

LAND USE REDESIGNATION RESUBMISSION

# SUPPORTING INFORMATION DOCUMENT **2501 RICHMOND**

2505 AND 2519 RICHMOND RD SW | JULY 2024





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# Section 1.0

# Introduction



# Introduction

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

**The legal address is:**

Plan 5118FQ Block A and Plan 8598GF Block B

**The municipal addresses are:**

2505 and 2519 Richmond Road SW

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

## SITE LOCATION





## THE INTENT OF THIS APPLICATION IS:

- 1 To allow for medium to high density residential uses in a variety of forms for up to 1,541 units within a comprehensive development.
- 2 To provide a 1.16 acre public park, dedicated as Municipal Reserve, as part of the comprehensive development to benefit the existing and future residents of the Richmond Community.
- 3 To realize a development that meets the Municipal Development Plan's goals for climate, housing, land use and open space as well as the recently approved Westbrook Local Area Plan.





RICHMOND RD SW

CROWCHILD TRAIL

# Section 2.0

# Site & Context



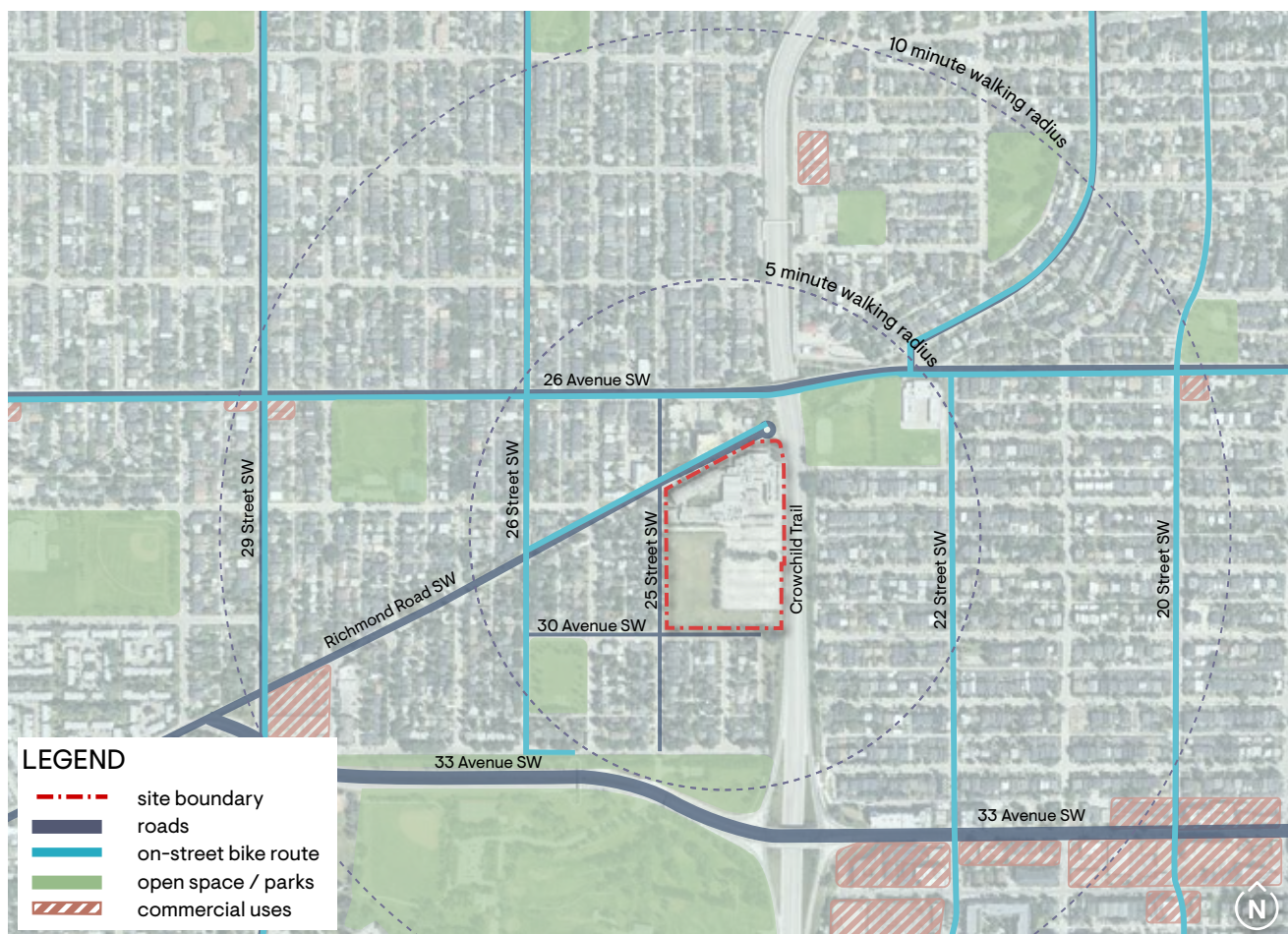


# Site & Context

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

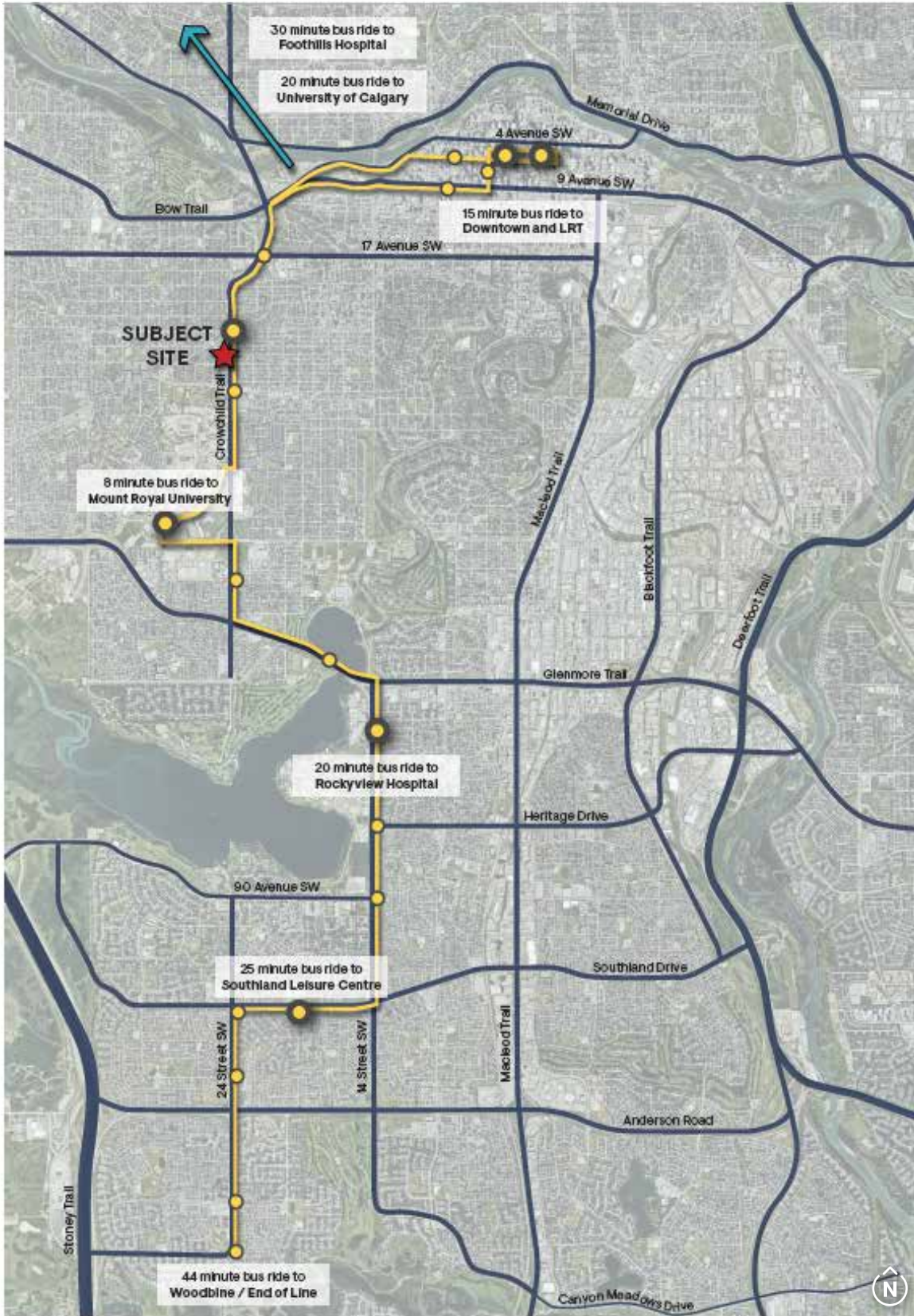
Amenities are located within easy walking distance to the site including a series of local parks and open spaces as well as local commercial services along 33rd Avenue SW such as the Marda Loop Main Street and Richmond Shopping Centre.

## COMMUNITY CONTEXT





TRANSIT NETWORK



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

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





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

The existing site slopes down across the parcel from southwest to northeast with an approximate elevation difference of 12.8m. The site is currently graded to allow for a mainly flat bench south of Richmond Road SW, where the existing school buildings reside. From there the grade increases moving south towards the student parking lot and playing fields, where it again flattens out. There is a second area of significant grade change on the south side of the parcel where the old sports field transitions to meet 30 Avenue SW. In order to maintain existing boundary elevations, grade transitions will be thoughtfully integrated into multifamily forms.



*Site from Crowchild Trail Overpass (looking southwest)*



*NW Corner of Site*



*NE Corner of Site*



*SW Corner of Site*



*SE Corner of Site*

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



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



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



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



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



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



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



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



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



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



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

# Section 3.0

# Policy Direction



# Policy Direction

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## 3.1 Municipal Development Plan

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





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

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

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

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



## CLIMATE

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

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

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





## HOUSING

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

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

## 2.1.2 CREATING A CITY ATTRACTIVE TO BUSINESS

### Objective

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

### Supporting healthcare and learning institutions

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

## 2.3.1 HOUSING

### Housing diversity and choice

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

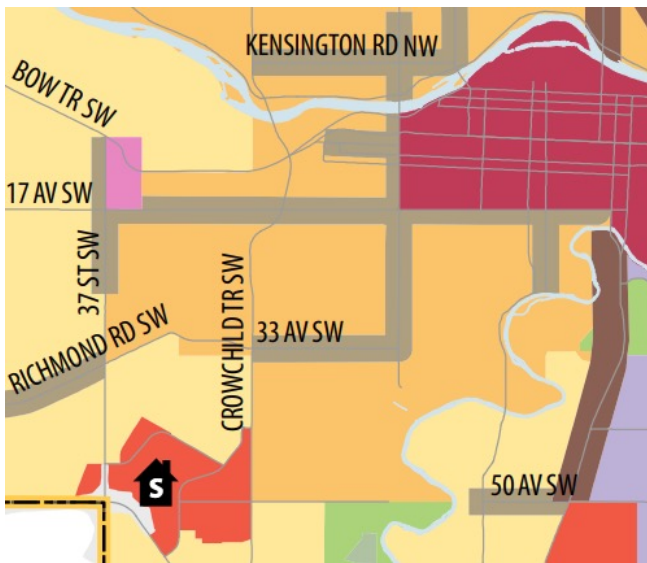
*i. A mix of housing types and tenures, including single detached, ground oriented (e.g., duplexes, row houses, attached housing, accessory dwelling units and secondary suites), medium and higher-density and mixed-use residential developments.*

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






## LAND USE

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



**Urban Structure**  
(By Land Use Typology)

**Activity Centres**

-  Greater Downtown
-  Major Activity Centre
-  Community Activity Centre

**Developed Residential**

-  Inner City
-  Established

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

### 2.2 Shaping a More Compact Urban Form

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





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

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

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

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

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

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

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

*f. Create affordable housing by encouraging:*

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

### **2.5 Connecting the City**

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

#### **2.5.2 TRANSIT**

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

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





### **3.5.2 INNER CITY AREA**

*a. Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study.*

*b. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.*

*c. Maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations.*

*d. Buildings should maximize front door access to the street and principal public areas to encourage pedestrian activity.*

*e. Encourage at-grade retail to provide continuous, active, transparent edges to all streets and public spaces.*

*f. Transit stops should be easily accessible and, where possible, integrated with adjacent multi-family residential or retail buildings.*



## PARKS AND OPEN SPACE

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

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

The proposed open space has been consolidated into a contiguous 1.16 acre Municipal Reserve dedication and when combined with the open space network in the surrounding community more than satisfies the MDP policy. The proposed City-owned and maintained open space is located on the northwest corner and serves as a community entry feature, hub and transition to the existing community. This contiguous park will be built by Minto but owned and operated by The City of Calgary.







#### **2.3.4 PARKS, OPEN SPACES AND OUTDOOR RECREATION**

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

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

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



## CITY GROWTH STRATEGY

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

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

### 5.2.2 STRATEGIC DECISIONS ON WHERE WE GROW

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

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





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

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

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

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

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

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

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

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

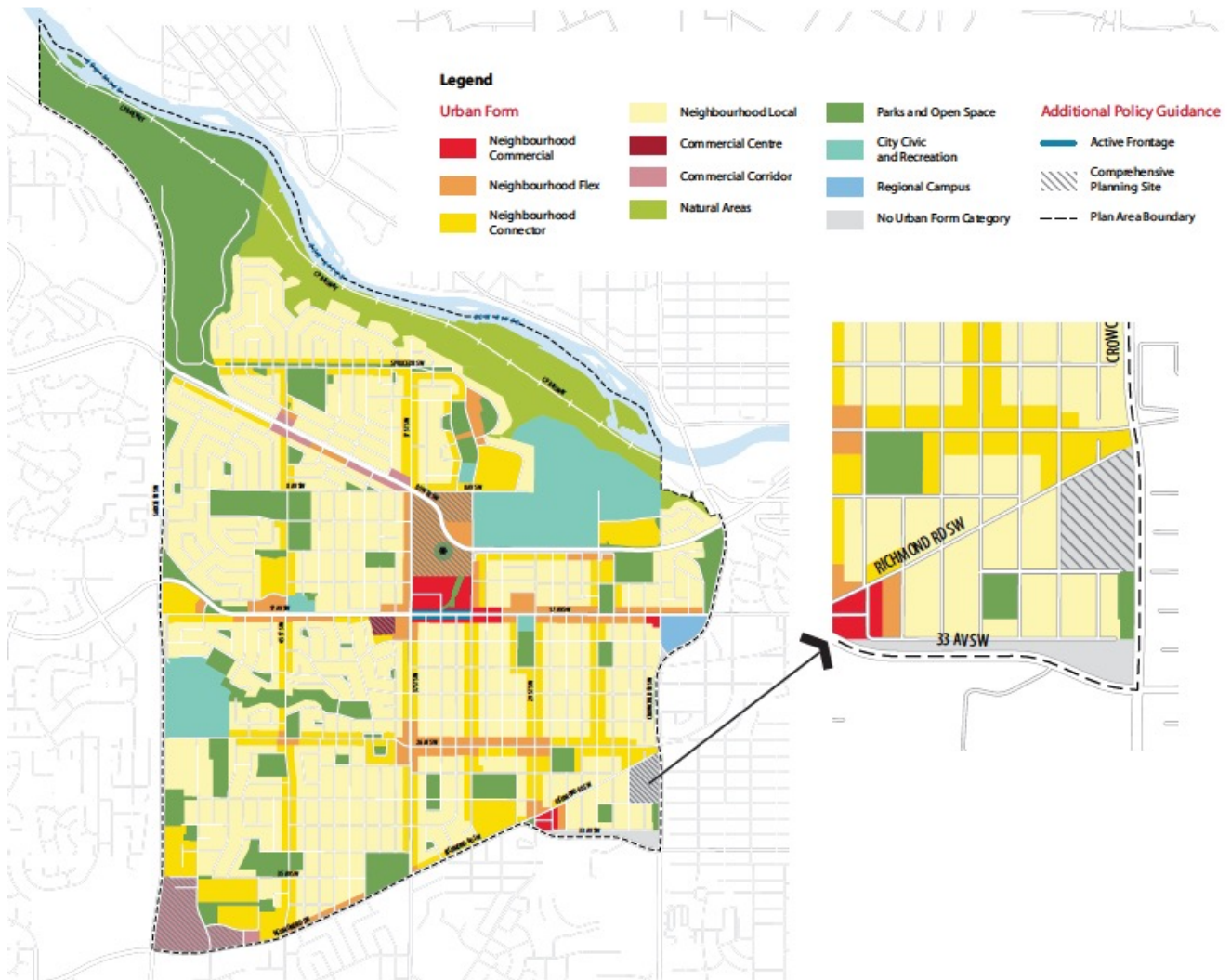
### 3.2 Westbrook Local Area Plan

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

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

the comprehensive planning for the 2501 Richmond site through an outline plan and land use amendment application. The City has advised Minto that this will satisfy the master planning requirement of the LAP.

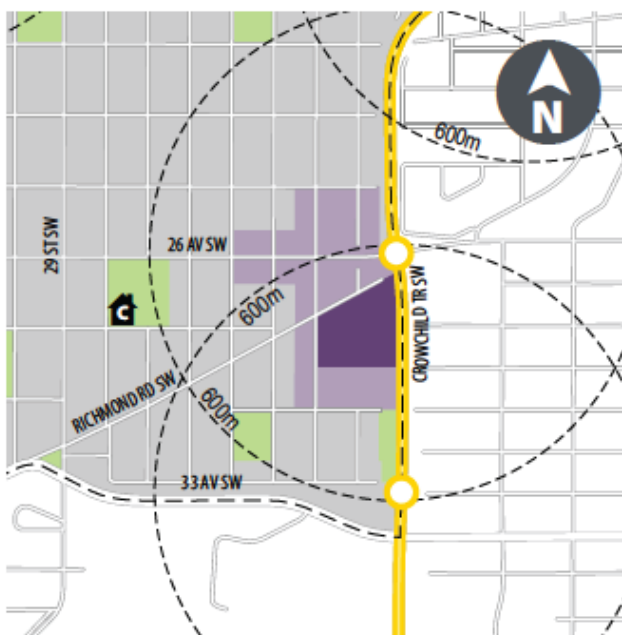
The site is recognized in the LAP as a Transit Station Area along Crowchild Trail served by the MAX Yellow BRT within walking distance (600 metres) of 26th Avenue and Marda Loop Stations.





## Urban Form Map (Westbrook LAP)

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

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



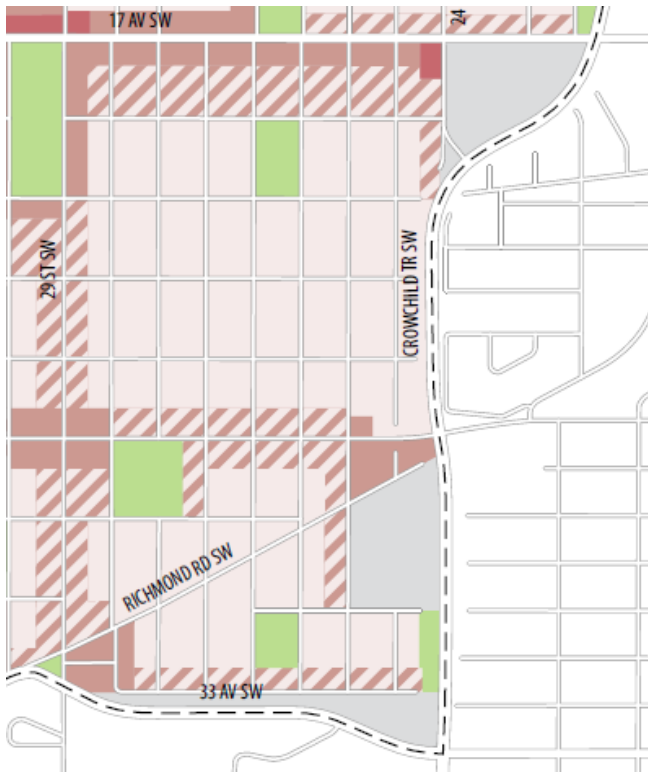
**Legend**

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



**Legend**

-  Marda Loop Transition Zone



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

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

**Legend**



### Building Scale Map (Westbrook LAP)

#### LIMITED

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

#### LOW-MODIFIED

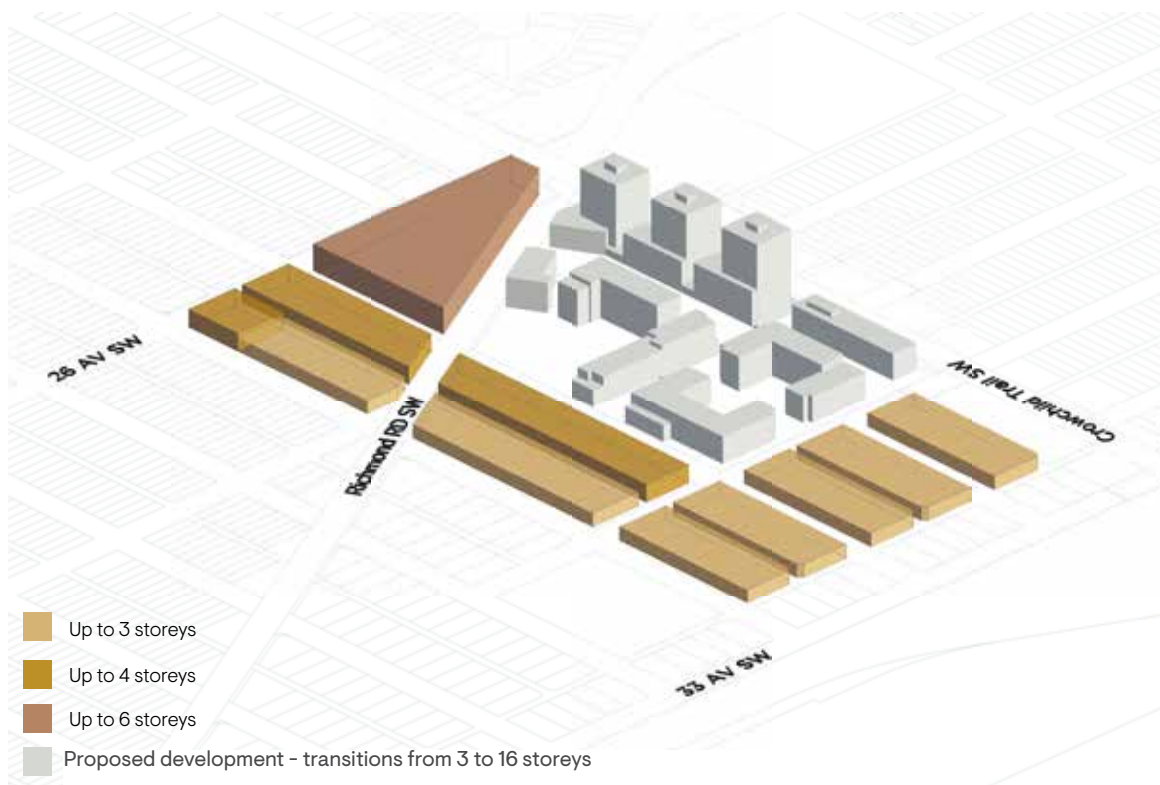
- Buildings of four storeys or less.
- Typically characterized by single-detached, semi-detached, duplex and rowhouse residential development, apartments, stacked townhouses, stand-alone or mixed-use buildings.

#### LOW

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

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

### ILLUSTRATIVE SITE PLAN BUILDING HEIGHTS



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

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

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



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

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

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

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





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

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

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

*i provide access to both sunlight and shade;*

*ii protect existing trees and ensure adequate soil volume to support tree health and growth;*

*iii explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;*

*iv use landscaped areas to delineate open space and property boundaries, where possible;*

*v account for visibility within and around the site, including lighting where appropriate; and, provide accessible connections within the site*

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

*i opportunities for activities for people in all seasons;*

*ii adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city; and,*

*iii. winter-specific design and programming.*

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

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

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





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

As we are proposing to dedicate 10% of the site to Municipal Reserve and will be providing a generous sized public park on the northwest corner of the site that is easily accessible to both current and future residents.

#### **2.4.1.3 Amenity Space**

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

### 3.3 Climate Emergency

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

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

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

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

#### I. Communities

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





## II. Buildings

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

## III. Energy Supply

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





#### IV. Mobility

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

#### V. Natural Infrastructure

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

#### VI. Education & Outreach

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



### 3.4 Housing & Affordability

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

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

- Leveraging City owned sites for emergency housing for families;
- Including incentives for downtown office conversions to support post-secondary residents;
- Investigating business licensing for residential landlords;
- Considering infrastructure investments for increased densities;
- Adding reporting considerations for planning application processes; and
- Introducing blanket rezoning across the city to allow for more density.

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





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

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

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

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

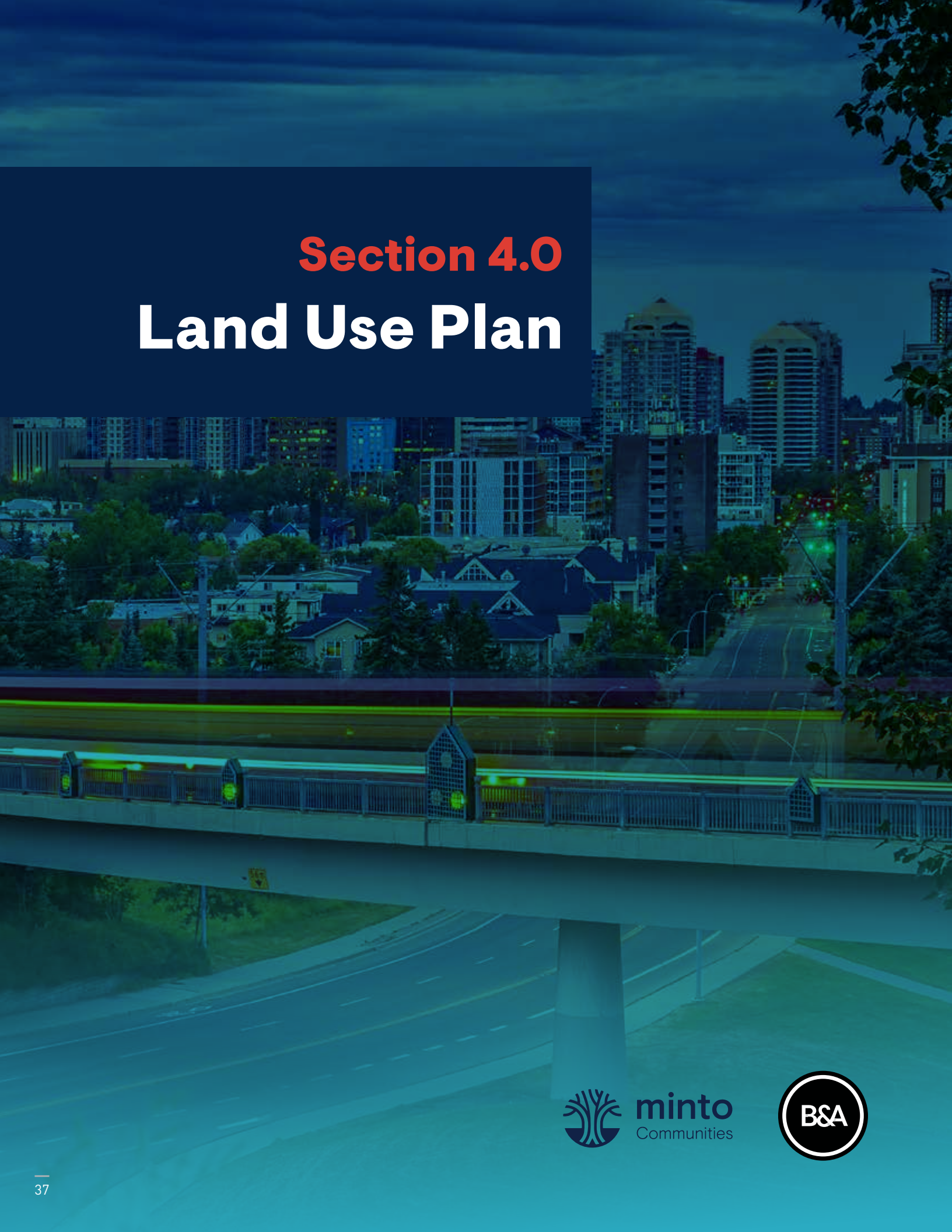
We have noted that the Westbrook LAP calls for a multitude of improvements near the 2501 Richmond site, from BRT station upgrades to pathway improvements. Minto is looking to actively partner with City on ideal investment around this TOD node and it's connectivity to Calgary at large.

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

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

# Section 4.0

# Land Use Plan



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Communities





# Land Use and Outline Plan

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

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

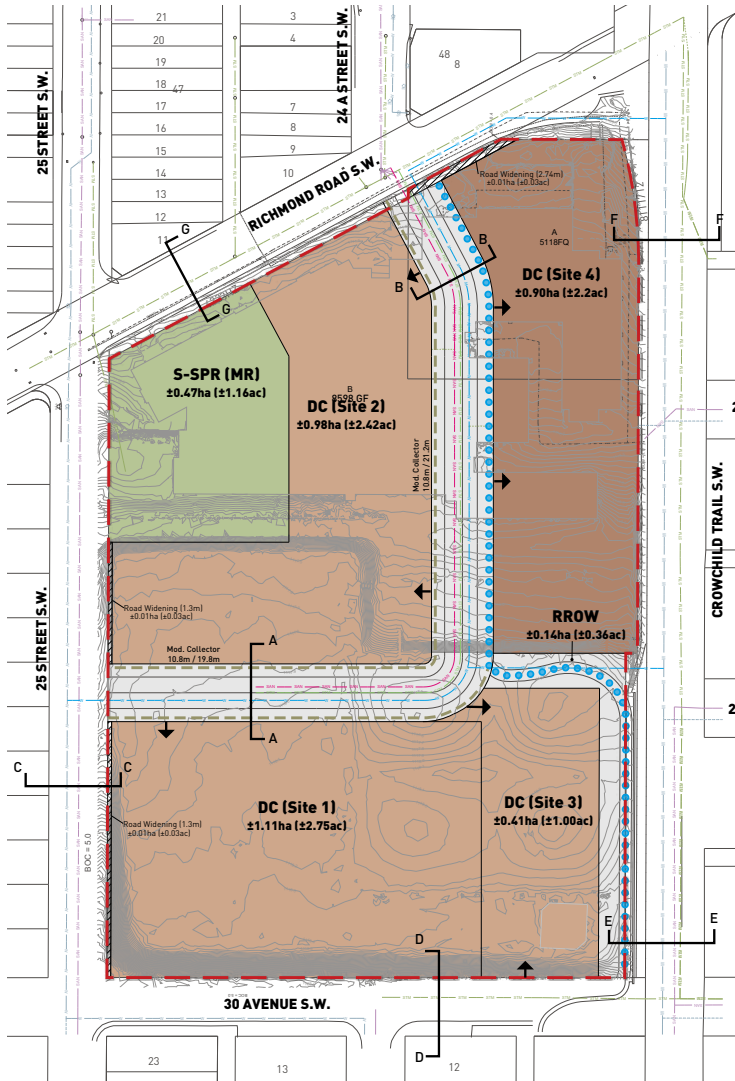
In accordance with Municipal Development Plan and Westbrook Local Area Plan, Minto is proposing a comprehensive residential development of this strategic transit-oriented site. To realize the aspirations of recently approved policy, we are proposing to redesignate to a Direct Control District based on the M-H1 and M-H2 Districts to accommodate medium to high density development. Minto intends to subdivide the site and provide a public street therefore an Outline Plan is required. The subdivision will also trigger the requirement to provide up to 10% of the land in municipal reserve. Minto proposes a 1.16 acre public park on the northwest corner of the site which is the maximum size required under the Municipal Government Act.

Due to the site’s unique characteristics and site constraints, a Direct Control District is required. This Direct Control District has been broken up into four specific sites with specific rules around height transitions to ensure development is compatible across the street from existing low density residential. A summary of the Direct Control District has been included.

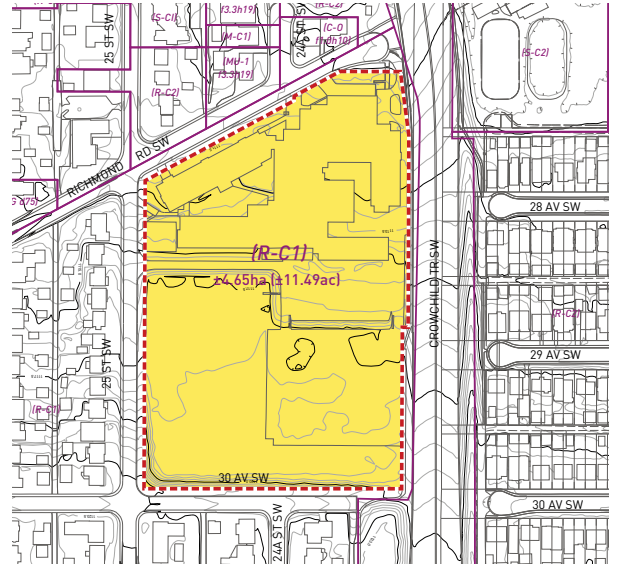




**PROPOSED LAND USE**



**EXISTING LAND USE**



Land Use Statistics			
From	To	ha	ac
R-C1	DC (Site 1)	1.23	3.04
R-C1	DC (Site 2)	1.28	3.17
R-C1	DC (Site 3)	0.55	1.35
R-C1	DC (Site 4)	1.12	2.77
R-C1	S-SPR	0.47	1.16
<b>Total</b>		<b>4.65</b>	<b>11.49</b>

The anticipated density based on 1238 units would result in 266 units per hectare (108 units per acre).

- Outline & Land Use Redesignation Boundary
- Contour Interval 0.1m
- Separate Sidewalk 2m
- Multi-use Pathway 3m
- Existing Land Use
- ← Access
- DC (Site 1) Direct Control Site 1
- DC (Site 2) Direct Control Site 2
- DC (Site 3) Direct Control Site 3
- DC (Site 4) Direct Control Site 4
- S-SPR Park
- RRWW

**DC Site 1:**

- Base district: M-H1
- Maximum building height range: 12m (3 storeys) to 25m (7 storeys)
- Anticipated density: 282 UPH (314 units)
- Maximum density: 350 UPH (391 units)
- Maximum FAR: 4.0

**DC Site 2:**

- Base district: M-H1
- Maximum building height range: 12m (3 storeys) to 25m (7 storeys)
- Anticipated density: 299 UPH (293 units)
- Maximum density: 350 UPH (344 units)
- Maximum FAR: 4.0

**DC Site 3:**

- Base district: M-H1
- Maximum building height range: 21m (6 storeys) to 25m (7 storeys)
- Anticipated density: 320 UPH (130 units)
- Maximum density: 400 UPH (162 units)
- Maximum FAR: 4.0

**DC Site 4**

- Base district: M-H2
- Maximum building height range: 18.5m (5 storeys) to 50m (16 storeys)
- Anticipated density: 558 UPH (502 units)
- Maximum density: 700 UPH (628 units)
- Maximum FAR: 5.0





## 4.1 Sustainability

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

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

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





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

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



## 4.2 Public Park (Municipal Reserve)

The new public park features distinct spaces to relax, play and socialize all in one consolidated space. The public park located in the northwest corner is intended to act as a primary gateway to new development and is intended to be a versatile space that supports year-round programming and activities that encourage community connections and gatherings. This City-owned asset will exist as a community amenity in addition to the plentiful landscaped areas required on individual private building sites.

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

**PUBLIC PARK CONCEPT**





### **Create a sense of safety**

Year-round lighting will support safety of the space and extend useful hours into evenings. Additionally, exposing frontage to both 25 St SW and Richmond Rd SW provides plentiful public access and a pathway into the park supports a desire line to park programming and potential further connectivity into the rest of the site. This will enhance convenience and accessibility for visitors, making the park a welcoming and inclusive refuge.

### **Four Season Useability**

The park's open space area can accommodate 4-season uses and event programming. This is a versatile space with visual connections to the public street making it easily accessible to the broader community throughout the year and providing recreational opportunities for residents and the public alike.

### **Functional**

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

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

The steps around the perimeter not only add visual appeal to the park but also create seating for visitors and natural play for young community members. The park's design creates a distinctive and inviting atmosphere unique to the site and not found anywhere else within surrounding communities.





## Compatible Adjacent Uses

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

## Play

A range of play opportunities are proposed that promote physical activity, creativity and social interaction which contribute to community well-being and create an attractive destination for the broader community. Programming may include a large, accessible and customized playground with the potential for breakout space and lawn area.

## Natural Sanctuary

The enhanced tree canopy creates a natural sanctuary within the urban environment, offering unexpected respite from surrounding residential density that can change the perception of scale and vertical spaces within the development.

The peripheral residential patios with views into the park allow residents to visually connect with public and community events, with the buildings themselves framing the park to create a sense of enclosure and comforting definition to the space.



**CONCEPT PLAN**



## 4.3 Site Design

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

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

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

### 1 A mix of uses and housing types

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

### 2 Scaled approach to density

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

### 3 Integrated mobility

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





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

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

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

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

## 6 Legible and layered outdoor spaces

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

## 7 Parks, plazas and the public realm

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

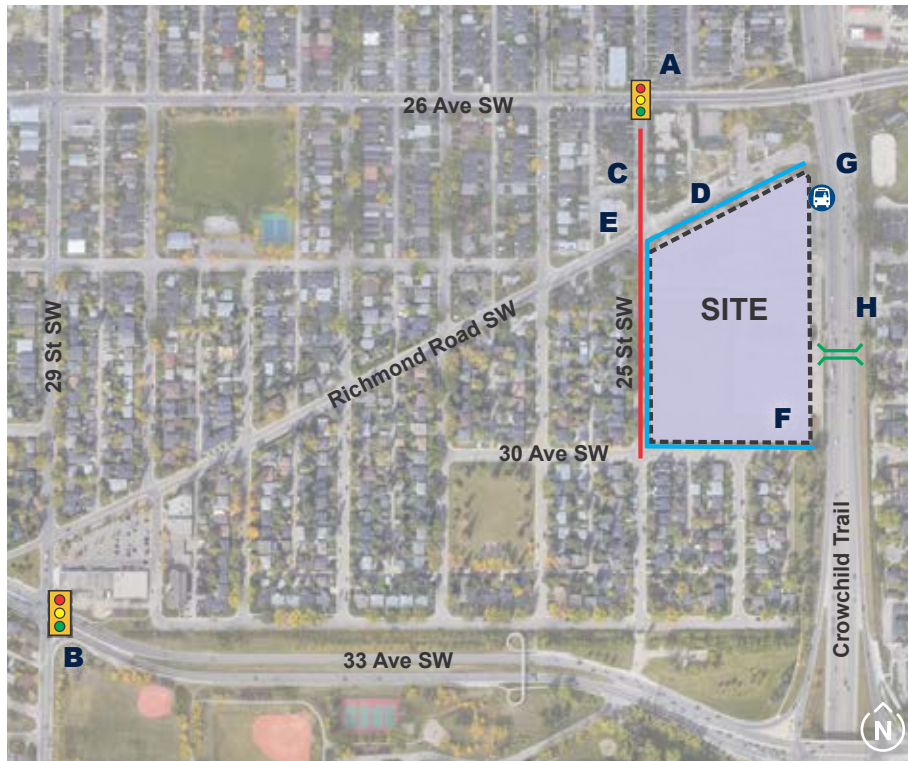


## 4.4 Access

The site is proposed to be accessed by both the existing adjacent public street network as well as a new public road within the site. A Transportation Impact Assessment (TIA) has been completed for the proposed density, with the understanding that Transportation Demand Management (TDM) measures and infrastructure improvements will be required to support the broader Westbrook Local Area Plan that this project is part of. A north-south multi-use pathway will be integrated into dedicated Right of Ways, with pathway sizing and grading compliant to the 5A accessibility standard. The number of access points from the public street network will be minimized to create uninterrupted street frontages on the public streets surrounding the site, improving pedestrian safety and creating a more aesthetically pleasing streetscape.



Minto communities is planning a 1,250 unit residential development at 2501 Richmond Road SW on the site. The City of Calgary requested a Transportation Impact Assessment (TIA) to review the transportation impacts of the proposed development. Transportation improvements are summarized below.



## Required

### Vehicle

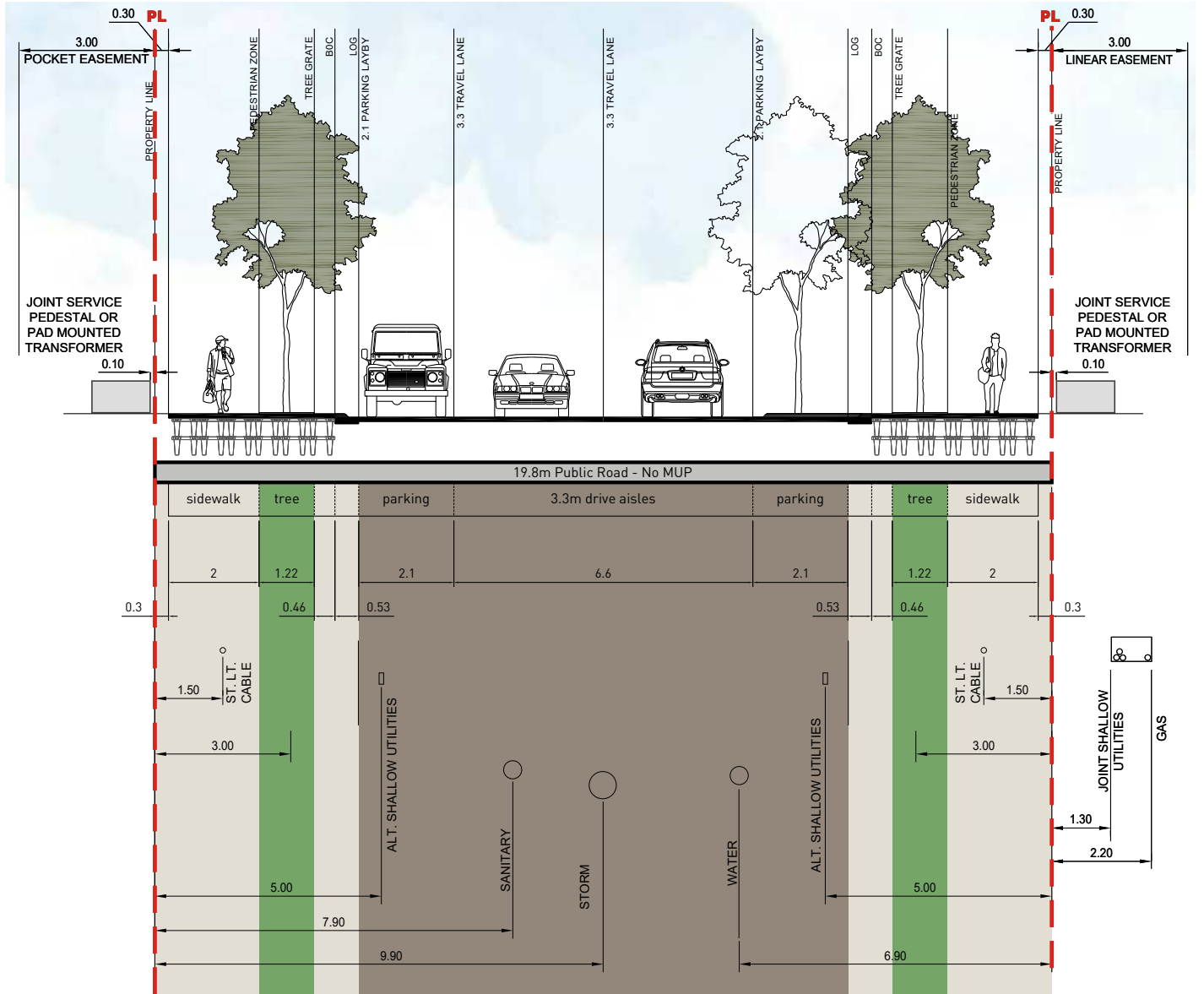
- A. 25 Street & 26 Avenue SW – New signal & left turn lane
- B. 29 Street & 33 Avenue SW – Southbound left turn arrow
- C. 25 Street SW (26 to 30 Avenue) – Roadway upgrades

### Active Transportation

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

## Opportunities

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

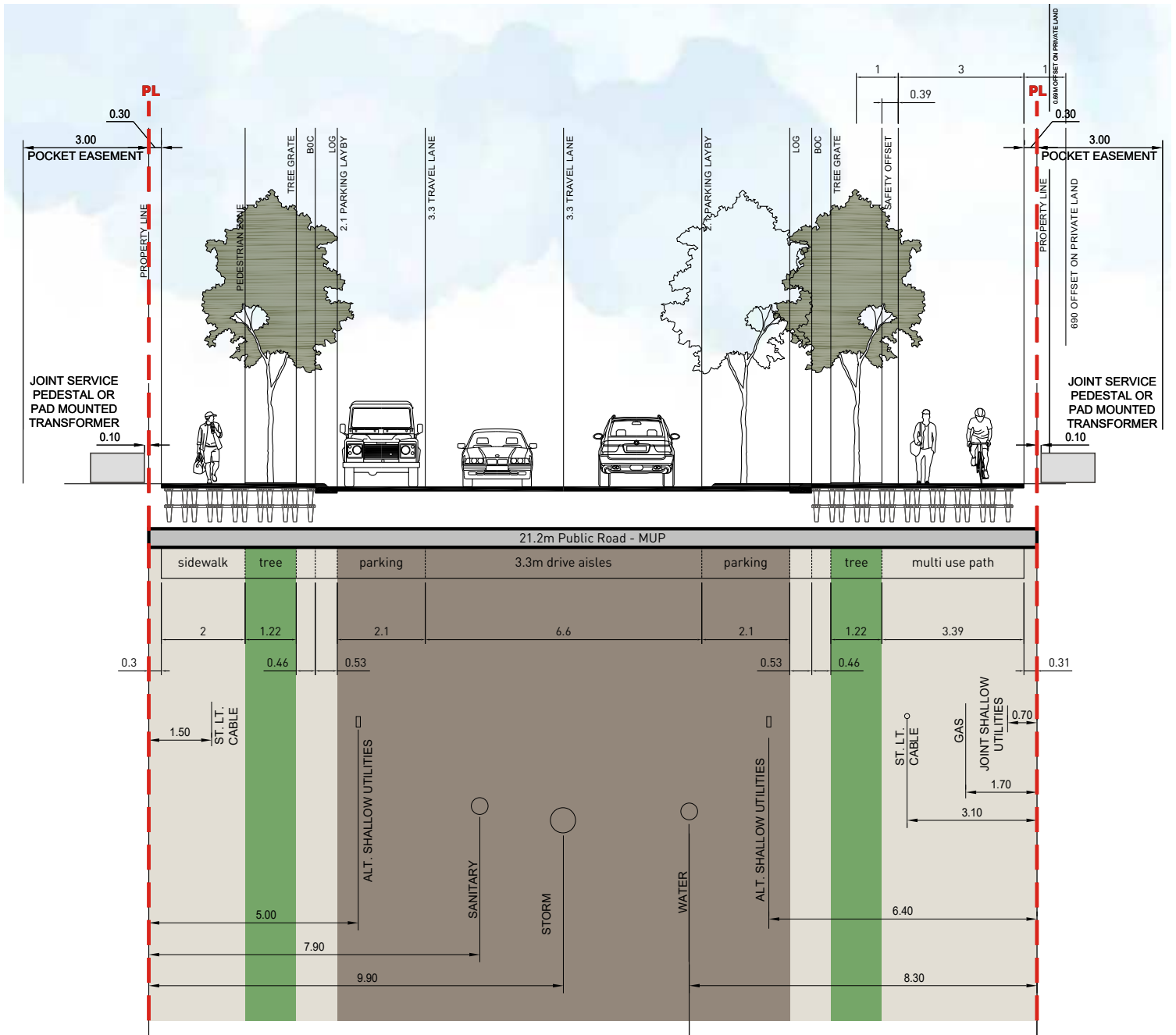


**A:** Modified Collector - (10.8m / 19.8m)

2.0m Sidewalks on both sides

Scale: 1:200

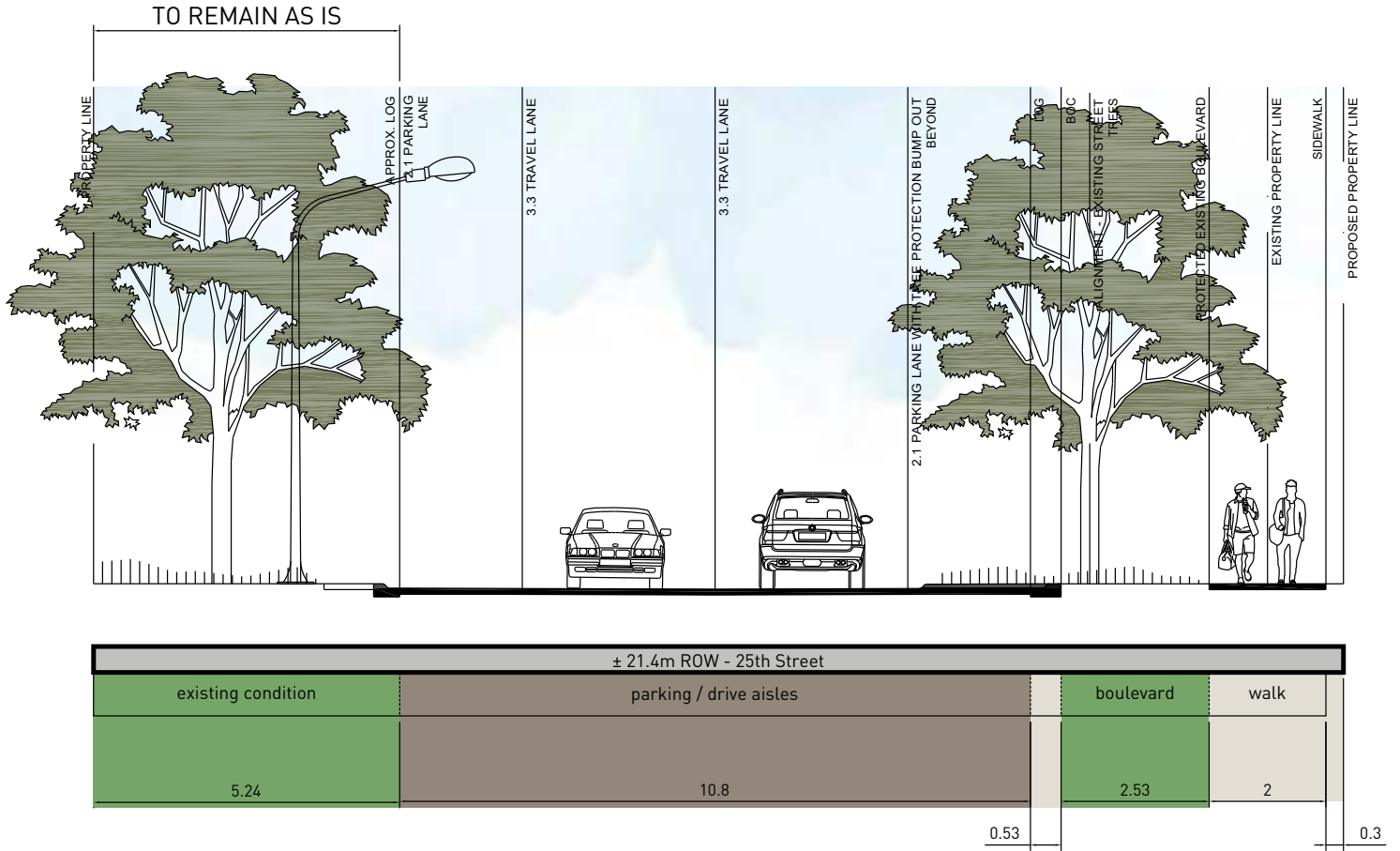




**B:** Modified Collector - (10.8m / 21.2m)

3.0m Multi-use Pathway & 2.0m Sidewalk

Scale: 1:200

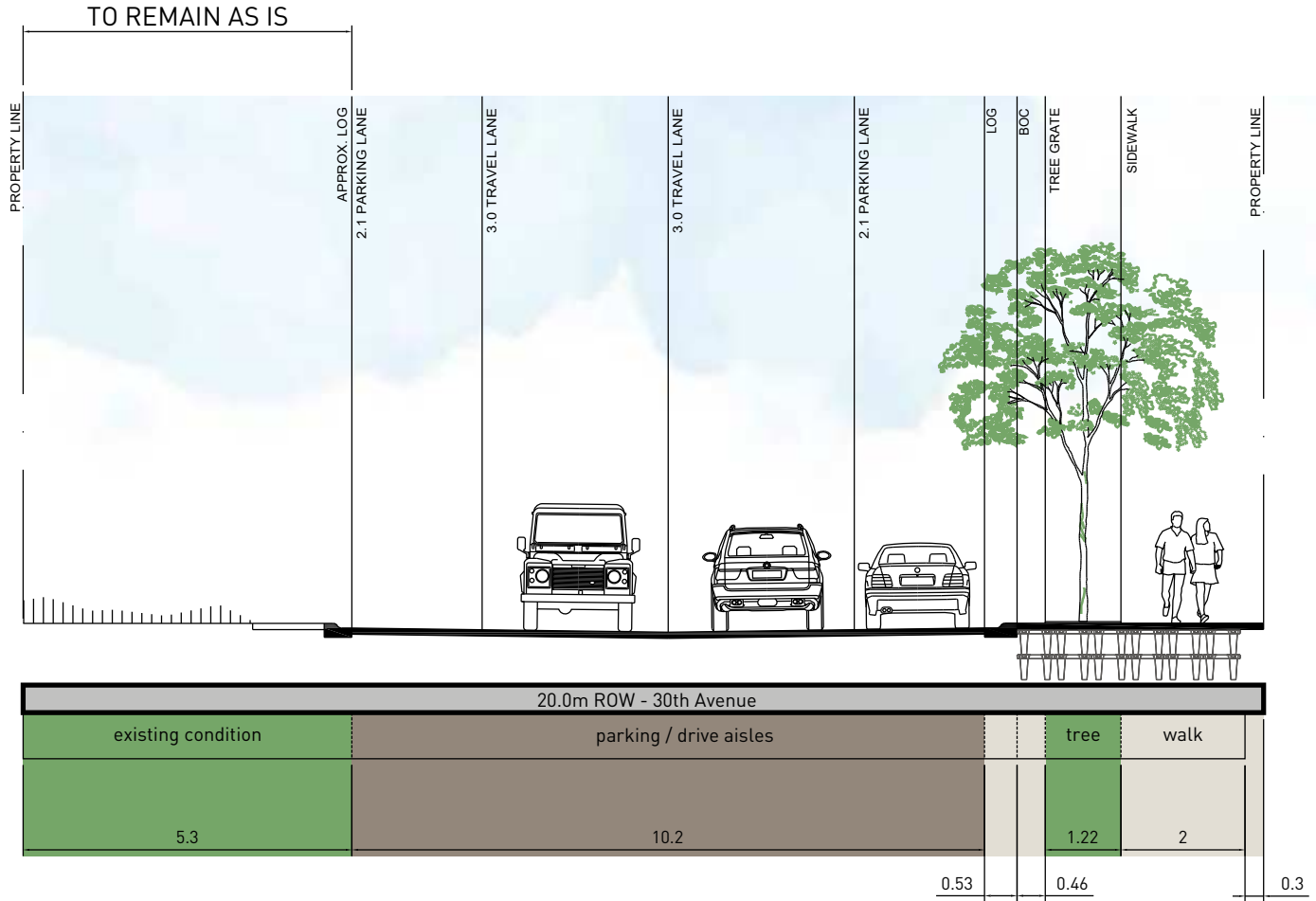


**C: 25 Street S. W.**

Modified Collector - (10.8m / 21.4m)

2.0m Sidewalk on one side

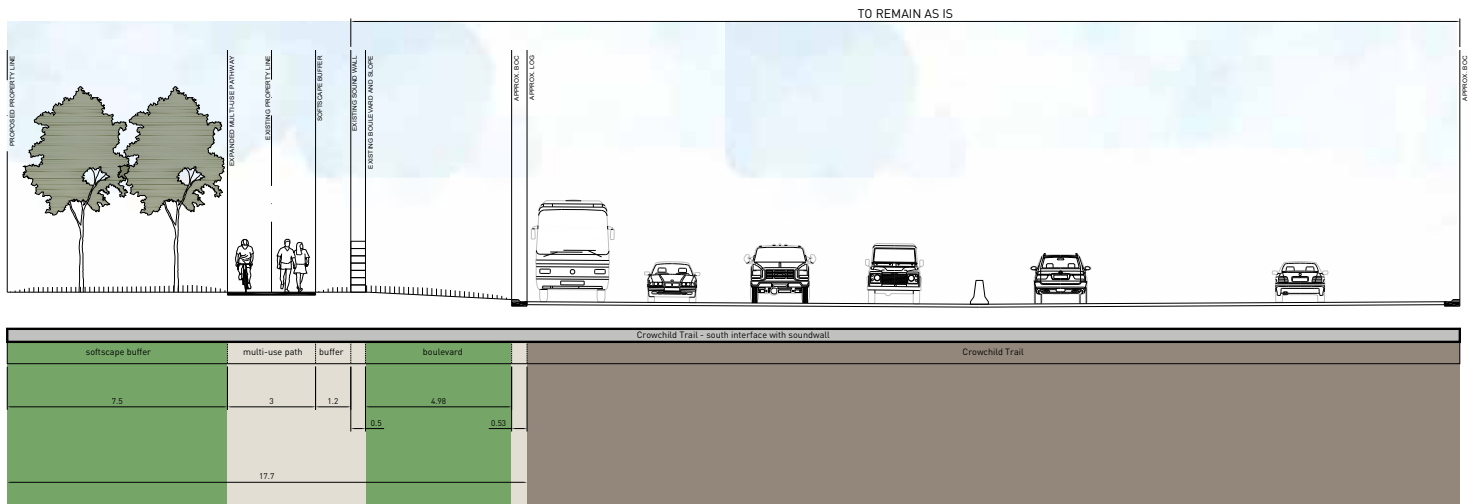
Scale: 1:200



**D:** 30 Avenue S.W. ROW - (10.2m / 20.0m)

2.0m Sidewalk on one side

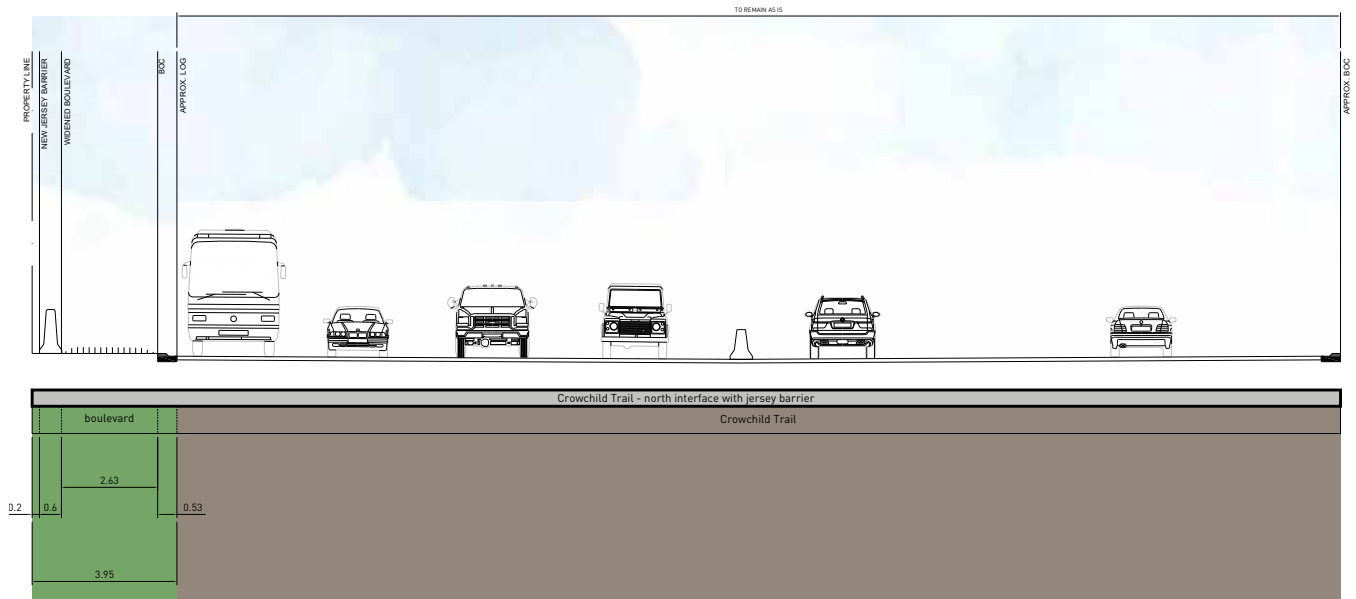
Scale: 1:200



**E:** Crowchild Trail ROW

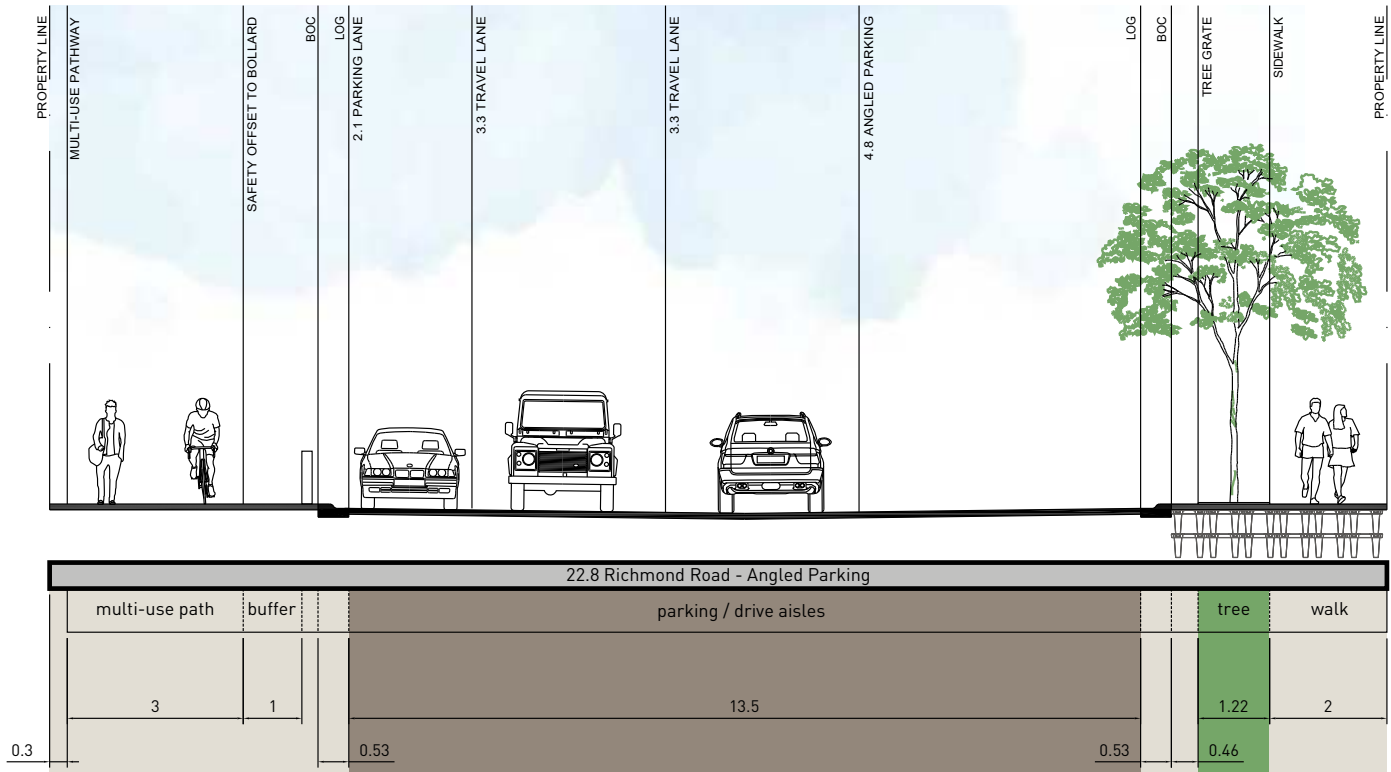
3.0m Multi-use Pathway

Scale: 1:200



**F:** Crowchild Trail ROW

Scale: 1:200



**G:** Richmond Road S.W. ROW (22.8m)

3.0m Multi-use Pathway & 2.0m Sidewalk

Scale: 1:200



## 4.5 Services *(Utility Connections)*

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

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



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 build-out. The following summarizes the 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.	Based on 1,250 anticipated units, all sanitary routing is assumed via 24A St SW. Up to 900 units can be accommodated before sanitary sewer pipe upgrades need to be constructed. Between 900 and 1,600 units can be accommodated by upgrading the sanitary pipe in 24A St between Richmond Rd and 26 Ave SW (~85m). This upgrade is based on achieving gravity (free-flow) conditions along all pipe segments.



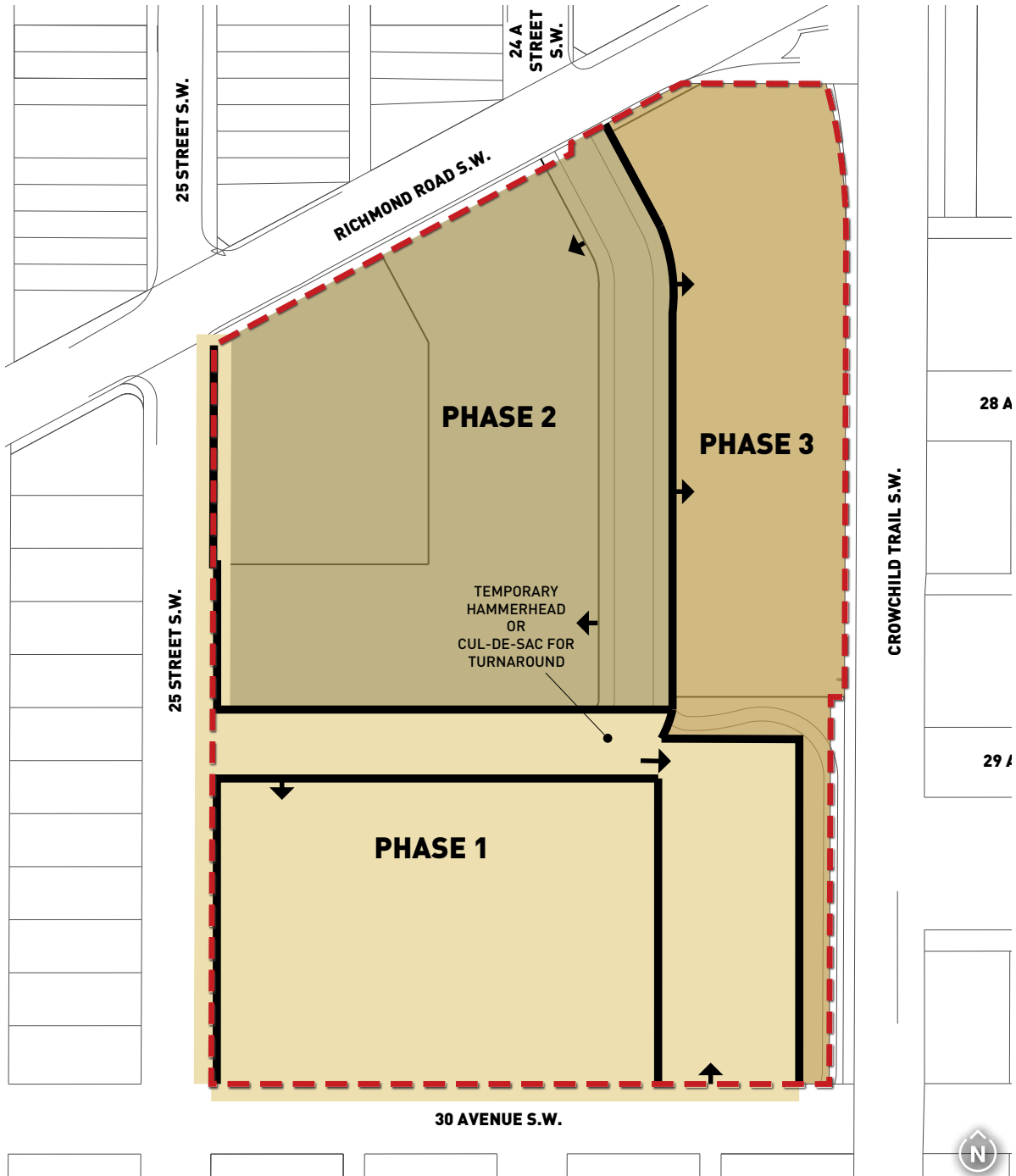
## 4.6 Phasing Of Development






The current concept proposes phasing starting from the south portion of the site. This first phase will also include the boulevard improvements along 30 Avenue SW and 25 Street SW to ensure an enhanced safe pedestrian connection is maintained around the site during construction. The east-west portion of the new street with a temporary cul-de-sac or hammerhead will also be built in the first phase which will provide access to buildings in the first and second phases. The second phase will include the park and the rest of the public street and the final phase will include the new multi-use pathway and the highest density development.





PHASING

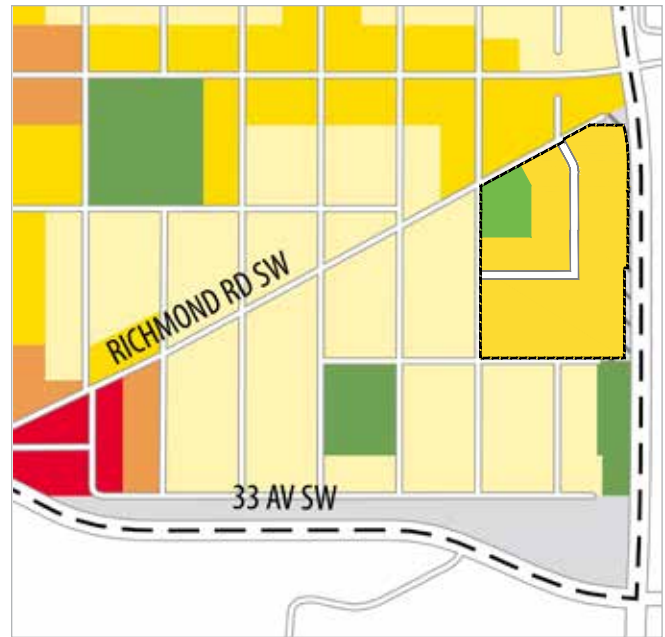









-  Phase 1
-  Phase 2
-  Phase 3
-  Upgrading Boulevard within Phase 1
-  Subject Lands






### 4.7 Amendments to the Westbrook Communities Local Area Plan

The site is currently identified as a Comprehensive Planning Site according to Map 3: Urban Form in the Westbrook Communities Local Area Plan (LAP). Amendments to Map 3 and Map 4: Building are required to support this application. Those map amendments, which are aligned with our proposed land use amendment, have been included with the application.

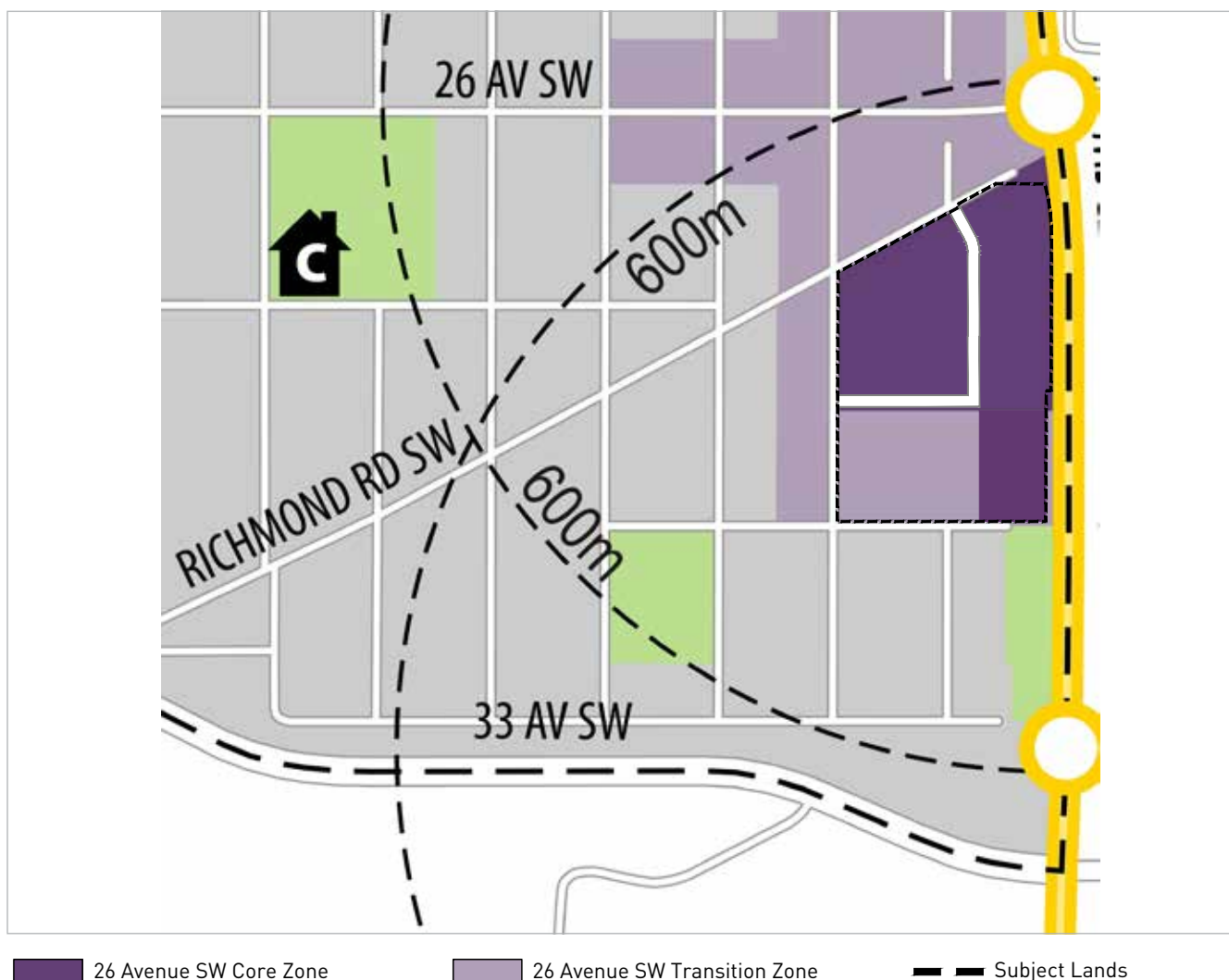


-  Limited (up to 3 Storeys)
-  High (up to 26 Storeys)\*\*
-  Low - Modified (up to 4 Storeys)
-  Parks and Open Space
-  Low (up to 6 Storeys)
-  Subject Lands
-  Mid (up to 12 Storeys)\*

-  Subject Lands
-  Neighbourhood Connector
-  Parks and Open Space

We have reflected the aspirations of the Westbrook LAP within our proposed land use plan which introduces multi-residential high density medium rise districts to the site. We do however believe that due to the site’s size and inclusion in the walk sheds of both the 26th Ave and Marda Loop BRT station, that the Core Zone should be expanded along the eastern edge of the site near Crowchild Trail. Further, the predominate amount of R-C1 single family development in the existing Richmond Community both west of and east of Crowchild Trail and limited 6 storey development within the Marda Loop ARP; highlights the opportunity our site presents to locate greater heights and densities within a comprehensive development.

This opportunity for additional height in this location would work well with the immediate context as it would interface with the linear green space to the south as well as provide an effective development sound barrier. We further note that reviewing both the 26th Ave and Marda Loop Station Areas, that our site is surrounded by Transition Zone lands which further warrants consideration of expanding the Core Zone area. An amendment to Figure 18 has also been included in the amendments to the LAP.



# Section 5.0

# Community Engagement



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# Community Engagement

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Minto has been committed to providing consistent updates through a project website – [www.2501Richmond.com](http://www.2501Richmond.com).

A What We Heard report including a summary of all community outreach completed to date and the engagement strategy can be found in that document.



# Section 6.0 Conclusion



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# Conclusion

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

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



MINTO COMMUNITIES | B&A | JULY 2024

