



2501 Richmond

September 17, 2024 - Detailed Review Letter (DR2)

The revised land use amendment and outline plan for 2501 Richmond (LOC2023-0359) was submitted to the City of Calgary for review on July 5, 2024. Following the technical review and extended public comment period, the City has shared the Detailed Review letter (DR2) enclosed. The comments within this document will guide revisions and updates to the 2501 Richmond application.

What is a Detailed Review Letter?

After a land use amendment application is submitted, the City of Calgary distributes it to internal technical teams for review and feedback. During this period, notification signs are put up on the site and the application is posted to the City of Calgary Development Map for public comment. The feedback from both the City and the public is compiled into a document called a Detailed Review (DR) letter, which is shared with the applicant to inform revisions for future resubmissions.

2501 Richmond Detailed Review Letter 2

The comments categorized as “Prior to Calgary Planning Commission” identify specific items or questions that must be addressed before the application can proceed to the Calgary Planning Commission. The 2501 Richmond project team will respond to and address all comments in DR2. Below, we have provided preliminary responses to the items listed as “Prior to Calgary Planning Commission.” We look forward to sharing more detailed responses this fall in an updated What We Heard report, following further review and investigation by the project team.

Next Steps

Thank you to everyone who participated during the City’s extended comment period and engaged with the 2501 Richmond project team. With community input and the City’s technical review in hand, our team looks forward to updating the application for resubmission this fall. Future updates will outline the revised concept and explain how the feedback was used to refine the application.



Preliminary Responses – Prior to Calgary Planning Commission

PLANNING

No.	City Comment	Project Team’s Next Steps
1	<p>Submit a complete digital set of the 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.</p>	<p>Minto Communities looks forward to submitting the revised plans and responding to the Detailed Review with our next submission.</p>
2	<p>If the scope of the proposed application changes, please provide an updated one-page applicant’s 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.</p>	<p>Acknowledged. In addition, Minto will continue to share updates on the project with the community.</p>
3	<p>A total of 36 letters were received from the public in opposition to the resubmitted proposal including a formal letter from the Richmond Knob Hill Community Association, which was sent by separate cover. The areas of concern identified are as follows:</p> <ul style="list-style-type: none"> • strong preference for the proposed public park to be located in the south-west corner, rather than the proposed north-west corner; • net loss of open space; • proposed built form does not reflect the existing context of the neighbourhood; • traffic congestion; • existing utilities will not be able to support the increased density; and • need for additional engagement. <p>To respond to the concerns raised following the resubmission of the application, provide an overview of how these community concerns were considered or are being addressed as part of the resubmission including updates on what has changed, rationale for what is being maintained and an updated Community Outreach summary. Specifically, please provide a rationale and response to the community’s desire for park space in the south-west corner of the site. As noted previously, Community Outreach is the responsibility of the Applicant, with guidance provided here: Community outreach at https://www.calgary.ca/development/commercial/community-outreach-toolkit.html.</p>	<p>Minto Communities appreciates the feedback we’ve received since sharing the revised concept in June 2024. We will share how feedback shapes the next submission this fall through an updated What We Heard report. Details on the revised concept and resubmission will be shared through future public outreach updates.</p>



Preliminary Responses – Prior to Calgary Planning Commission

PLANNING

No.	City Comment	Project Team's Next Steps
4	<p>The proposed DC Districts should be amended to respond to the following land use and urban design comments:</p> <ul style="list-style-type: none"> To provide for a more appropriate transition to the surrounding context, a minimum three metre setback should be provided for ground-oriented units along 25th Street and 30th Avenue SW. The proposed setbacks for the other types of built forms are supportable; The built form interface along 25th Street and 30th Avenue SW should be characterized by a maximum 4-storey street wall, with an additional two storeys being permitted at a three metre stepback from the building face. <p>In addition to the above noted comments, provide rationale supporting the proposed 800 square metre maximum tower floor plates and twenty metre tower separation distances as proposed in DC Site 4, as well as the proposed temporary parking lot use in Site 1.</p> <p>Once amended, resubmit the updated DC Districts for further review and refinement.</p> <p>The Westbrook Communities LAP policy amendment is supported as proposed.</p>	<p>The impacts of requested amendments will be thoughtfully considered. The amendments will either be adopted, or further rationale will be provided as to why alternate approaches should be considered.</p>
5	<p>Revise the Land Use & Outline Plan or provide an additional Plan(s) to address the following:</p> <ol style="list-style-type: none"> Identify the existing city boulevard trees to be removed or retained. It is preferable that there is the protection/retention of city trees that are in good condition. The prior submission indicated ~22 trees city/public trees were to be removed. There are significant private trees on the parcel. Amend the LOC Plan and legend to indicate the locations where potential tree protection will be achieved within the private lots. The applicant is encouraged to retain significant private trees. If this is not feasible, provide a written response addressing this comment. Provide a pedestrian network plan, showing existing sidewalks, pathways, etc. and how the proposed Regional Pathways will tie to the existing network. <p>DR2 Update: New comments based on Amended Submission.</p>	<p>Further clarity will be provided on these topics with additional visuals prepared and shared for review.</p>



Preliminary Responses – Prior to Calgary Planning Commission

PLANNING

No.	City Comment	Project Team's Next Steps
6	<p>The location and dimensions of the MR (Municipal Reserve) that has been proposed addresses the prior comments pertaining to providing a generously proportioned open space(s) that can support a variety of programming subject to a Landscape Concept Plan being submitted for Parks review and approval.</p> <p>Landscape Concepts at the Outline Plan stage shall consist of (but not be limited to) the following:</p> <ol style="list-style-type: none"> Rendered plans showing the relationships of the major functions/spaces/constructed features with respect to the site and to each other. Label proposed features/elements - playgrounds, seating, walls, etc. Preliminary grading info with minimum and maximum slopes, and conceptual contours. Indicate any storm-related infrastructure above and below ground. Indicate any existing and proposed utility right-of-way locations. Conceptual planting locations. Proposed fencing and/or retaining walls. Proposed boulevard tree planting and soil cells. <p>DR2 Update: New comment based on Amended Submission.</p>	<p>A Landscape Concept Plan will be prepared and submitted to the City for review.</p>
7	<p>Revise the Road Cross-sections accordingly:</p> <ol style="list-style-type: none"> Include all utility information in cross sections - i.e. cross-section C-C/ G-G has existing utilities. Provide an additional east-west cross-section at the S-SPR (MR). Section B - a 3.0 m Regional Pathway will need 1.0 m clearances on either side from vertical elements. Boulevard trees require a minimum of 2.0 m. Section E - preferable to provide a landscape buffer between the Crowchild Trail SW noise attenuation wall and the multi-use pathway; consider exchanging the location of the trees to be located along the noise attenuation wall with the multi-use pathway to provide an improved pedestrian experience by providing a visual and noise buffer; Section G - relocate the Regional Pathway to the south side of Richmond Road SW, with a 3.0 m Asphalt Regional/Multi-use Pathway with 1.0 m clearances on either side. Boulevard trees require a minimum of 2.0 m. 	<p>The impacts of requested amendments will be thoughtfully considered. The amendments will either be adopted, or further rationale will be provided as to why alternate approaches should be considered.</p>



Preliminary Responses – Prior to Calgary Planning Commission

UTILITY ENGINEERING

No.	City Comment (Abridged)	Project Team's Next Steps
8	<p>Submit an updated Sanitary Servicing Study (SSS), prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance to WA-ResourcesDevelopmentApprovals@calgary.ca.</p> <p>NOTE: Associated costs will be at the expense of the developer. Sanitary Servicing Studies are to be submitted electronically directly to Development Engineering, Utility Specialists via POSEIDONOnline which is accessed through The City of Calgary's VISTA website. For further information, contact Gloria Bei, Water Resources - Development Approvals, 403-268-5697.</p> <p>NOTE: An update to the SSS to align with the revised resubmission has been provided and is currently under review.</p>	Our team will await further City feedback on proposed sanitary servicing.
9	<p>Update: See below water network plan review comment and provide an updated water network plan to ensure fire hydrant coverage for the outline plan area. Connection locations and main locations are acceptable.</p> <p>Submit a preliminary water network design with water main sizing and hydrant locations to Water Resources at WA-ResourcesDevelopmentApprovals@calgary.ca for review and modeling confirmation. The plan should also show the tie-in points to the existing water system. Normally two offsite feeds is the minimum requirement.</p>	The impacts of requested amendments will be thoughtfully considered. The amendments will either be adopted or further rationale shall be provided as to why alternate approaches should be considered.
10	Update road cross sections A and B [new internal street] to provide 3m horizontal separation from the street trees to the water main at the bump out locations.	The relevant road sections shall be modified to address this conflict. If an alternate approach should be considered, rationale shall be provided.

MOBILITY ENGINEERING

No.	City Comment (Abridged)	Project Team's Next Steps
11	Revise proposed cross-section G-G, to indicate that the angled parking stalls will be a depth of 5.0m. As per the Land Use Bylaw 1P2007, 45-degree parking stalls are to have a minimum depth of 5.0m.	The relevant road sections shall be modified to address this. If an alternate approach should be considered, rationale shall be provided.
12	Regarding connectivity to the 5A network and the subject site amend cross-section G-G to relocate the proposed multi-use pathway to the south side of the cross-section (in alignment with Prior to CPC comment #8). This location will provide an alignment that can be more easily implemented on this side of the right of way and to the Minto site as well as to improve access to the future neighborhood park, transit zone, active modes network and to connect neighborhood areas.	The relevant road sections shall be modified to address this. If an alternate approach should be considered, rationale shall be provided.

More detailed responses will be shared this fall in an updated What We Heard report and updates to the community, showing how feedback has been considered by the project team and how it has shaped evolution of the proposal. Details on further revisions and resubmission will be shared through future public outreach updates. For reference, the City's full Detailed Review 2 is shared below. **Thank you for your ongoing involvement in this exciting project.**





September 17, 2024

Duff, Jennifer, B&A Studios
jduff@bastudios.ca
(403) 542-1704

Dear Applicant:

RE: Detailed Review 2 (DR2)

Land Use Amendment Number: LOC2023-0359

The Development Applications Review Team (DART) has completed a detailed review of your Land Use Amendment proposal received on **July 9, 2024** in order to evaluate the feasibility of the proposal and compliance with City policies. Any issues identified as Prior to Calgary Planning Commission (CPC) will require further discussion or revision prior to a Development Authority recommendation to CPC.

Applicants are requested to contact the respective team members to resolve outstanding issues. Revisions to the proposed Outline Plan should not be submitted until we are able to provide comments from all circulation referees, including the Community Association.

Should you have any questions or concerns 587-229-6079 or by email at Mladen.Kukic@calgary.ca.

Sincerely,

Mladen Kukic
Senior Planner



Detailed Review – Outline Plan

Application Number: LOC2023-0359
Proposed Land Use Districts: DC based on Multi-Residential - High Density Low Rise (M-H1) and Multi-Residential - High Density Medium Rise (M-H2) Districts; and Special Purpose - School, Park and Community Reserve District (S-SPR)
Site Address: 2505 RICHMOND RD SW
 2519 RICHMOND RD SW
Community: RICHMOND
Applicant: Duff, Jennifer, B&A Studios
Date DTR Sent: September 17, 2024
Response Due Date: November 17, 2024

Development Applications Review Team

Planning: MLADEN KUKIC 587-229-6079 Mladen.Kukic@calgary.ca
Utility Engineering: DAVID ROBINSON (587) 228-1767
 David.Robinson@calgary.ca
Mobility Engineering: AL HOPKINS 587-573-5946 Alan.Hopkins@calgary.ca

General Comments

On February 8, 2024, Administration issued a Detailed Review on the proposal that was initially submitted on November 17, 2023. The application has since been revised based on Administration comments regarding, but not limited to:

- submission of an outline plan;
- providing a consolidated large open space;
- providing a more gradual built form transition;
- Traffic Impact Assessment comments; and
- engagement with the community.

The land use amendment application was resubmitted, along with a new outline plan application, on July 9, 2024. The applications propose to redesignate the former Viscount Bennett School/Chinook Learning site from Residential – Grade-Oriented Infill (R-CG) District to a Direct Control (DC) Districts composed of 4 sites that are based on the Multi-Residential – High Density Low Rise (M-H1) and Multi-Residential – High Density Medium Rise (M-H2) Districts. The revised application also proposes a public road with egress and ingress off Richmond Road SW and 25 Street SW, and 0.47 hectares of Municipal Reserve dedication in the north-west corner of the site that would be designated as Special Purpose – School, Park and Community Reserve District (S-SPR). The maximum number of residential units would be permitted is 1,541.

Track your application on-line with VISTA. Go to: www.calgary.ca/vista and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

The applicant's intent of the outline plan and land use redesignation applications, as identified in the Supporting Information Document, is to develop a total of 1,250 residential units in a variety of building forms. The scale of the buildings would range from 12 metres (3 storeys) in height to 50 metres (16 storeys), with lower buildings along 25 Street SW and 30 Avenue SW, increasing in height closer to Crowchild Trail SW and Richmond Road SW.

Administration has received 36 letters of opposition related to resubmitted proposal. Feedback and concerns are summarized in the Prior to Calgary Planning Commission conditions below. The most notable and common concerns identified were related to the location of the proposed park space, general traffic impacts, the proposed scale and heights not being compatible with the surrounding context, and lack of adequate engagement. Administration also received one letter of support.

In addition to the community's comments, Administration has conducted a detailed review of the proposal and has identified areas where further information is required, and where the proposal should be amended to better address the relevant planning policies. Administration looks forward to working collaboratively with the applicant to facilitate future redevelopment in alignment with Council approved policies, and that responds to community feedback.

Comments on Relevant City Policies

Municipal Development Plan (MDP)

The site is located within the 'Developed Residential: Inner City' area on Map 1: Urban Structure of the MDP. Crowchild Trail SW is identified as being part of the 'Primary Transit Network' on Map 2: Primary Transit Network of the MDP.

1.4.7 Outline Plan and Land Use Amendment Application

The City undertakes detailed planning and design of new communities, or the redevelopment of large areas of existing communities, through the outline plan and subdivision process. This involves design details such as the preservation of environmental areas, open space locations and reserve dedications, development patterns, land use mixes and local street networks. The outline plan is a non-statutory site plan, with associated conditions, that is usually processed together with land use amendments, to ensure a workable distribution of land uses, open space and road network (e.g., land use districts, the location and classification of streets, the distribution and size of the parks and school sites in the neighbourhood).

2.1.1 Creating a City Attractive to People

- a. Provide safe and healthy communities with a variety of housing choices, employment opportunities, local retail and services and mobility options.
- b. Ensure impacts on overall housing affordability are considered as part of planning decisions.
- c. Provide greater housing choices in locations close to job markets and in areas well served by the Primary Transit Network.

2.1.4 Ensuring Sustainable Municipal Finances – Focusing and Prioritizing Investments

- a. Optimize the use of existing infrastructure.

2.2.2 A Transit-Supportive Land Use Framework

- a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Main Streets supported by the Primary Transit Network.
- 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.
- d. Underutilized commercial and brownfield sites near the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites.

2.2.4 Complete Communities

Complete communities are vibrant, green and safe places, where people of all ages, incomes, interests and lifestyles feel comfortable and can choose between a variety of housing types and locations in which to live.

- a. Support the development of complete communities to ensure a compact and well designed urban form that efficiently utilizes land and infrastructure, provides housing choices at transit-supportive densities, local services and employment and promotes mobility options.
- b. Communities should be planned according to the following criteria for complete communities and provide:
 - i. A range of housing choices, covering a mix of built forms and ownership tenures, at densities that support transit viability, local commercial and other services; and
 - iii. Neighbourhood stores, services and public facilities that meet day-to-day needs within walking distance for most residents by providing access to healthy food, care and recreation.

2.2.5 Residential Neighbourhoods

- c. Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood.

2.3.1 Housing

- 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 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.
- b. Promote a broader range of housing choice for all ages, income groups, family types and lifestyles by:
 - i. Encouraging housing opportunities for low- and moderate-income households in all communities.

- e. Recognize and encourage affordable housing as an integral part of complete communities.
- 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.
 - iii. Affordable housing serving families to locate in areas close to parks, schools, recreation facilities and commercial nodes.
 - v. Affordable housing units of different sizes and types within market residential developments.

2.3.2 Respecting and Enhancing Neighbourhood Character

Respecting neighbourhood character does not mean preventing change. A neighbourhood is not static; it evolves over time as the area ages and redevelops. Some neighbourhoods experience significant changes as a result of demographic, economic conditions, changing preferences in housing and design innovations.

- b. Ensure an appropriate transition of development intensity, uses and built form between areas of higher and lower intensity, such as low-density residential areas and more intensive multi-residential or commercial areas.

2.3.4 Parks, Open Spaces and Outdoor Recreation

- b. Create a comprehensive and connected park, pathway and open-space system that links neighbourhoods, public parks, natural areas, athletic parks, plazas, squares and the river valleys.
- k. New development adjacent to the public pathway system should maintain connections to pathways and/or provide new linkages.

2.5.2 Transit

Providing transit-supportive land uses in close proximity to transit service is critical to attracting ridership and making it a viable and efficient travel choice. Mixing jobs and housing and incorporating appropriate intensities within these transit hubs will be essential in meeting the required population and job thresholds, supported by 10-minute transit service levels.

2.6 Greening the City of Calgary

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.
- 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.

3.5.1 General Policies for Developed Residential Areas

- b. Redevelopment within predominantly multifamily areas should be compatible with the established pattern of development and will consider the following elements:
 - i. Appropriate transitions between adjacent areas.
 - ii. A variety of multi-family housing types to meet the diverse needs of present and future populations
- 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.

3.5.2 Inner City Areas

- 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.

Westbrook Communities Local Area Plan (LAP) – (Statutory 2023)

The Westbrook Communities LAP is the statutory plan that provides locally-specific planning guidance for planning applications in this area. The Westbrook Communities LAP is the result of over three years of engagement with participants including youth, seniors, residents, business owners, community association and development industry representatives, and a dedicated and diverse working group. Feedback provided by participants throughout the process helped shape and refine the Plan that was brought forward to, and approved by Council on April 25, 2023.

The LAP identifies the site as a Comprehensive Planning Site but does not identify specific urban form categories or building scale modifiers as these are intended to be determined through the planning application review process.

In addition, the site is located within the 26 Avenue/Crowchild Transit Station Area. While there are no urban form categories or building height modifiers identified for this site, typically Transit Station Areas are characterized by the Neighbourhood Commercial or Neighbourhood Flex urban form categories, which represent commercial/mixed-use oriented areas, as well as Active Frontage policy guidance in strategic locations where active uses are desired such as in proximity to transit stations. The LAP identifies the northern portion of the site as a Core Zone, while a southern portion is Transition Zone. Transit Station Areas are intended to provide a concentration of private and public amenities in close proximity to BRT and LRT stations that are supported by higher density development and high levels of pedestrian activity. Core Zones are envisioned to accommodate the highest intensity of development with building scales decreasing in Transition Zones.

2.2.5 Comprehensive Planning Sites

- a. Comprehensive Planning Sites should undertake a master planning exercise 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.

- b. Map 3: Urban Form identifies the lands to the west of Crowchild Trail SW, south of Richmond Road SW, east of 25 Street SW and north of 30 Avenue SW as a Comprehensive Planning Site. Development on this site should:
 - 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.

2.5.2 Transit Station Areas – 26 Avenue/Crowchild Transit Station Area

26 Avenue/Crowchild transit station area includes MAX Yellow BRT stops located on either side of Crowchild Trail SW. The western portion of the transit station area, west of Crowchild Trail SW, is in the Westbrook Communities LAP, while the east portion is in a future local area plan. The former Viscount Bennett/Chinook Learning site is located to the SW of the transit station.

- am. Development in the transit station area should locate vehicle access to reduce conflicts with pedestrian movement and transit operations.
- an. The relocation of the southbound MAX Yellow BRT station to the south of 26 Avenue SW should be considered with future development of the former Viscount Bennett/Chinook Learning site.
- ao. Redevelopment of the former Viscount Bennett/Chinook Learning site should provide safe and convenient and universally accessibly pedestrian connections to the future transit station.

Prior to Calgary Planning Commission

The following issues must be addressed by the Applicant through a written submission prior to a report being prepared to the Calgary Planning Commission. Applicants are encouraged to contact the respective team members directly to discuss outstanding issues or alternatively request a meeting with the Development Applications Review Team.

Planning

1. Submit a complete digital set of the 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.
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 - strong preference for the proposed public park to be located in the south-west corner, rather than the proposed north-west corner;
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 - traffic congestion;
 - existing utilities will not be able to support the increased density; and
 - need for additional engagement.

To respond to the concerns raised following the resubmission of the application, provide an overview of how these community concerns were considered or are being addressed as part of the resubmission including updates on what has changed, rationale for what is being maintained and an updated Community Outreach summary. Specifically, please provide a rationale and response to the community's desire for park space in the south-west corner of the site. As noted previously, Community Outreach is the responsibility of the Applicant, with guidance provided here: Community outreach at <https://www.calgary.ca/development/commercial/community-outreach-toolkit.html>.

4. The proposed DC Districts should be amended to respond to the following land use and urban design comments:
 - The proposed temporary parking lot use in DC Site 4 is not supported. Site 4 is located in the Core Zone in the Westbrook Communities LAP where surface parking lots are not permitted;

- To provide for a more appropriate transition to the surrounding context, a minimum three metre setback should be provided for ground-oriented units along 25th Street and 30th Avenue SW. The proposed setbacks for the other types of built forms are supportable;

- The built form interface along 25th Street and 30th Avenue SW should be characterized by a maximum 4-storey street wall, with an additional two storeys being permitted at a three metre stepback from the building face.

In addition to the above noted comments, provide rationale supporting the proposed 800 square metre maximum tower floor plates and twenty metre tower separation distances as proposed in DC Site 4, as well as the proposed temporary parking lot use in Site 1.

Once amended, resubmit the updated DC Districts for further review and refinement.

The Westbrook Communities LAP policy amendment is supported as proposed.

5. Revise the Land Use & Outline Plan or provide an additional Plan(s) to address the following:
 - a) Identify the existing city boulevard trees to be removed or retained. It is preferable that there is the protection/retention of city trees that are in good condition. The prior submission indicated ~22 trees city/public trees were to be removed.
 - b) There are significant private trees on the parcel. Amend the LOC Plan and legend to indicate the locations where potential tree protection will be achieved within the private lots. The applicant is encouraged to retain significant private trees. If this is not feasible, provide a written response addressing this comment.
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 - d) Indicate any storm-related infrastructure above and below ground.
 - e) Indicate any existing and proposed utility right-of-way locations.
 - f) Conceptual planting locations.
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 - h) Proposed boulevard tree planting and soil cells.

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 - b) Provide an additional east-west cross-section at the S-SPR (MR).
 - c) Section B - a 3.0 m Regional Pathway will need 1.0 m clearances on either side from vertical elements. Boulevard trees require a minimum of 2.0 m.
 - c) Section E - preferable to provide a landscape buffer between the Crowchild Trail SW noise attenuation wall and the multi-use pathway; consider exchanging the location of the trees to be located along the noise attenuation wall with the multi-use pathway to provide an improved pedestrian experience by providing a visual and noise buffer;
 - d) Section G - relocate the Regional Pathway to the south side of Richmond Road SW, with a 3.0 m Asphalt Regional/Multi-use Pathway with 1.0 m clearances on either side. Boulevard trees require a minimum of 2.0 m.

Utility Engineering

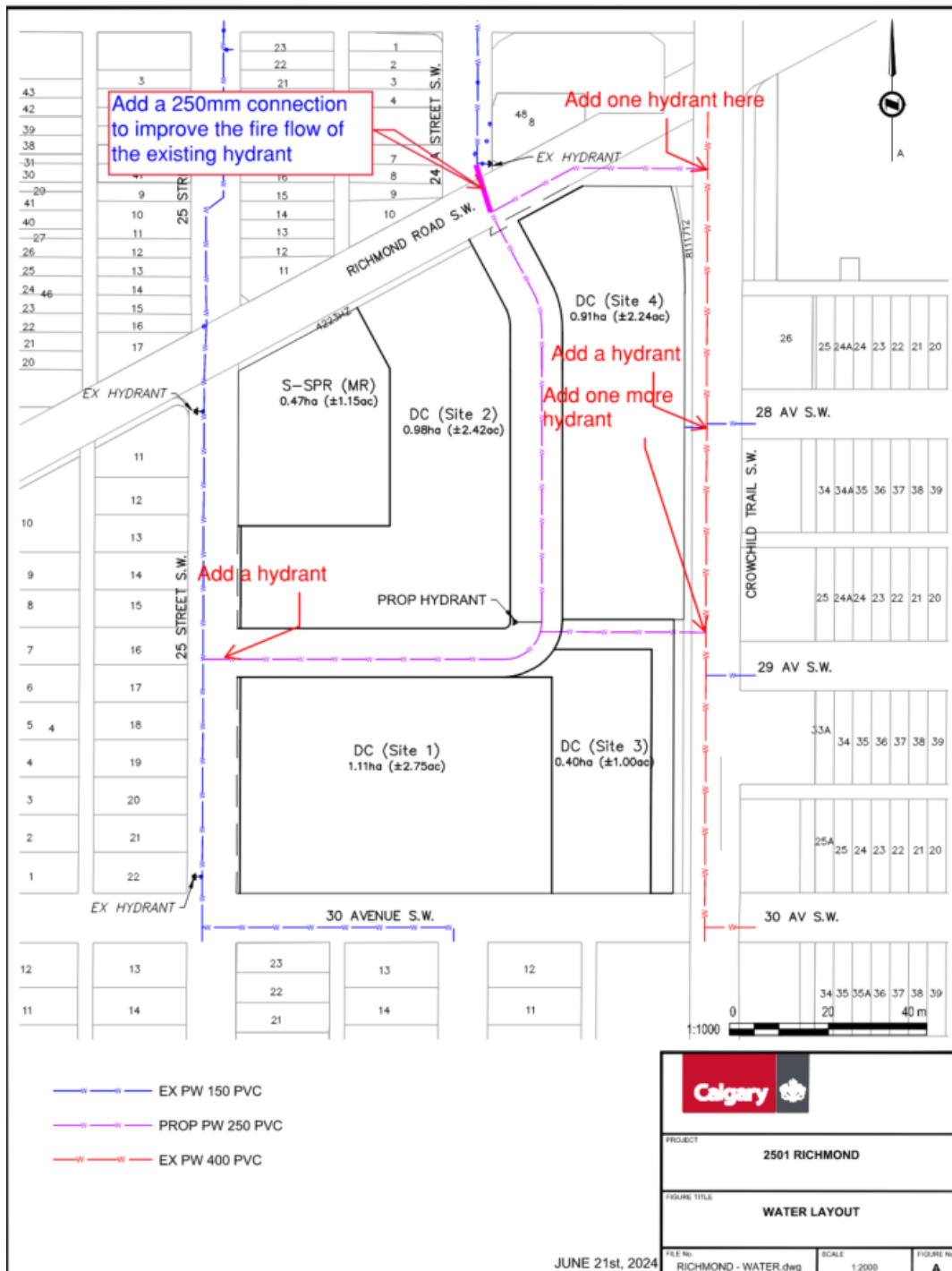
8. Submit an updated Sanitary Servicing Study (SSS), prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance to WA-ResourcesDevelopmentApprovals@calgary.ca.

NOTE: Associated costs will be at the expense of the developer. Sanitary Servicing Studies are to be submitted electronically directly to Development Engineering, Utility Specialists via POSEIDONOnline which is accessed through The City of Calgary's VISTA website. For further information, contact Gloria Bei, Water Resources - Development Approvals, 403-268-5697.

NOTE: An update to the SSS to align with the revised resubmission has been provided and is currently under review.

9. Update: See below water network plan review comment and provide an updated water network plan to ensure fire hydrant coverage for the outline plan area. Connection locations and main locations are acceptable.

Submit a preliminary water network design with water main sizing and hydrant locations to Water Resources at WA-ResourcesDevelopmentApprovals@calgary.ca for review and modeling confirmation. The plan should also show the tie-in points to the existing water system. Normally two offsite feeds is the minimum requirement.



- Update road cross sections A and B to provide 3m horizontal separation from the street trees to the water main at the bump out locations.

Mobility Engineering

- Revise proposed cross-section G-G, to indicate that the angled parking stalls will be a depth of 5.0m. As per the Land Use Bylaw 1P2007, 45-degree parking stalls are to have a minimum depth of 5.0m.

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12. Regarding connectivity to the 5A network and the subject site amend cross-section G-G to relocate the proposed multi-use pathway to the south side of the cross-section (in alignment with Prior to CPC comment #8). This location will provide an alignment that can be more easily implemented on this side of the right of way and to the Minto site as well as to improve access to the future neighborhood park, transit zone, active modes network and to connect neighborhood areas.

Conditions of Approval

If this Application is approved, the following Conditions of Approval shall apply:

Planning

13. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
14. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument for where the building is located.
15. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities.
16. Prior to affected Tentative Plan approval the proposed community and street names shall be submitted.
17. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer-s expense.
18. On the map on the land use sign for the site, depict and label:
 - a. All highway rights-of-way within 500 metres of the site\;
 - b. All floodway and flood fringe areas in the site\;
 - c. All Airport Vicinity Protection Area Regulation noise exposure forecast bands on the site\;
 - d. All Subdivision and Development Regulation setbacks from sour gas facilities, as per sections 10\;
 - e. All Subdivision and Development Regulation setbacks from gas and oil wells, as per section 11\;
 - f. All Subdivision and Development Regulation setbacks from waste management facilities, as per sections 12 and 13.
19. On a map on all marketing, sales, and resale information for the site and portions of the site, depict and label:
 - a. All highway rights-of-way within 500 metres of the site\;
 - b. All floodway and flood fringe areas in the site\;
 - c. All Airport Vicinity Protection Area Regulation noise exposure forecast bands on the site\;
 - d. All Subdivision and Development Regulation setbacks from sour gas facilities, as per sections 10\;
 - e. All Subdivision and Development Regulation setbacks from gas and oil wells, as per section 11\;
 - f. All Subdivision and Development Regulation setbacks from waste management facilities, as per sections 12 and 13.
20. Prior to approval of the Tentative Plan, Landscape Concepts prepared at the Outline Plan stage for the proposed Municipal Reserve shall be refined to add:

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- A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting.
 - Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.
 - Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
21. Prior to endorsement of the Tentative Plan, Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands are to be submitted to parksapproval@calgary.ca for review and approval prior to construction. If further information is required, contact the Parks Coordinator, Landscape Construction Approvals, Nathan Grimson at nathan.grimson@calgary.ca.
 22. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
 23. Construct all regional/multi-use pathway routes 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.
 24. 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.
 25. Submit a Tree Line Assignment Landscape Construction Drawing of the entire phase, to parksapproval@calgary.ca for review and approval prior to construction. If further information is required, contact the Parks Coordinator, Landscape Construction Approvals, Nathan Grimson at nathan.grimson@calgary.ca. This Drawing should:
 - a) Be coordinated (i.e. tree species, size, planting spacing, etc.) with Urban Forestry (Mariah Dornbush - mariah.dornbush@calgary.ca). Note all trees provided within the boulevards will require to be planted in accordance with Parks' Development Guidelines and Standard Specifications - Landscape Construction (current version).
 - b) Indicate soil cells as identified in LOC2023-0359 and to be installed at the Developer's cost.
 26. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
 27. Prior to approval of the first tentative plan or stripping and grading permit (whichever comes first), it shall be confirmed that grading of the development site

will match the grades of existing adjacent parks and open space (MR), with all grading confined to the private property, unless otherwise approved by Parks.

28. All proposed parks (Municipal Reserve) and Regional, Multi-Use, Local Pathways and Trails must comply with the Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
29. Parks does not support point source drainage directed towards MR extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR areas.
30. All stormwater related infrastructure is to be located within Public Utility Lots (P.U.L.) extents.
31. All shallow utility alignments, including street light cables, shall be set back 1.5m from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Calgary Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
32. Reserve lands proposed next to private development sites shall not be used to accommodate a significant variation in grade to primarily benefit the private development. Backsloping proposed within Reserve shall not be a detriment to the function and design of the subject Reserve lands. At tentative plan, provide a cross section(s) to illustrate the interface between the Reserve and the development sites for further review.
33. Prior to Tentative Plan and/or Development Permit:
 - a) DC (Site 3) is to appropriately address its context/interface regarding the proposed 3m Multi-use Pathway. A blank wall or steep slope in this area is not a suitable interface with the Multi-use Pathway.
 - b) DC (Site 4) is to limit the number of parkade entrances/exits, loading, garbage pick-up areas in proximity to the 3m Multi-use Pathway and to provide a suitable interface.
34. Coordinate City boulevard/public street trees removals with Urban Forestry - Mariah Dornbush (Mariah Dornbush at mariah.dornbusch@calgary.ca or 587.572.2321). It is preferable that there is the protection/retention of city trees that are in good condition. Compensation will be required to be paid to the City of Calgary for any trees that are removed.
35. There shall be no retaining walls placed within the Municipal Reserve lands. Grade matching and slope stability is to be handled within the confines of private property boundaries.

Utility Engineering

36. The developer is required to Execute a Development Agreement (DA), as to construct any / all on-site and off-site public infrastructure necessary to service the plan area, as required by The City.

The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these improvements.

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at 587-215-6253 OR yunpeng.qin@calgary.ca OR offsitelevy@calgary.ca.

37. 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:
- a) 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.
 - b) Construct the underground utilities and surface improvements within and along the boundaries of the plan area.
 - c) 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.
 - d) 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.
 - e) Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development, if required.

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at 587-215-6253 OR yunpeng.qin@calgary.ca OR offsitelevy@calgary.ca.

38. The developer shall rehabilitate any public and/or private lands, or infrastructure damaged as a result of this development, all to the satisfaction of The City of Calgary.

Mobility Engineering

39. The Transportation Impact Assessment (TIA) V2, dated April 25, 2024 has been reviewed and accepted by the Senior Development Engineer, Mobility Specialist. Subsequent development permits within this outline plan will be monitored and transportation network upgrades, as identified in the TIA, will be required when the identified unit count thresholds are met. These upgrades include the following:
- a) Traffic signal at 29th Street and Richmond Road SW at 1,250 units.
 - b) Southbound left turn arrow at 29th Street and Richmond Road SW at 1,250 units.

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c) Traffic signal at 25th Street and 26th Avenue SW at 1,250 units.

It should be noted that if background traffic changes, these upgrades may not be required at these specific unit counts or may be triggered earlier. These will be reviewed at the discretion of Administration at the development permit stage.

Advisory Comments

The following advisory comments are provided as a courtesy to the Applicant and registered property owner.

Planning

40. 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.

The Elements of Urban Design - The Key Principles

Please address the following urban design principles to ensure that the highest quality of future development is achieved:

Place - 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.

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.

41. The following comments are intended to assist in progressing the design and will inform subsequent reviews at the Development Permit phase:

Site

1. Due to topographic nature of the site, a slope-adaptive design strategy is required to create a pleasant, comfortable private and public realm. At the development permit stage refer to the City of Calgary Slope Adaptive Development Policy and Guidelines for best practice guidelines and preferred options for development; provide revised plans to demonstrate integration of slope-adaptive design.
2. All buildings facing public park and other green areas should consider avoiding tall retaining walls, rather consider terraced transition with enhanced landscaping treatment, including trees, pedestrian and bike promenades and sitting benches.
3. Activation of building edges (e.g. interior amenity spaces, bike parking, workshops, and similar activities) is preferable vs. excessive blank walls treatment.
4. Green infrastructure features are strongly encouraged, including permeable paving, LID features, rainwater harvesting, EV charging, photovoltaics, and opportunities for on-site food production. Indicate all site-focused sustainable design measures on the landscape plan.
5. Create strong landscape edges between micro-sites by utilizing layered landscaping with large and small canopy trees, bushes (i.e. lilac trees) and/or ornamental prairie grasses that need less maintenance and water consumption. Provide complete coloured site/landscape plans and details including all site infrastructure elements (fire hydrants, sign posts, street light and traffic light poles) at the time of development permit (DP) submission to allow for a complete analysis of the viability of the amenity space.
6. It is expected that adequate external lighting on all the proposed development, complying with CPTED requirements and principles will be included in the development.
7. Noise, and dust mitigation along Crowchild is of serious concern. Extensive landscaping with larger canopy trees/coniferous trees is suggested to provide buffering year-around.

Public Realm

8. It is expected that strong edge definition to public park, external and internal streets and proposed retail spaces through layered landscaping will be provided.
9. Define landscape interface between proposed commercial building and public park in form of patio or larger activated terrace with canopies, trellises, water, and public art features.
10. Indicate the location and screening of all mechanical equipment and associated ventilation and exhaust grilles, gas meters, and other service infrastructure, ensuring that it does not negatively impact the public realm.
11. Review all public or private, but publicly accessible spaces to ensure they are designed to meet or exceed standards for Universal Access design and accommodate all people of all ages and abilities. The City of Calgary's Access Design Standards are intended primarily for City owned facilities, but we recommend this resource to ensure the built environment is well designed for people of all abilities and ages.

Architecture

12. For all buildings taller than 12 storeys provide description of wind mitigation measures through architectural design.

13. It is expected that at DP stage, all residential and commercial building elevations / facades will demonstrate high visual interest and articulation through design elements including, but not limited to overall massing, set-backs and step-backs, roof typology, cornices, storefronts, windows, doors, recesses, continuous canopies or colonnade, awnings, and porches to integrate with the public realm elements to create a unique sense of place.
 14. Three proposed high-rises along Crowchild Trail are supported. All high-rises are based on the podium-tower model that will accommodate residential uses along internal Street, and parking garage facing Crowchild Trail. Parking garage façade should consider creative design, including rhythm of opening, façade architectural texturing, colours and/or possible artistic treatment (e.g. murals or other forms of artistic expression).
 15. Create service courts / shared parkade and waste and recycling areas and minimize pedestrian promenade interruptions. Between development blocks, an architectural feature may include large terraces that rooftop could be used as shared amenity space above service courts.
 16. At DP stage provide more detail regarding the resolution of materials where the building meets grade along the boundary of the public realm; show how finishes and details will be resilient and durable.
 17. All corner elevations abutting public streets will be expected to be enhanced architecturally, with articulation applied to the side elevations to mitigate being perceived as secondary or of lesser importance.
 18. Avoid design with extensive blank walls and consider innovative storefront designs to offer interesting fenestration and façade design articulation (canopies, signage, lighting).
 19. Avoid designs with excessive use of black or charcoal colour on elevations.
-
42. 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.
 43. Any existing buildings shall be removed with the appropriate demolition permit.
 44. The City of Calgary's [Green Building Priority Stream](#) 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 greenbuildings@calgary.ca.
 45. 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.
 46. 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.

47. At the development permit stage, opportunities to increase local food security through community gardens, greenhouses, and orchards, should be provided.
48. The City's Growth Strategy team supports the type of land use proposed, and the development it facilitates, as they are in alignment with current policies, objectives, and goals of the City. Growth Strategy has the following comments:
- Growth Strategy will continue to have discussions with internal groups and the applicant pertaining to the opportunity to design and deliver Transit-Oriented Development improvements such as transit infrastructure and public spaces within the vicinity of the subject site, and any agreements outlining contributions and funding for these upgrades.
 - Growth Strategy partly funded 26th Avenue SW improvements, including a pathway on both sides of the bridge near the Viscount Bennett site and SB and NB Crowchild Trail at 26th Avenue SW transit stops. Other improvements are an on-street protected bike lane on either side of the road west of the bridge and a pathway on the north side of the road east of the bridge. The applicant should keep in mind how improvements tied to this application will need to coordinate with these improvements.
49. At Development Permit, regarding the interface with the proposed Park (Municipal Reserve)/Public Realm Open Spaces and Pathways:
- a) Consider the Westbrook Local Area Plan Section 2.2.3.2 Parks and Open Space Policies related to (but not limited to): access to sun and shade, visibility, accessible connections, etc.
 - b) Avoid the use of blank parkade walls adjacent to Parks and Open Spaces.
50. 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.
- 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 www.calgary.ca or call 311 for more information.
51. 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:
- a. Tree species
 - b. Caliper of tree trunk (dbh)
 - c. Height of tree
 - d. Location of the centre point of the tree trunk
 - e. Scaled outline of the tree canopy dripline
 - f. Indicate whether the tree is to remain or to be removed
52. 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 www.calgary.ca. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.

53. 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 www.calgary.ca and search 'protecting trees during construction and development;' alternatively, call 311.
54. 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.
55. An Enhanced Maintenance Agreement and/or Optional Amenities Agreement will be required for a public park that is designed above the standards listed in Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current edition). Contact the Parks Contract Coordinator Shirley Bibo at shirley.bibo@calgary.ca or (403) 200-6779 for details.
56. 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.
57. Public trees located on the city boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
58. Vegetation removal scheduled for the nesting/denning period of wildlife species (March 15 to August 31) will be preceded by a wildlife survey. This survey must be conducted by a qualified biologist no more than seven days prior to construction within the recommended activity setbacks. If an active nest or den is found, the appropriate regulatory authority must be contacted and mitigation measures must be taken as per the Federal Migratory Birds Convention Act and/or the Provincial Wildlife Act. A follow up survey will be required if construction does not start one week after the survey, or if work is interrupted for four days during the breeding bird window. Failure to protect an active nest or den could result in penalties or fines.

Utility Engineering

59. 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,
 - a. the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to,

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Alberta Environment and Parks, Alberta Health Services and The City of Calgary (311).

b. on City of Calgary lands or utility corridors, the City-s Environmental Risk & Liability group must be immediately notified (311).

60. 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.

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.

The developer is responsible for ensuring that the development conforms to any reviewed and accepted remedial action plan/risk management plans.

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 & II Environmental Site Assessment Terms of Reference.

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.

Issuance of this permit does not absolve the developer from complying and ensuring the property is developed in accordance to applicable environmental legislation.

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.

61. For questions and concerns regarding waste storage facilities, refer to the Development Reviews: Design Standards for the Storage and Collection of Waste

Found at: <http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx>

Or

Contact the Waste & Recycling Services Specialist 403-268-8445 for further site-specific details.

62. Off-site levies, charges and fees are applicable.

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63. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
64. Separate service connections to a public main (water, sanitary, and storm) shall be provided for each proposed lot (including strata lots), and all lots shall have direct access / connection to public mains located within a public road. Underground services and surface drainage may not cross the property line or be shared between other private parcel(s).
- A bare land condominium subdivision will be treated as one lot, and therefore can only have one set of services.
65. Storm is available.
- The site is able to connect to the public system at 50L/s/ha.
 - A minimum 85% TSS removal for particles equal to or larger than 50 microns prior to tie-in;
 - The new Oil Grit Separator or equivalent performance report shall follow the requirements outlined in the latest industry bulletin(effective Jan 2024)
 - The site has multiple connections existed, once re-developed, one parcel only can have one connection;
 - 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)
 - Remove private pipes at the expense of the developer
 - Other comments will be provided at the development permit stage
66. At time of development the following requirements will need to be met for the location of the buildings onsite:
1. A primary hydrant shall be located a maximum of 45m from the Fire Department Connection (FDC), for each sprinklered building, and a maximum of 90m from the Principal Entrances to the primary hydrant in an unsprinklered building greater than 600m² or more than 3 stories in height.
 2. The principal building entrance to be within 15.0m of the fire access route for buildings greater than 600m² or more than 3 stories in height.
 3. The requirements for Part 9 buildings facing a street come from NBC(AE) (2019) Division B, 9.10.20.3. where it specifically states 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.
67. CFD Access to Multifamily Development(s)
Multi-unit 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 public access. A third access is required for sites in excess of 600 dwelling units two of which must be public.

Fire access, on-site maneuvering and / or egress, shall be in accordance with current Fire Access Standards. See the below (high level requirements that are considered relevant):

- a. Multifamily sites (within a plan area) may require additional access points, depending on the 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).
 - c. A fire access route greater than 90m (length, measured as the distance into a site/lot/area from a public street) with a dead-end requires a turn-around (and / or
 - e. A secondary public access to the site is required, where distances from the public street to the principal entrance of buildings are greater than 200.0m.
 - f. A secondary/third public access to the site is required, where more than 100/600 dwelling units are proposed for a site.
 - g. Principal entrances must be dimensioned within 15.0m of a fire access route, for buildings greater than 600 square metres, or more than 3 stories in height.
 - h. For firetruck entry into, within / out of the plan area and / or each proposed site, an unobstructed minimum 6.0m wide drive aisle is required, while (also) ensuring that all corners of the firetruck access routes are designed with a 12.0m centerline of the roadway turning radius for all turns.
 - i. No parking signage will be required (on both sides of fire access roadways/routes) for widths less than 7.49m and on one side for widths between 7.5m and 8.99m.
 - j. The fire access route shall be designed as to support a 38,556 kg / 85,000 lbs load and support the NFPA 1901 point load of 517 kPa (75 psi) over a 24 inch X 24 inch area, which corresponds to the outrigger pad size.
 - k. Phasing (for the site/development) shall adequately account for Fire Access Standards and / or the above.
68. The width of 19.8m and 21.2 collector roads are sufficient for the utilities. The minor reduction from 2.0m to 1.9m between the water and alternate shallow alignment is acceptable. The trees on the curb bump-outs are too close to the water main, 3.0m is required.

Mobility Engineering

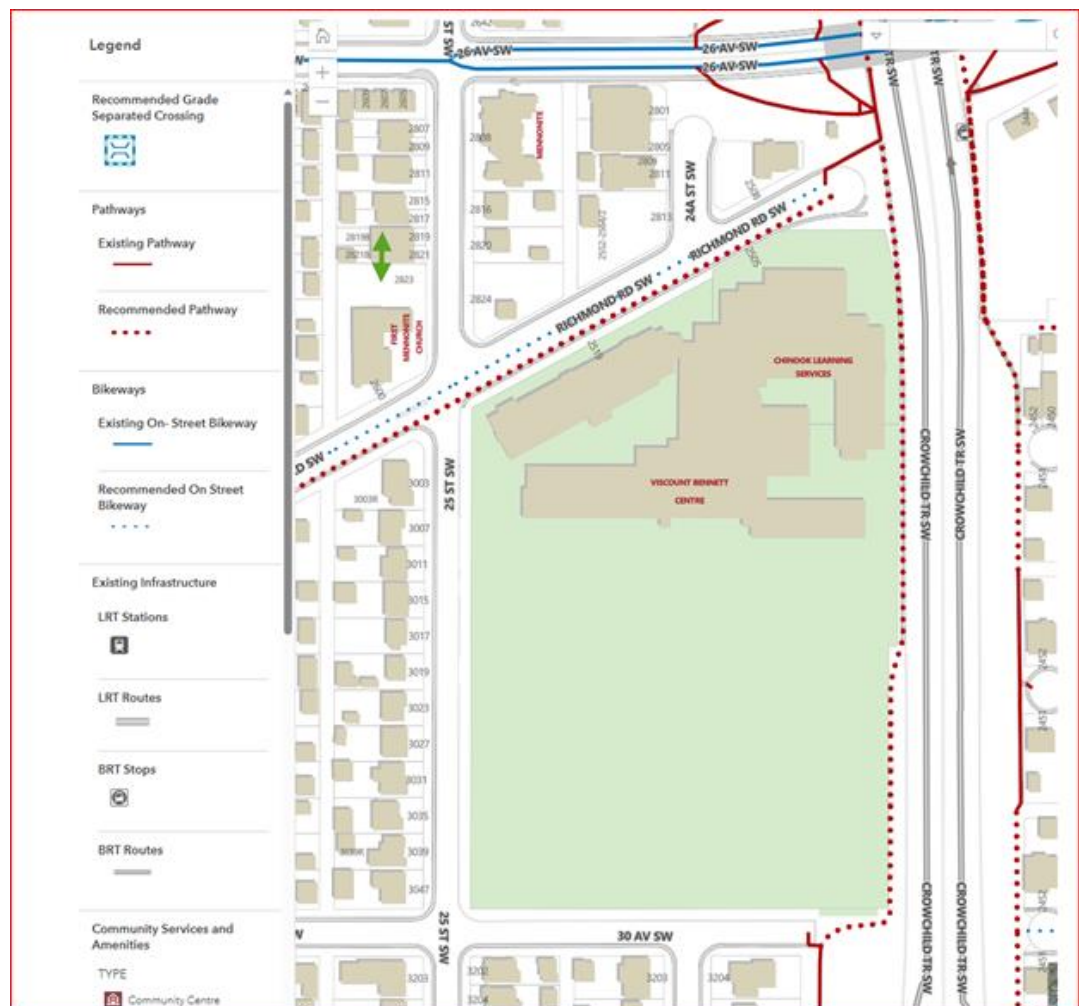
69. At the time of a development permit application, the developer will provide curb bump-outs at both corners of 25th Street SW, and at Richmond Road SW, as well as all new intersections created within the internal roadway and to the satisfaction of Development Engineering. Construction Drawings will be required for submission and approval. All expenses will be the sole responsibility of the applicant.
70. At the development stage, Construction Drawings will 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.
71. In conjunction with the above noted construction requirement, the developer will consider standard curb and gutter construction adjacent to the park in order to

discourage accidental or intentional parking or driving on the adjacent sidewalk or park.

72. 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 streets for everyone, whether you walk, wheel or take transit and is 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.

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. See Illustration below.



73. Direct access will not be permitted to sites fronting on Crowchild Trail SW. An internal road network will provide access to these lands and connect to the current public network.

74. In conjunction with the applicable Tentative or Development Plan, and where required, a Mutual Pathways Easement Agreement (private / public pathways)

Track your application on-line with VISTA. Go to: www.calgary.ca/vista and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

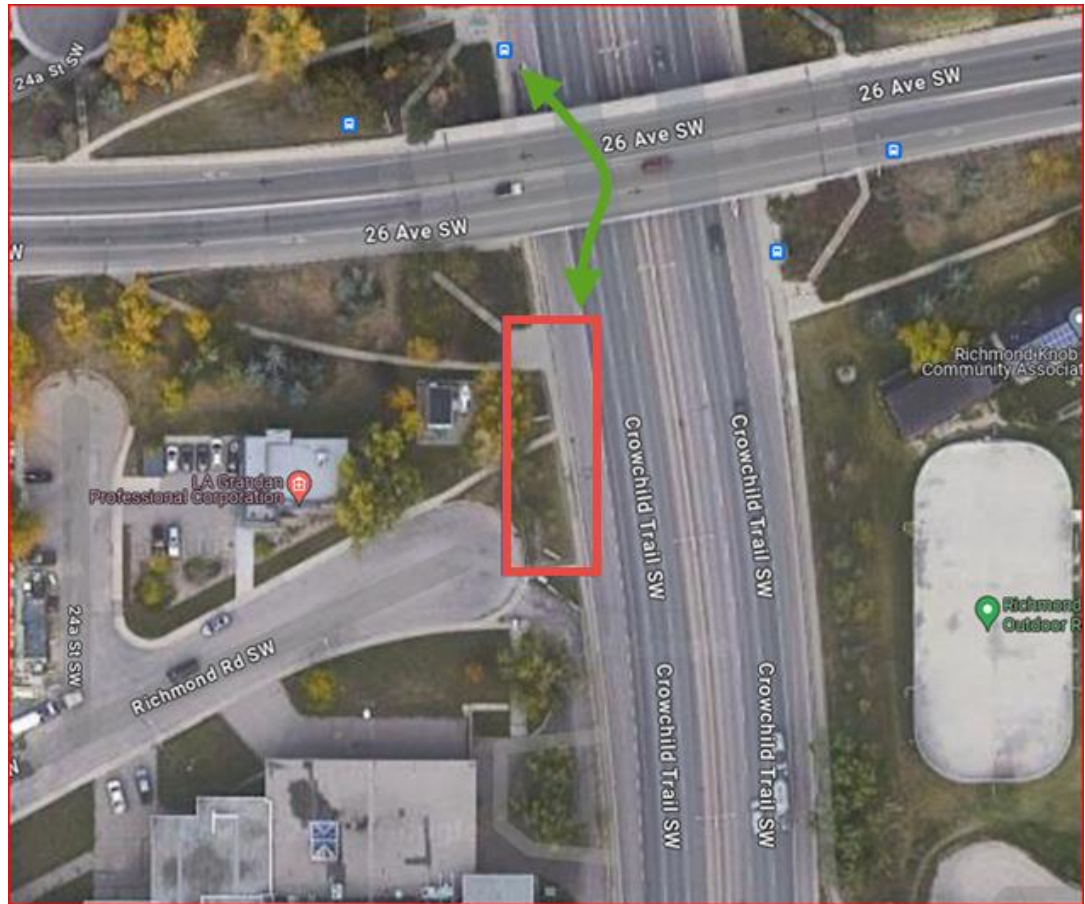
and right of way plan may be required. The agreement is to be executed and registered on title concurrent with the registration of the final instrument or through development approval.

75. 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.
76. 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.

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 (typically no less than 1.8m in height).

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 Developer's expense.

77. 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. See typical illustration below.



78. 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.
79. 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.
80. 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.
81. 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.
82. 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 DGSS and Complete Streets standards for the public right of way are desired.