users and significantly reduced utility bills over the life of the building</p>	<p>We will take this under advisement when preparing any upcoming Development Permit submissions. While third party certification standards and labels change over time, 2501 Richmond is currently being designed to meet LEED ND certification. The site location advances the City's 2030 target for 45% of people to live within 400m of the primary transit network as the site is located next to the 26<sup>th</sup> ave MAX BRT station and several other bus lines.</p> <p>Renewable energy has and will be further considered as the City review informs building typologies and orientations. The initial solar energy feasibility review showed that strategically placed PV could produce between 12-20% of the overall electricity for the development. Geoexchange systems are also being considered with varying applicability across phases and building types.</p>
23	<p>At the development permit stage, consider the inclusion of a rainwater harvesting system on proposed buildings. This will help to manage stormwater and reduce demand on municipal services by using harvested water for acceptable purposes such as landscaping irrigation.</p>	<p>We will take this under advisement when preparing any upcoming Development Permit submissions.</p>
24	<p>At the development permit stage, opportunities to increase local food security through community gardens, greenhouses, and orchards, should be provided.</p>	<p>We will take this under advisement when preparing any upcoming Development Permit submissions</p>
25	<p>At the time of Development Permit, Administration expects that applicants follow the six elements of Urban Design, as indicated below, to ensure high quality design and overall success for the project.</p> <p>The Elements of Urban Design - The Key Principles</p> <p>Please address the following urban design principles to ensure that the highest quality of future development is achieved:</p> <p><b>Place</b> - Recognize and enhance the unique character of the site by responding to local vision and policy, contributing innovative interaction between architectural and public realm design (building-street interfaces). Create unique sense of place defined by immediate neighbourhood context, history of the site, public realm and proximity to transportation infrastructure.</p>	<p>Thank you for the advisory comment. The six elements of urban design have been strongly considered in design of the site. We will continue to work in collaboration with the City's design team and UDRP to iterate our designs to incorporate feedback heard both in Land Use and future Development Permit applications.</p>



### *Continued*

**Scale** – Ensure appropriate transitions between existing and proposed street network, buildings and places; define street and open space edges and bring human scale through massing, architectural articulation, high quality materials, architectural details and layered landscaping.

**Amenity** – Ensure that proposed amenity spaces and focal points within your development positively address public sidewalks and any other public spaces adjacent to the site. Ensure that gathering spaces within the site are adequately programmed, generously proportioned, landscaped, comfortable, safe, and fully accessible for existing and future residents and visitors alike all year around.

**Legibility** – Create logical, permeable site and building design with well-defined routes to primary and secondary entrances. Ensure that architectural and landscape design create distinctive, memorable attributes for the development (landscaping, wayfinding, lighting, prominent entrances).

**Vibrancy** – Ensure that new development contribute positively through land use, well designed architecture and landscape architecture to provide choice for all users and provide vibrant, animated private and public realm.

**Resilience** – Ensure that project provide opportunities, through site layout, spatial configuration, materials, and sustainable design features for responsible operation, durability and continuous adaptation to change over time.

Due to the size, complexity and other qualitative criteria outlined in the Guide to Urban Design Review, all comprehensive or individual development permits for the subject area will be subject to design review by Administration (Urban Design and Open Space) and the UDRP (Urban Design Review Panel).

Early UDRP review is highly recommended to facilitate discussions and clarity on urban design expectations that could help to raise design quality outcomes and also positively impact approval timelines.



26	Construct all regional pathway routes (if applicable) within and along the boundaries of the plan area according to Calgary Parks- Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.	Proposed pathway routing will be detailed in an upcoming Outline Plan submission, including cross-sections. The proposed pathway is being designed as 3m wide and graded to meet the City's 5A (Always Available for All Ages and Abilities) standard.
27	All proposed parks and Regional/Local Pathways and Trails must comply with the Calgary Parks- Development Guidelines and Standard Specifications: Landscape Construction (current edition).	The proposed pathway adheres to the 5A (Always Available for All Ages and Abilities) standard at 3m wide and graded to accessible standards. The planned Municipal Reserve is being designed to fully meet Calgary Parks standards.
28	<p>The developer shall endeavour to retain city trees adjacent to the site as per the Tree Protection Bylaw (23M2002). At the formal Development Permit stage, a landscape plan with tree details shall be provided, as well as, required tree protection information.</p> <p>Note: Tree protection information given as per the approved Development Permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit <a href="http://www.calgary.ca">www.calgary.ca</a> or call 311 for more information.</p>	A Right of Way dedication of 1.3m depth along the property line fronting 25 <sup>th</sup> Street will be proposed in order to retain the existing trees while adding a new sidewalk where one currently does not exist. The trees on and around the site are in varying states of health and while efforts will be made to retain existing trees, removal of some trees may be necessitated. This will be handled in full compliance with the City of Calgary's Tree Protection Bylaw.
29	<p>At Development Permit indicate all existing public trees within 6.0m of the development site. As per the Tree Protection Bylaw, provide the following information:</p> <ul style="list-style-type: none"> <li>• Tree species</li> <li>• Caliper of tree trunk (dbh)</li> <li>• Height of tree</li> <li>• Location of the centre point of the tree trunk</li> <li>• Scaled outline of the tree canopy dripline</li> <li>• Indicate whether the tree is to remain or to be removed</li> </ul>	This detail will be provided at the Development Permit stage.
30	The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at <a href="http://www.calgary.ca">www.calgary.ca</a> . Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.	This detail will be considered at the Demolition Permit and Development Permit stage.



31	As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree protection plan visit <a href="http://www.calgary.ca">www.calgary.ca</a> and search 'protecting trees during construction and development;' alternatively, call 311.	This detail will be considered at the Demolition Permit and Development Permit stage.
32	The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. The Public Tree(s) adjacent to this development are to be evaluated. Applicants that are unfamiliar with tree protection or tree appraisal are advised to consult an arborist.	We acknowledge this requirement. While efforts will be made to retain existing trees in strategic locations, compensation will be provided where necessary. A net increase in Public Tree canopy on the site is expected over the life of this development.
33	Tree plantings within City of Calgary boulevards and/or right of ways are subject to approval from Utility Line Assignment and Parks. No person shall plant trees or shrubbery on City Lands without prior written authorization from the General Manager, Parks and in the case of walkways, medians, boulevards, and road rights of way, without additional prior written authorization from the General Manager, Engineering.	Proposed boulevard planting locations will be detailed in an upcoming Outline Plan submission, including cross-sections.
34	All Historical Resources Act approvals are subject to Section 31 of the Act "a person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." The chance discovery of historic resources is to be reported to the contacts identified within Standard Conditions under the Historical Resources Act.  Provide any Historical Resources documentation for the site.	We appreciate this is a standard comment that will reappear for this application and future applications on the site. The subject site does not currently have any Historical Resources documentation associated with it. Should any discoveries be made during construction, they will be reported in compliance with procedures outlined in the Historical Resources Act.
35	At construction drawings stage, submit Tree Line Assignment Drawings of the entire phase, to the Parks Coordinator, Landscape Construction Approvals - Nathan Grimson at <a href="mailto:nathan.grimson@calgary.ca">nathan.grimson@calgary.ca</a> for review and approval.	Construction drawings will be pursued following currently sought approvals, and submissions will be made in due course.



36	<p>The developer shall endeavour to retain boulevard trees adjacent to the site as per the Tree Protection Bylaw (23M2002). At the Development Permit stage, servicing and walkways should be located in such a way that minimizes impact to adjacent boulevard trees.</p> <p>If the removal of existing public trees along the adjacent boulevards is necessary, as per the City of Calgary Tree Protection Bylaw, a letter of authorization to remove public trees is required from Parks Urban Forestry. The applicant is to contact Urban Forestry at 311 or email tree.protection@calgary.ca to make arrangements for the letter and compensation.</p>	<p>A Right of Way dedication of 1.3m depth along the property line fronting 25<sup>th</sup> Street will be proposed in order to retain the existing trees while adding a new sidewalk where one currently does not exist. The trees on and around the site are in varying states of health and while efforts will be made to retain existing trees, removal of some trees may be necessitated. This will be handled in full compliance with the City of Calgary's Tree Protection Bylaw.</p>
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## Utility Engineering

37	<p>If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,</p> <ol style="list-style-type: none"><li>the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Parks, Alberta Health Services and The City of Calgary (311).</li><li>on City of Calgary lands or utility corridors, the City's Environmental Risk &amp; Liability group must be immediately notified (311).</li></ol>	<p>Acknowledged. Our team is familiar with these procedures from other work in the City of Calgary. Construction crews will follow all applicable guidelines once we get to the construction stage of the project.</p>
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38	<p>The developer is responsible for ensuring that the environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.</p> <p>The developer is responsible for ensuring that appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Parks, and Alberta Health Services.</p> <p>The developer is responsible for ensuring that the development conforms to any reviewed and accepted remedial action plan/risk management plans.</p> <p>The developer is responsible for ensuring that all reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I &amp; II Environmental Site Assessment Terms of Reference.</p> <p>If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.</p> <p>Issuance of this permit does not absolve the developer from complying and ensuring the property is developed in accordance to applicable environmental legislation.</p> <p>The developer is responsible for ensuring that the development is in compliance with applicable environmental approvals (e.g. Alberta Environment and Parks Development Approvals, Registrations, etc), Alberta Energy Regulator approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.</p>	<p>Acknowledged. Our team is familiar with these procedures from other work in the City of Calgary. Construction crews will follow all applicable guidelines once we get to the construction stage of the project.</p>
39	<p>Multi-family sites within the plan area may require additional access points depending on the final building layout and/or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units two of which must be public.</p>	<p>The original submission provided a private road network for building access, along with connection to two public right of ways. While mechanisms to support sufficient access under such a configuration do exist, discussions with City teams have led to the introduction of a new public street through the site. Under this revised direction, individual multifamily sites will have multiple points of access directly off a public right of way, fully addressing this item.</p>



40	Execute a Development Agreement / Indemnification Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-216-3390 or email adam.macdonald@calgary.ca.	Noted. This will be coordinated at the Development Permit stage.
41	Off-site Levies, charges and fees are applicable.	Fully acknowledged; Minto will use the City standard fee tables to calculate and pay applicable levies and fees at time of Development Permit and Building Permit.
42	<p>The Developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:</p> <ul style="list-style-type: none"> <li>• Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.</li> <li>• Construct the underground utilities and surface improvements within and along the boundaries of the plan area.</li> <li>• Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundary of the plan area.</li> <li>• Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.</li> </ul>	Servicing details will be provided in an upcoming Outline Plan submission. Location, phasing, and sizing discussions, along with associated funding sources, are expected as part of the City's next set of formal comments.
43	Servicing arrangements shall be to the satisfaction of the Manager of Infrastructure Planning, Water Resources.	Servicing details will be provided in an upcoming Outline Plan submission.
44	Separate service connections to a public main shall be provided for each proposed lot (including strata lots).	Servicing details will be provided in an upcoming Outline Plan submission. The intent is to provide a new public water main into the site for direct connection from each future lot.
45	As provided with PE2023-00835, the site is within West Calgary pressure zone, and can be potentially serviced from the existing 400 mm watermain along Crowchild Tr SW. The applicant needs to submit Required Fire Flow and water servicing plan including offsite tie-ins, onsite water network and hydrant design for review.	Servicing details will be provided in an upcoming Outline Plan submission. The intent is to use the existing watermain along Crowchild Trail SW.



46	<p>Storm is available:</p> <ul style="list-style-type: none"> <li>• As previously communicated, the site is able to connect to the public system at 50L/s/ha.</li> <li>• A minimum 85% TSS removal for particles equal to or larger than 50 microns prior to tie-in;</li> <li>• The new Oil Grit Separator or equivalent performance report shall follow the requirements outlined in the latest industry bulletin (effective Jan 2024)</li> <li>• The site has multiple connections existed, once re-developed, one parcel only can have one connection;</li> <li>• Public storm sewer exists on site, either needs to be protected with UR/W or removal at the consent of the utility owner( the City)</li> <li>• Remove private pipes at the expense of the developer</li> <li>• Other comments will be provided at DP stage</li> </ul>	<p>Acknowledged. Servicing details will be supplied in an Outline Plan with the revised submission.</p>
47	<p>At the time of development, the following requirements will need to be met for the location of the buildings onsite;</p> <ul style="list-style-type: none"> <li>• A primary hydrant shall be located a maximum of 45m from the fire department connection, for each sprinklered building, and a maximum unsprinklered building greater than 600m<sup>2</sup> or more than 3 stories in height.</li> <li>• The principal building entrance to be within 15m of the fire access route for buildings greater than 600m<sup>2</sup> or more than 3 stories in height.</li> <li>• Access for fire department equipment shall be provided to each building by means of a street, private roadway or yard. The principal entrance of the buildings must be consistent and face the street or road the building is addressed from.</li> </ul>	<p>Noted. These details will be provided at time of Development Permit, with hydrant locations specified at the site servicing stage to ensure coverage of building parcels.</p>



## Mobility Engineering

48	The applicant is advised that review and approval / endorsement of the TIA findings will be required prior to approval of the Land Use	TIA version 2 was submitted in April 2024 and is currently under review by the City.
49	<p>The applicant is advised that the 26 Avenue - Mobility Improvements project is underway in close proximity to the subject site. This street is part of the 5A network, which aims to provide a safe street for everyone, whether you walk, wheel or take transit and the ultimate goal to improve safety for pedestrians, cyclists and drivers as well as increase transportation choices for different modes and enhance the experience of using the street.</p> <p>The applicant will demonstrate how the overall redevelopment project will provide connectivity to the enhanced 26 Avenue project as well as the 5A network and Transit stops.</p>	A new 5A pathway is proposed through the site, with connection to 26 <sup>th</sup> avenue via Richmond Rd SW and 25 St SW. The resulting network will provide 5A connectivity in multiple directions from the Bus Rapid Transit node at the terminus of Richmond Rd SW.
50	At the development stage, Construction Drawings may be required for review to the satisfaction of the Manager, Development Engineering, for the development of standard roadways, inclusive of the staged development of the at-grade intersections and roundabouts, as applicable. Where road right-of-way dedication within the tentative plan boundary is realized, it will be adjusted accordingly if required as per the review of the construction drawings.	Noted. Right of way details will be proposed in an upcoming Outline Plan submission. More detailed construction drawings will be supplied in due course.
51	Direct access will not be permitted to sites fronting Crowchild trail. An internal road network will provide access to these lands and connect to the current public network.	<p>A public right of way will go through the site providing access to all buildings.</p> <p>As noted in discussions with the City and input from the Community, we are still advocating for temporary access to and from Crowchild Trail during construction to alleviate heavy vehicle construction traffic through a primarily residential neighbourhood.</p>
52	In conjunction with the applicable Tentative or Development Plan, and where required, a Mutual Pathways Easement Agreement (private / public pathways) and right of way plan may be required. The agreement is to be executed and registered on title concurrent with the registration of the final instrument or through development approval.	If Easement Agreements are required at any point to facilitate desired access, such agreements will be executed and registered during development approval.
53	In conjunction with the applicable Tentative or Development Plan, access to the adjacent streets will typically line up centerline to centerline with the driveway or road across the street	The modified centre line of 25 <sup>th</sup> St between Richmond Road and 30 <sup>th</sup> avenue is within the City allowance of 1.5m. This is being balanced against proper integration of pathway and tree protection.



54	<p>In conjunction with the applicable Tentative Plan or Development Permit, and prior to final approval of the construction drawings, a noise analysis report for the residential adjacent to Crowchild Trail Sw., certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, will be submitted to and approved by the Capital Priorities and Investment Business unit.</p> <p>Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence is typically to be provided, in accordance with the Design Guidelines.</p> <p>All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development will be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developers expense.</p>	<p>Thank you for the comment. Testing and reporting will be provided by a third-party professional engineer at Development Permit stage. Known acoustic impacts of Crowchild trail have been considered in current site design.</p>
55	<p>The developer is advised that currently the transit stops on Crowchild Trail SW are not capitally funded project. It is expected a larger proportion of trips would be shifted to Transit should redevelopment occur on this site. As such, station improvements may be necessary to accommodate and serve this development.</p> <p>The applicant is encouraged to work with Calgary Transit through the detailed design stage to develop upgraded Crowchild Trail SW Station(s) in the northbound and southbound direction in line with a similar concept design at Crowchild Trail SW and 54 Avenue SW. This is to best allow independent arrival and departure of the multiple bus routes that service this site.</p>	<p>Based on feedback from Calgary transit, any proposed right of way or property line changes are factoring in City of Calgary's standard requirements such that a new station could be provided at the terminus of Richmond Road. Specifically, this would allow for a layby for buses to pull into from Crowchild trail.</p> <p>The balance of the MAX BRT network was funded with an investment of over \$300 million by multiple levels of government, with only a handful of stations having upgrades deferred. Timing and funding of further station upgrades should be discussed as incremental tax revenue is made available under build out of the Westbrook Local Area Plan.</p>
56	<p>The applicant is advised that at the appropriate time of redevelopment, it is anticipated that the southbound Crowchild Trail SW at 26 Avenue SW Station will be relocated south to the farside of the underpass to best meet the design standards of the MAX Station and in line with connectivity to and within the site and Richmond Road SW. The applicant is encouraged to contact Transit to discuss connectivity of the transit zone to the future redevelopment</p>	<p>Calgary Transit's requirements have been considered in any proposed right of way or property line changes to allow for construction of an upgraded 26 Avenue Station south of the underpass to MAX Station design standards.</p>



57	The applicant is advised that at the design stage, demonstration that pedestrian permeability, and building entrances of the site in regard to access for the bus zones on 26 Avenue SW, Crowchild Trail SW and Richmond Road SW. are appropriately incorporated.	Thank you for the comment. Further details to be supplied in an Outline Plan with the revised submission. Conscious design moves are being made to ensure safety and legibility of travel paths.
58	The applicant is advised that active modes access will be direct, clearly differentiated and separated from any driving aisles through the use of signage, surface marking, and/or a change in surface materials or colors.	Thank you for the comment. Further details to be supplied in an Outline Plan with the revised submission. All proposed active modes meet the City 5A standards with separated off-street multiuse pathways.
59	The applicant is advised that active modes routes are to be free of obstacles that would interfere with the accessibility of pedestrians using wheelchairs. Sidewalks are to be constructed with curb cuts where there is a change in elevation.	Thank you for the comment. Further details to be supplied in an Outline Plan with the revised submission. Accessibility for all current and future residents of the community is being actively considered in the site plan.
60	With future redevelopment, the applicant will ensure that no damage shall occur to City roads, rights-of-way, lanes, and sidewalks, during time of any associated construction, from vehicles or equipment. Any damage incurred by the contractor shall be at the owner's expense.	Acknowledged. Our on-site manager and construction crews will be in full compliance once we get to the construction stage of the project. Reconstruction of all immediate boundary features fronting the site is expected.
61	At the time of redevelopment of the subject parcel, upgrade to the public domain/ right-of-way to serve the development may be required and at the expense of the developer. Typically, with new development, DGGs and Complete Streets standards for the public Right-of-way are desired.	A new internal road has been proposed to be dedicated as a public right of way along with improvements to other City owned right of ways along multiple edges of the site. Further details will be provided in Outline Plan with the revised submission, including street cross-sections.



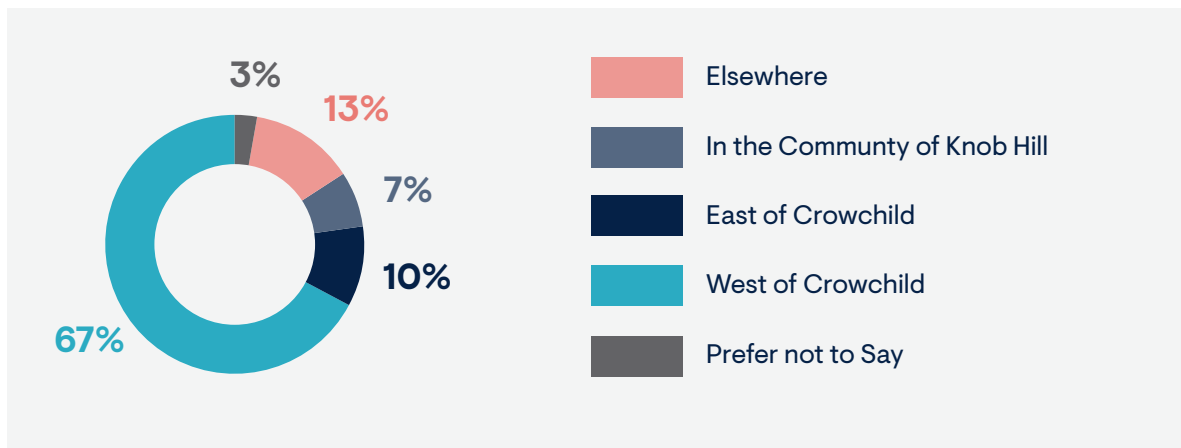
## APPENDIX B – ONLINE SURVEY RESULTS

An online survey was launched on March 19 and was open until April 26, 2024. The survey asked the community to provide their feedback on a variety of public realm topics. The questions in the survey aligned with the topics discussed through the Community Conversation series. We welcomed community input on the following topics:

- Open spaces
- Commercial amenities
- Community benefits
- Building scale and transition

In total we had 166 responses. There were 98 responses submitted in the first week of the survey being open. Responses continued to come in and the survey was open while the community meetings were taking place from April 3 to 18. The comments received from the survey have been summarized in section 3-C of the document.

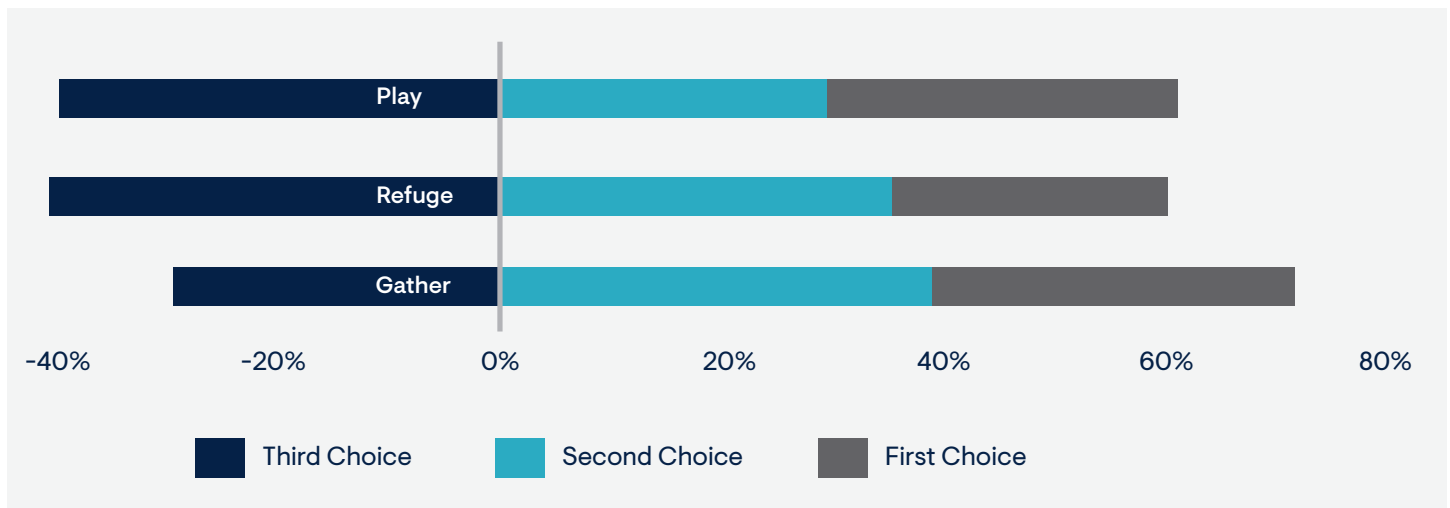
To begin, we asked residents to identify where they live:



## TOPIC 1: OPEN SPACE

Minto Communities prides itself on building better places to live, work and play. Creating high quality open spaces is central to this objective. We have heard from many community members who want to ensure there are adequate parks and open spaces for both existing and future community members. The initial City review has also provided comments for open space at the site. The City expressed that proposed open space should be visible from the street, with a large portion ideally located at the northwest corner. Their comments also ask our team to consider consolidating or connecting proposed open spaces. We asked the community to share their thoughts on the topic.

**Question:** Minto has proposed three different concepts for open spaces across the site – gather, refuge and play. We want to know what type of programming you most prefer for the open space at this site. Please rank the concepts based on your preference:



**Question:** Is there a different open space use you would like us to consider? Summarized responses include:

- Combination of playground for children and nature refuge space
- Tennis courts and swimming pool
- Rooftop green spaces for bbq and social gatherings
- Should include some kind of central figure, like a sculpture or fountain
- Nature paths
- Heavily planted linear park with connection to 33rd ave
- Dog park
- Community garden
- Not hardscape, greenery and trees
- Artistic pedestrian bridge
- Grassy field
- Bike track or splash pad
- Spaces for outdoor working and meeting
- Outdoor spaces catered to pets or adult fitness
- Toboggan hill
- Outdoor stage for events
- Community ice rink
- Path with lots of trees
- Baseball diamond
- Ensure pathways are wide and direct
- Sports spaces
- Pond or fountain



**Question:** What open space features do you consider already abundant within or near your community?

Summarized responses include:

- Playgrounds
- Open fields
- Playgrounds and sports courts
- Not abundant, need more open spaces
- Lots of very small parks
- Play spaces near site are prevalent already and not heavily used
- Playgrounds although quality is poor
- Plain grass lawns, suggest you emulate Riley Park
- Dog parks
- There is never enough
- Bike Lanes

**Question:** What open space features do you think are missing and wish you had within walking distance of you home?

Summarized responses include:

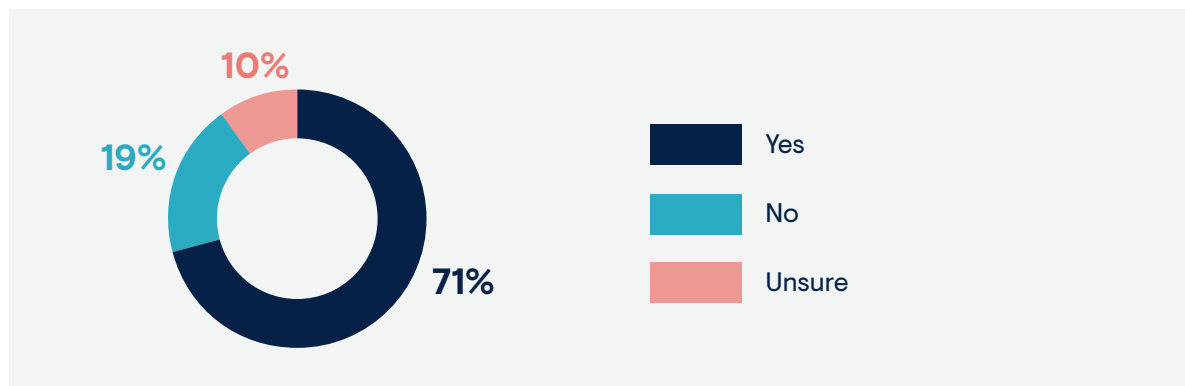
- Community gardens, seasonal vendors
- Park areas
- Refuge with seating and play space for children
- Dog park
- Water features or pond
- Green space
- Open space for sports and social gatherings
- Good basketball court
- Modern inclusive playground
- Pump track
- Bike paths
- Garden park and seating
- Trees, grass to attract birds and small wildlife
- Bocce or lawnbowling
- Quiet spaces
- Skating rink
- Off leash area
- Picnic areas
- Public art installations
- Water park
- Natural walking paths and interesting viewpoints
- Traditional plaza like Montreal or Europe
- Amphitheater
- Pathway from one end to another



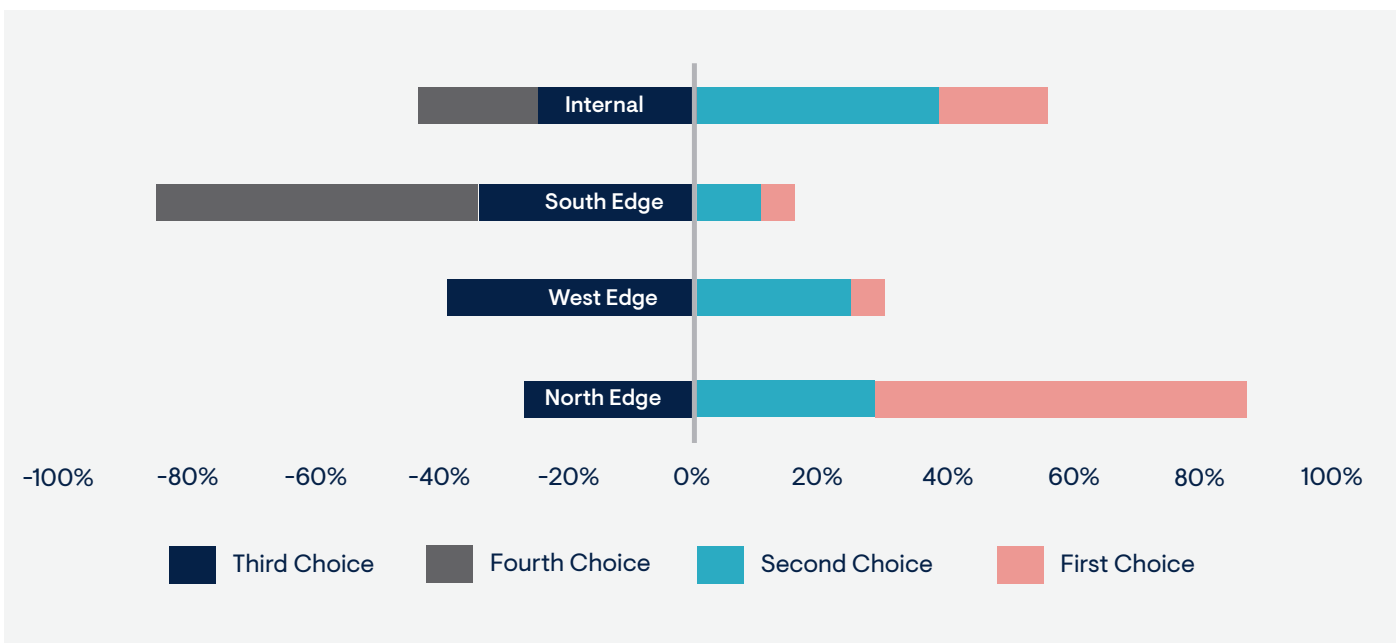
## TOPIC 2: COMMERCIAL AMENITIES

We have heard many positive comments about the opportunity to add commercial amenities to the neighbourhood and offer services within walking distance that may not currently exist. The City also commented that there may be opportunity to accommodate a mix of uses in particular along the north edge, such as ground-level retail. We asked the community to share their thoughts on the topic:

**Question:** Would you like to see commercial amenities, such as retail, restaurants, coffee shops, etc., as part of this development?



**Question:** Please rank your preferred location of commercial uses on this site:





**Question:** What commercial amenities do you consider already abundant within your community?

- Liquor store and cannabis
- 7/11's, convenience stores
- Laundromat
- Circle K
- Restaurants and liquor stores
- Personal services
- Groceries
- Existing is tired and in need of a refresh
- Banks
- Dollar store
- Pet stores
- Chain restaurants
- Ice cream shops
- Pizza
- Vape stores

**Question:** What commercial amenities do you think are missing and wish you had within walking distance of your home?

- Lunch cafes/bistros
- Bookstores
- Bakeries/Coffee shops
- Smaller no frills
- Daycare
- Coffee shop/restaurant
- General store
- Fine dining
- Ice cream shop
- Market ex. First street market
- Local grocery
- Small coffee shops and breakfast spots
- Corner store
- Small business food and bakery
- Smaller grocery store
- Gym
- Pub
- Independent retailers
- Breweries
- Deville
- Boutique restaurant
- Wine Bar
- Fast food
- Yoga/Chiropractor

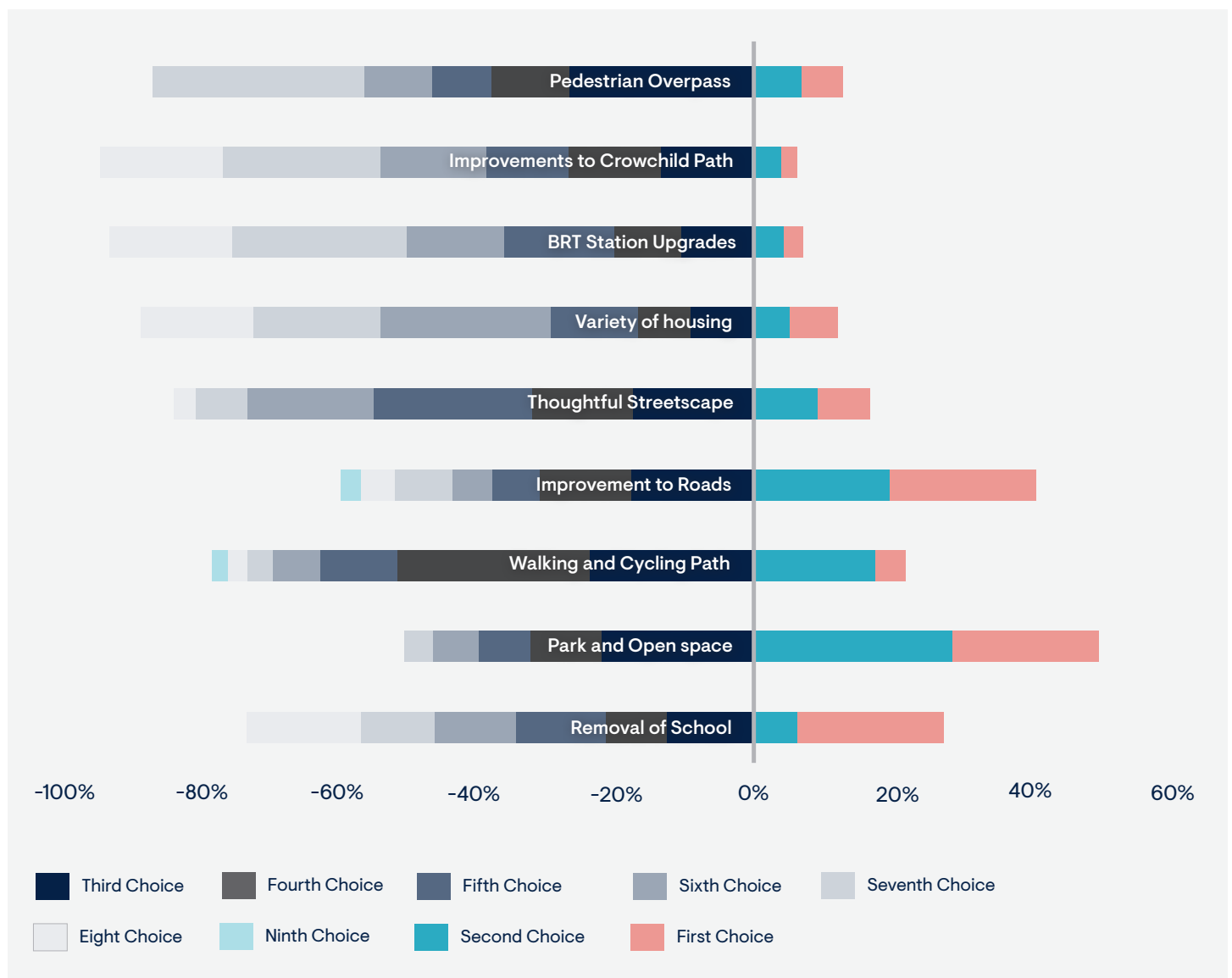


## TOPIC 3: COMMUNITY BENEFIT

Through outreach, we were asked what types of benefits the community will experience by redeveloping 2501 Richmond. We have heard many comments about investment in the existing community. We asked the community to share their thoughts on the topic and what is most important:

**Question:** The current proposal for 2501 Richmond has identified several opportunities for improvements on the site and within the community. Please rank these in order of importance to you:

### Opportunities for Improvement





**Question:** Are there any other community improvements that you think are more important than the items listed above? Summarized responses include:

- Traffic concerns and parking
- Ability to exit the neighbourhood
- Safe playground
- Improving flow of traffic and security
- A core for community culture and day to day retail needs
- Renovate the school
- Traffic calming measures to encourage commuters to stay on main through roads
- No easy way out of the community
- Sidewalks are all very narrow
- Ensure area has effective transit access, multiple types of housing and multiple entry/exit points
- Lighting in the back lanes
- Provide enough parking and exit onto Crowchild
- Maintaining a cohesive design to existing neighbourhood and implementing a reasonable transition of scale
- Keep existing trees and boulevard trees
- Upgrade pathway connection to 33 ave
- Improving vehicle access directly to Crowchild train both north and south
- Improve exit to 33rd ave and 26th ave
- Memorial to the school
- Improve electricity grid and water/sewer
- Traffic circles along Richmond



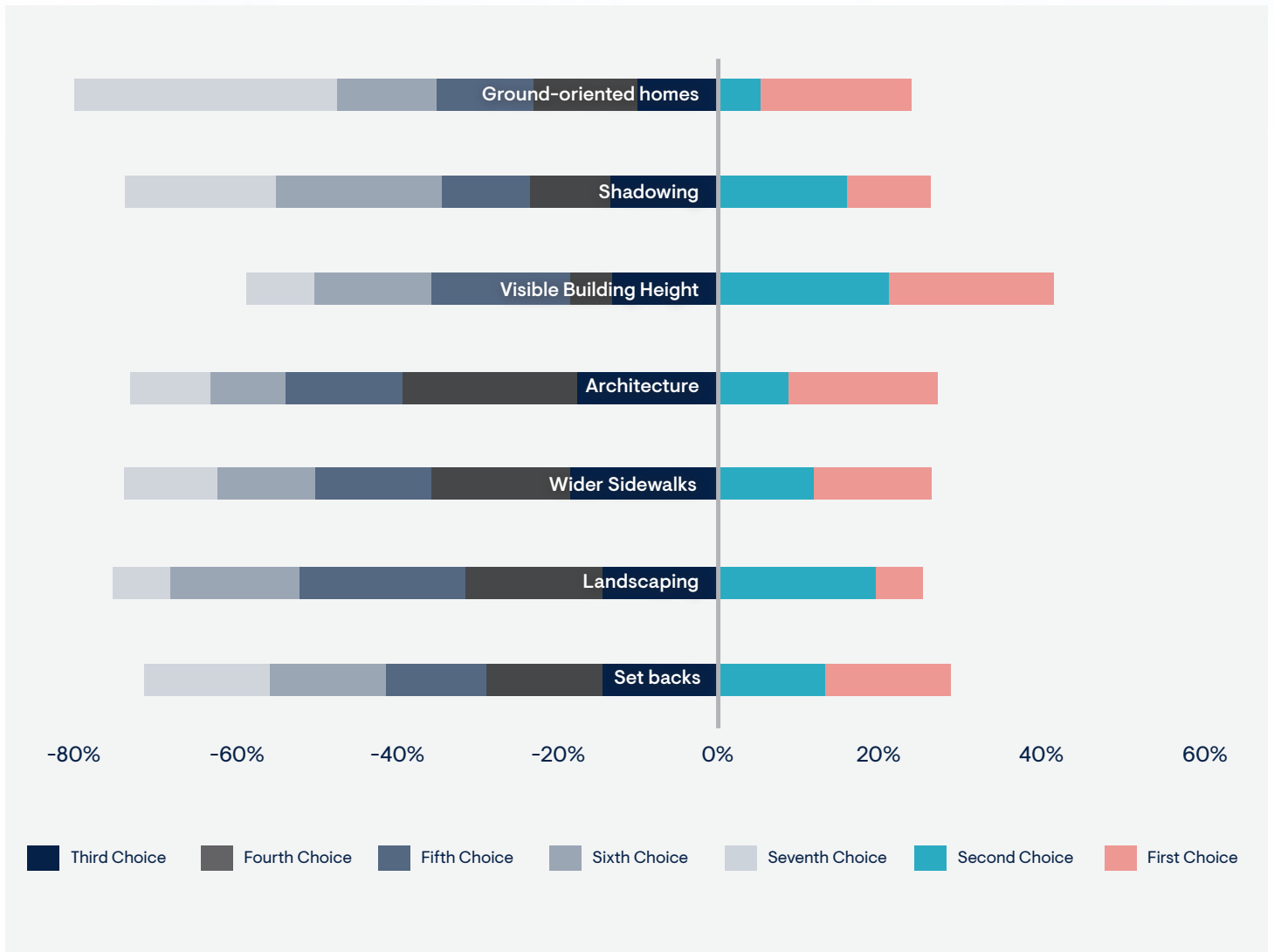
## TOPIC 4: BUILDING TRANSITION

2501 Richmond will be redeveloped to include a variety of multi-family residential buildings. While there is an opportunity to provide much-needed housing supply, Minto is committed to ensuring the buildings fit in with the current and planned surrounding context. While multiple City policies support increased intensity at this location, we understand the importance of sensitive transitions along site edges. We asked the community to share their thoughts on the topic:

**Question:** Many design details contribute to sensitive transitions. Please rank the design elements that are most important to you along the edges of the site:

### First Choice







## APPENDIX C – TECHNICAL STUDIES SUMMARY

In the November 2023 submission, Minto’s engineering consultants provided technical studies on both utilities (stormwater, wastewater, groundwater) and a Transportation Impact Assessment (TIA). The City of Calgary provided their technical review comments on these studies through the DR document on February 8th, 2024.

Further analysis and detail was requested, some of which is now complete with results as follows:

### Utility capacity

The existing utility capacity can support the proposed development. Several tie-ins are required and phased offsite upgrades to sanitary lines are required for full built out of the proposed development. Connection points and utility routing will be detailed in an upcoming Outline Plan submission. Pasquini & Associates have prepared the following summary of existing utilities, proposed connections and required improvements

PROPOSED UPGRADES TO UTILITIES			
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>	Multiple connections to be made for a “looped” water network rather than single connection. Locations to be detailed in an upcoming Outline Plan submission.	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>	Resubmission will include an Outline Plan detailing proposed utility locations and connection points to existing infrastructure.	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.



## TRANSPORTATION IMPACT ASSESSMENT

Bunt & Associates, a licensed third-party engineer, submitted a Transportation Impact Assessment (TIA) for the project in November 2023. The initial Transportation Impact Assessment indicated that the development could be accommodated with several upgrades to the road network.

At the City's request, further analysis has since been conducted to evaluate three additional scenarios. A resulting Version 2 TIA was submitted for City of Calgary review in April 2024, with study findings detailed below.

### Scenario 1 - Use of longer-range traffic forecasts. Findings:

The proposed development can be supported under both near-term and long-term time horizons

### Scenario 2 - Reopening the historical road connection of 25 St SW to 33 Ave SW. Findings:

Restoring this historical connection would reduce traffic volumes at the intersection of 29 St SW / 33 Ave SW / Richmond Rd SW. This connection is not required at 50% or 75% build out of the proposed development. At full build out, operations at 29 St SW should be monitored and evaluated against the effects of restoring the link at 25 St SW.

### Scenario 3 - Feasibility of a roundabout at 33 Ave SW and 29 St SW. Findings:

The minimum dimensions required to accommodate a dual-lane roundabout could not be provided within the available roadway right-of-way. Therefore, analysis has only been completed with the existing traffic signal control in place.

## EXECUTIVE SUMMARY – TIA VERSION 2

### Vehicles:

- **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 (2028) and Table 1.2 (2048).
  - **2048 Analysis** - The analysis identifies several intersection improvements are required to accommodate forecasted 2048 baseline volumes (without development on 2501 Richmond). The net increase in traffic forecasted (with development on 2501 Richmond) does not result in additional intersection improvements being required.
  - **25 Street SW Connection** - Peak hour intersection analysis based on the current road network identified the southbound left turn movement at 29 Street & 33 Avenue SW would operate at capacity with 100% build out resulting in vehicles needing to wait one or more signal cycles. This has upstream impacts on Richmond Road SW. Scenario analysis with 25 Street SW connecting to 33 Avenue SW identified a significant improvement in operations at 29 Street & 33 Avenue SW. Based on analysis results, introducing a roadway connection of 25 Street SW to 33 Avenue SW is not required at 50% or 75% build out. However, at 100% build out, operations on 29 Street SW should be monitored to determine if anticipated delays materialize and compare those delays with the impact of this connection. The connection would result in an increase in traffic volumes along the 25 Street SW corridor, which is currently a Residential Street south of Richmond Road SW.

**Table 1.1 : 2028 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.		



Table 1.2: 2048 Intersection Analysis Summary

INTERSECTION		ANALYSIS SUMMARY	
		Baseline	After Development
29 Street &	Richmond Rd SW	Signal required	
	31 Avenue SW	Southbound left turn restrictions should be provided either through signage (peak Hours) or at all times (median).	
	33 Avenue SW	Southbound left turn arrow required. Westbound through will operate at capacity during the PM.	
28 Street &	Richmond Rd SW	Operates acceptably.	
25A Street &	26 Avenue SW	Signal required.	
	Richmond Rd SW	Operates acceptably.	
25 Street &	26 Avenue SW	Signal required with turn lanes (westbound left + northbound right).	
	Richmond Rd SW	Operates acceptably.	
	30 Avenue SW	Operates acceptably.	



- **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 to the intersection angle.

## Active

- **Sidewalk** - Frontage improvements will be provided.
- **Crosswalks** - Current controls meet guidelines. Curb extensions are recommended at 25 Street & Richmond Road SW.
- **Crowchild Trail Overpass** - Improvements to the 33 Avenue SW interchange and/or a new pedestrian overpass should be considered to provide enhanced pedestrian connectivity.
- **Cycling** - The site is serviced by bike lanes on 26 Ave SW. An upgraded pathway 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.

## Transportation Improvements

### Required

#### Vehicle

- A. 25 Street & 26 Avenue SW – New signal & left turn lane
- B. 29 Street & Richmond Road SW – New signal
- C. 25 Street & Richmond Road SW – All-Way Stop
- D. 25 Street SW (26 to 30 Avenue) – Roadway upgrades

#### Active Transportation

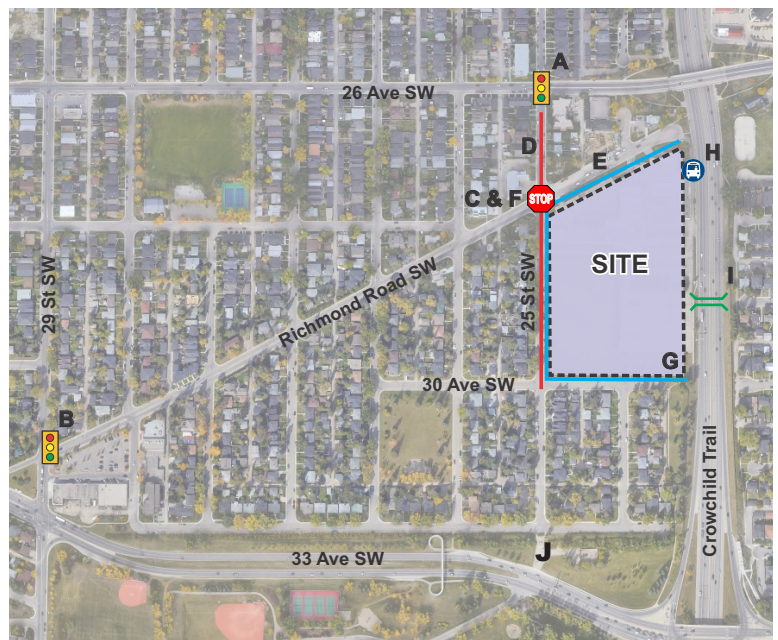
- E. Sidewalks – improvements along site frontages
- F. 25 Street & Richmond Road SW – Curb extensions.
- G. Cycling – Upgraded pathway will be integrated through the site and tie into network improvements on 26 Avenue SW.

### Opportunities

- H. Transit – Shifting southbound Crowchild Trail SW stop closer to the site and upgrading BRT platform
- I. Pedestrian Link – Additional connection across Crowchild Trail or improvements to 33 Ave connection

### Monitor

- J. Historical Connection – While not required, operations at 29 St SW should be monitored and evaluated against the effects of restoring the link at 25 St SW.



# **2501 Richmond**

WHAT WE HEARD REPORT

MAY 2024



**minto**  
Communities