



Oct.15, 2024

Attn: Mladen Kucic
Community Planning, City of Calgary

B&A, on behalf of Minto Communities, is pleased to re-submit the Outline Plan and Land Use Redesignation application in response to the second Detailed Review for LOC2023-0359.

Enclosed in our resubmission:

- Response to DR2
- Updated Applicant Submission Letter
- Updated Outreach Summary
- Updated Outline Plan and Land Use Amendment
- Updated MR Concept and Grading Plan
- Pedestrian Network Plan
- Updated Water Network Design
- BRT Layby Concept

Minto and B&A look forward to continue to work with DART on 2501 Richmond to advance this application to Calgary Planning Commission and City Council.

Sincerely,

Jennifer Duff
Senior Planning Strategist, B&A



APPLICANT'S SUBMISSION

B&A Studios has been retained by Minto Communities Inc. to pursue an outline plan and land use amendment application for approximately 4.64 hectares (11.49 acres) in the community of Richmond. The project is being branded as 2501 Richmond through the entitlements process, while the lands are currently addressed as 2505 and 2519 Richmond Road SW. The subject site was previously owned by the Calgary Board of Education and presently accommodates a vacant school building, associated playing fields and surface parking lots.

Minto Communities is reimagining how 2501 Richmond will continue to serve the community for future generations. Redevelopment presents an opportunity to deliver enhanced public amenities and housing options currently unavailable in the neighbourhood. 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 resilient communities and neighbourhoods. Site design thoughtfully ensures that buildings and spaces in between coalesce into a place of comfort, convenience, usability and enjoyment.

The site is currently designated the Residential - Grade-Oriented Infill (R-CG) District. The site's size and strategic location immediately adjacent to Crowchild Trail on the Primary Transit Network served by the MAX Yellow Bus Rapid Transit provides a prime opportunity to connect housing with employment hubs and recreational opportunities in alignment with the Westbrook Local Area Plan and the Municipal Development Plan.

The outline plan and land use amendment propose a public park in the northwest corner and public streets and pathways to provide for a well-connected transit-oriented development with a range of multi-residential development across the site. A Direct Control District with four specific sites based on the Multi-Residential - High Density Low Rise (M-H1) District and the Multi-Residential - High Density Medium Rise (M-H2) District is proposed. Rules within the Direct Control District ensure an appropriate density and height transition across the site with the lowest heights and densities in the southwest corner with a gradual transition to the highest densities and heights in the northeast corner adjacent to Crowchild Trail SW and close to the BRT stop.

Minto Communities is exploring every opportunity to provide a development that provides more housing options in the most sustainable manner within a comprehensively planned unique community that responds to the City's housing crisis and climate emergency. 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. More information on this project can be found on our project web page at 2501richmond.com.

2501 Richmond DR2		
Prior to Calgary Planning Commission		
Planning		
No.	City Comment (Abridged)	Response
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.	Thank you for this detailed review of a significant application. Both updated drawings and line-by-line responses are attached and provided below.
2	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>The scope of the application has not changed since July 2024, with the same Land Use base districts being used, similar unit counts, and parcel lines within several metres of the prior submission. An updated applicant submission has been included which provides direction on where additional information can be found.</p> <p>To address both community and City comments, changes were made to the Direct Control District wording and positioning of Municipal Reserve and Right of Way dedications.</p> <p>Please see comment #3 below for how community members can continue to engage with the project. The ongoing conversation will extend beyond Land Use through future phases.</p>
3	Provide an overview of how community concerns were considered or are being addressed as part of resubmission including updates on what has changed, rationale for what is being maintained and an updated Community Outreach Summary.	<p>Minto appreciates the feedback we've received since sharing the revised concept in June 2024. Thank you to everyone who participated during the City's extended comment period and engaged with the 2501 Richmond project team. An updated Outreach Summary has been submitted, summarizing community feedback and how it has informed the plan.</p> <p>We have heard from several community members, particularly those who reside immediately to the south and west of the site, that the proposed park</p>

		<p>should be relocated to the south-west corner of the property. After carefully balancing differing points of view and considering technical influences on the site, we have proposed locating this community space in the north-west corner for a number of reasons:</p> <ul style="list-style-type: none"> • Planning rationale: <ul style="list-style-type: none"> ○ Proximity to higher density (existing and planned) as well as connections (vehicular and alternate modes) favours a northerly park location. ○ Distribution from existing park spaces was also considered. Most notably, an existing park two acres in size is located one block (less than 150 metres) west of the subject site at the corner of 25A St SW and 30 Ave SW • Community-building rationale: <ul style="list-style-type: none"> ○ A northerly location maximizes visibility of the park and safety through additional “eyes on the street”. It further co-locates the park with synergistic uses such as pathways, transit connections, and potential future retail amenities. • Technical rationale: <ul style="list-style-type: none"> ○ Both on-site and off-site topography favour a northerly location in order maximize usable space and limit how much grade the majority of surrounding community members need to transition to access the park.
4	Amend the proposed Direct Control district, with focus on specific urban design features. Once amended, resubmit for further review and refinement.	<p>The impacts of requested amendments were thoughtfully considered, and an updated Direct Control district has been submitted.</p> <p>Here is the summary of the changes compared to the July 2024 version that was submitted:</p> <ul style="list-style-type: none"> • Adjusted the minimum building setbacks to 3.0 metres for street-oriented

		<p>development for all sites with frontage along 30th Avenue and 25th Street, as requested in both City and community comments.</p> <ul style="list-style-type: none"> • Increased the tower separation to 24 metres, (included additional clarity around where this is measured between). • Removed the parking lot use from site 1, as requested. • Reduced the minimum density from 150 uph to 120 uph in sites 1 and 2 to allow for optionality of subdivided ground-oriented product. • Added an additional setback rule for residential units in Site 4, requiring 6.0 metres along Crowchild Trail • After further discussion around the parking lot use in site 4, the use definition did not meet the needs of what is required for storage of construction vehicles, equipment and materials for the construction of this project. We have removed the parking lot use and instead added the Storage Yard use but included a use rule which only allows the use in support of the construction within this DC. <p>We have kept the floor plate size as 800 square metres. Flexibility in the floor plate size will allow for potentially larger family-friendly units. Given the location of the site and proximity of some units to Crowchild Trail, some units may not be suitable for balconies so we are considering providing a larger unit in lieu of balcony space.</p> <p>We have kept our building height rules the same as those rules are already considering height setbacks along 25th and 30th to ensure a sensitive height transition.</p>
5	Revise the Land Use and Outline Plan to address tree management and integration of proposed pedestrian links to existing infrastructure.	An updated map of public trees has been submitted. Private trees will be considered at Development Permit stage based on interface with utilities, right of ways, grading, and other site influences. Safe decommissioning of the existing building may also necessitate removal of some trees. A significant net increase in tree canopy on the site is expected over the life of this development.

		An updated Pedestrian Network Plan has also been submitted.
6	The proposed location and dimensions of the proposed MR (Municipal Reserve) addresses prior comments. Provide further detail in the form of a Landscape Concept Plan.	<p>We are excited to pursue detailed design of this new community space, bringing it one step closer to fruition.</p> <p>Parcel lines throughout site were refined to further reduce grade changes within the proposed MR and maximize usable space.</p> <p>A Landscape Concept Plan has been submitted.</p>
7	Revise proposed road cross-sections (five specific amendments requested).	The requested amendments have been made and included in the updated Outline Plan.
Utility Engineering		
8	An updated Sanitary Servicing Study to align with the revised resubmission is currently under review.	Our team will await further City feedback on proposed sanitary services. Our engineers have noted that sufficient downstream capacity exists to support the proposed development. Findings and proposed connections are available in materials from November 2023 and July 2024 submissions, available at https://2501richmond.com .
9	Water Network Plan: Proposed water main and connection locations are acceptable. Update the water network plan per drawing annotations to further increase fire hydrant coverage.	An updated Water Network Plan has been submitted.
10	Update road cross sections A and B [new internal street] to provide 3m separation from proposed bump-out trees and the proposed water main.	Street trees have been removed from the conflicting position in bump-outs. Boulevard trees will be maintained as previously proposed. These amendments have been included in the updated Outline Plan.
Mobility Engineering		
11	Revise cross-section G-G [Richmond Rd SW] to show angled parking stalls at 5.0m depth.	The requested amendment has been made and a revised cross-section for Richmond Rd has been included in the updated Outline Plan.
12	Revise cross-section G-G [Richmond Rd SW], relocate the proposed multi-use pathway to the south side of the cross-section.	The requested amendment has been made and a revised cross-section for Richmond Rd has been included in the updated Outline Plan.

CONDITIONS OF APPROVAL

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

Planning		
No.	City Comment (Abridged)	Response
13	Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.	Acknowledged.
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.	Acknowledged. A demolition permit application will be submitted to the City this fall. The abatement of the asbestos is starting in Fall 2024 with phased demolition to start shortly after in Fall 2024/Winter 2025.
15	Submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and projected number of dwelling units within each phase.	Preliminary phasing information was provided in the July 2024 submission. Additional detail will be provided with future applications (Subdivision, Development Permit, and others).
16	Prior to affected Tentative Plan approval the proposed community and street names shall be submitted.	Acknowledged, community and street names will be submitted at a later date.
17	All existing access to the affected properties shall be maintained or alternative access be constructed.	Acknowledged, Minto does not anticipate access to be restricted to adjacent properties.
18	On the map on the land use sign for the site depict and label; all highway rights of way within 500m, all floodway and flood fringe areas in the site, all airport vicinity protection area regulation noise exposure, all subdivision and development regulation setbacks from sour gas facilities, all subdivision and development regulation setbacks from gas and oil wells, all subdivision and development regulation setbacks from waste management facilities.	Acknowledged, Minto will prepare and share at a later date. Most of the listed items are not applicable to the subject site.
19	On a map on all marketing, sales, and resale information for the site and portions of the site, depict and label; all highway rights of way within 500m, all floodway and flood fringe areas in the site, all airport vicinity protection area regulation noise exposure, all subdivision and development regulation setbacks from sour gas facilities, all subdivision and development regulation setbacks from gas and oil wells, all subdivision and development regulation setbacks from waste management facilities	Acknowledged, Minto will prepare and share once we get closer to a sales launch. Most of the listed items are not applicable to the subject site.

20	Landscape concepts should be refined to add; 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. Storm-related infrastructure details above and below ground, including access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators.	Acknowledged, we will take this under advisement when preparing any upcoming Development Permit submissions.
21	Prior to endorsement of the Tentative Plan, Landscape construction drawings for the proposed Municipal Reserve lands must be submitted to parkapproval@calgary.ca for review and approval prior to construction.	Acknowledged, we will take this under advisement when preparing any upcoming Development Permit submissions.
22	The developer, at its sole costs, shall be responsible for the construction of the Municipal Reserve parcels within the boundaries of the plan according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications; Landscape Construction (current version).	Acknowledged, we will take this under advisement when preparing any upcoming Development Permit submissions.
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.	Proposed pathway routing is detailed in a revised Outline Plan submission, including cross-sections. The proposed pathway is being designed as 3m wide and graded to meet the City's 5A (Always Available for All Ages and Abilities) standard.
24	Tree plantings within the 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 General Manager, Engineering.	Proposed boulevard planting locations are detailed in a revised Outline Plan submission, including cross-sections.
25	Submit a Tree Line Assignment Landscape Construction Drawing of the entire phase, to parkapproval@calgary.ca for review and approval prior to construction. If further information is required, contact the Parks	Construction drawings will be pursued following currently sought approvals, and submissions will be made in due course.

	<p>Coordinator, Landscape Construction Approvals, Nathan Grimson. This Drawing should:</p> <p>A) Be coordinated (i.e. tree species, size, planting spacing etc.) with Urban Forestry. 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)</p> <p>B) Indicate soil cells as identified in LOC2023-0359 and to be installed at the Developer's cost.</p>	
26	Plant all trees in compliance with the approved Landscape Construction Drawing and Median Tree Line Assignment.	Acknowledged, construction crews will follow all applicable guidelines and drawings once we get to the construction stage of the project.
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.	Acknowledged, we will take this under advisement when preparing any upcoming Development Permit submissions. It should be noted that no existing parks and open space are adjacent to the site.
28	All proposed parks (Municipal Reserve) and Regional, Multi-Use, Local Pathways and Trails must comply with Calgary Parks and Open Spaces <i>Development Guidelines and Standard Specifications: Landscape Construction (current edition)</i> .	The proposed pathway adheres to the 5A (Always Available for All Ages and Abilities) standard at 3m wide and graded to accessible standards. The planned Municipal Reserve is being designed to fully meet Calgary Parks standards.
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.	Acknowledged, this detail will be considered at the Development Permit stage.
30	All stormwater related infrastructure is to be located within Public Utility Lots (P.U.L) extents.	Acknowledged. Servicing details are included in a revised Outline Plan with the revised submission.
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 Calgary Parks and Open Spaces <i>Development Guidelines and Standard Specifications: Landscape Construction (current edition)</i> .	Acknowledged. Servicing details are included in a revised Outline Plan with the revised submission.
32	Reserve lands proposed next to private development sites shall not be used to accommodate a significant variation in grade	Acknowledged, this detail is outlined in the submitted Landscape Concept Plan (see condition

	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.	#6) and will be further considered at the Development Permit stage.
33	<p>Prior to Tentative Plan and/or Development Permit:</p> <p>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.</p> <p>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.</p>	<p>Wording of this condition should be adjusted to clarify mutual intent. Proposing changes as follows:</p> <p>-----</p> <p>Prior to Tentative Plan and/or Development Permit:</p> <p>A) DC (Site 3) – is to appropriately address its context/interface regarding the proposed 3m Multi-use pathway. A blank concrete wall is not a suitable interface. Faces may contain active uses, be clad with architectural materials, or landscaped with berming not exceeding 3-to-1 slope, as referenced in cross-sections E1 and E2 of the resubmitted Outline Plan. Berming may occur either on private land or within the proposed Right of Way dedication.</p> <p>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. A minimum of three (3) separate driveway crossings shall be permitted for DC (Site 4) and fewer driveway crossings will be considered at the Development Permit stage.</p> <p>-----</p>
34	<p>Coordinate City boulevard/public street tree removals with Urban Forestry. 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.</p>	<p>A right of way dedication of 1.3m depth along the property line fronting 25th Street will be proposed in order to retain several of the existing trees while adding a new sidewalk where one currently does not exist. The trees on and around the site are in varying states of health and while efforts will be made to retain existing trees, removal of some trees may be necessitated. This will be handled in full compliance with the City of Calgary’s Tree Protection Bylaw. An updated Tree Plan has been included with this resubmission.</p>
35	<p>There shall be no retaining walls placed within the Municipal Reserve. Grade matching and slope stability is to be handled within the confines of private property boundaries.</p>	<p>Acknowledged, this detail will be considered at the Development Permit stage.</p>

Utility Engineering		
36	<p>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.</p> <p>The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these improvements.</p>	<p>Acknowledged, this will be coordinated at the Development Permit stage.</p>
37	<p>The Developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to;</p> <ul style="list-style-type: none"> a) Install the offsite sanitary 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 multi-use pathway within and along the boundaries of the plan area to the satisfaction of the Director of Parks Development, if required. 	<p>Acknowledged, servicing details will be provided in a revised Outline Plan submission. Location, phasing, and sizing discussions, along with associated funding sources will continue to be discussed with the City.</p>

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.	Acknowledged, this detail will be considered at the Development Permit stage.
Mobility Engineering		
39	<p>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;</p> <ul style="list-style-type: none"> 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 at 1,250 units. c) Traffic signal at 25th St and 26th Ave SW at 1,250 units. <p>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.</p>	Fully acknowledged. Further TIA analysis is expected at future Development Permits as applications in the area come in over time, monitoring realized conditions against forecasts as units complete.

ADVISORY COMMENTS

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

Planning		
40	<p>At the time of Development Permit, Administration expects that applicants follow the six elements of Urban Design, as indicated below, to ensure high quality design and overall success for the project.</p> <p>The Elements of Urban Design – The Key Principles</p> <p>Please address the following urban design principles to ensure that the</p>	Thank you for the advisory comment. The six elements of urban design have been strongly considered in design of the site. We will continue to work in collaboration with the City’s design team and UDRP to iterate our designs to incorporate feedback heard both in Land Use and future Development Permit applications.

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

	<p>public realm.</p> <p>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.</p>	
41	<p>Following comments are intended to assist in progressing the design and will inform subsequent reviews at the Development Permit phase:</p> <p>Site</p> <ul style="list-style-type: none"> - Slope adaptive strategy is required - Buildings facing public park or other green areas should consider avoiding tall retaining walls. Consider terraced transitions - Activation of building edges - Green infrastructure features are strongly encouraged - Create strong landscape edges - External lighting in compliance with CPTED requirements - Noise and dust mitigation along Crowchild, larger canopy trees/coniferous trees suggested to provide buffering year-round. <p>Public Realm</p> <ul style="list-style-type: none"> - Strong edge definition to public park, external and internal streets and proposed retail spaces through layered landscaping. - Define landscape interface between proposed commercial building and public park in form of patio or larger activated terrace - Indicate the location and screening of all mechanical equipment and associated ventilation. - Review all public or private spaces to ensure they are designed to meet or exceed standards for Universal Access design. <p>Architecture</p> <ul style="list-style-type: none"> - Provide description of wind mitigation measures through architectural design. 	<p>We will continue to work in collaboration with the City’s design team and UDRP to iterate our designs to incorporate feedback heard both in Land Use and future Development Permit applications.</p> <p>While we consider many of these guiding comments helpful and aligned with our vision for the site, several points are overly prescriptive. This site is not subject to any architectural controls and we will be working with our architect directly on styles, themes, materials, and colours.</p> <p>At Development Permit stage, buildings will be designed in compliance with Council-approved policies including but not limited to the Land Use Bylaw, the approved Land Use District(s) and Outline Plan for this site, and the Westbrook Local Area Plan. All of these polices provide private landowners with a clear framework while maintaining sufficient freedom of design.</p>

	<ul style="list-style-type: none"> - All residential and commercial buildings elevations will demonstrate high visual interest and articulation through design elements. - Three proposed high-rises along Crowchild Trail are supported. - Create service courts/ shared parkade and waste and recycling areas - At DP level provide more detail regarding the resolution of materials where the building meets grade along the boundary of the public realm. - All corner elevations abutting public streets will be expected to be enhanced architecturally, with articulation applied to the side elevations. - Avoid design with extensive blank walls and consider innovative storefront designs. - Avoid designs with excessive use of black or charcoal colour on elevations. 	
42	<p>There are many types of caveats and other agreements that can be registered on the title of the property that can restrict the ability to develop. The City has not reviewed or considered all instruments registered on the title to this property. Property owners must evaluate whether this application is in compliance with any documents registered on title.</p>	<p>Noted. Both titles associated with this application are free and clear of any encumbrances, liens and interests, other than the applicant's own financing.</p>
43	<p>Any existing buildings shall be removed with the appropriate demolition permit.</p>	<p>Acknowledged. The abatement of the hazardous materials is starting in Fall 2024 with phased demolition to start shortly after in Fall 2024/Winter 2025 with required permits being sought prior to proceeding.</p>
44	<p>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.</p>	<p>Thank you for highlighting this fast-track opportunity. We are familiar with the program and will take this under advisement when preparing any upcoming Development Permit submissions.</p>

45	<p>In order to align with municipal and federal net zero 2050 targets, proposed development should be built to a net zero or net zero ready standard.</p>	<p>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.</p> <p>With respect to building code, the Province of Alberta has jurisdiction over local building code, not the City of Calgary. Council-approved policy neither requires new construction to exceed building code, nor does it require specific third party certification labels. We are designing our buildings to meet and exceed the National Building Code – 2023 Alberta Edition. There is currently no expectation in the code to have a project net zero/net zero ready for the year 2050.</p> <p>Should building codes or policies change to affect all new construction uniformly and equitably in the region, our building designs will be revised accordingly. It should be noted that more restrictive building codes are often inversely related to affordability of new homes.</p>
46	<p>At the development permit stage, consider the inclusion of a rainwater harvesting system on proposed buildings. This will help to manage stormwater and reduce demand on municipal services by using harvested water for acceptable purposes such as landscaping irrigation.</p>	<p>We will take this under advisement when preparing any upcoming Development Permit submissions.</p>
47	<p>At the development permit stage, opportunities to increase local food security through community gardens, greenhouses, and orchards, should be provided.</p>	<p>We will take this under advisement when preparing any upcoming Development Permit submissions.</p>
48	<p>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;</p> <ul style="list-style-type: none"> - Growth Strategy will continue to have discussions with internal groups and the applicant pertaining to the opportunity to design and deliver 	<p>We will take this under advisement when preparing any upcoming Development Permit submissions. Calgary's Transit requirements were provided for reference at the pre-app stage and have been considered in any proposed right of way or property line changes to allow for construction of an upgraded 26 Avenue Station south of the underpass to MAX Station design standards. Schematic test fits have demonstrated that a standard MAX Station with a lay-by lane can be</p>

	<p>Transit Orientated 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.</p> <ul style="list-style-type: none"> - Growth Strategy partly funded 26th Ave SW improvements, including a pathway on both sides of the bridge near the Viscount Bennett site. The applicant should keep in mind how improvements tied to this application will need to coordinate with these improvements. 	<p>fully accommodated within existing City-owned Right of Way with no need to modification of parcel lines. This test fit has been provided to the City for reference.</p> <p>The balance of the MAX BRT network was funded with an investment of over \$300 million by multiple levels of government, with only a handful of stations having upgrades deferred. Timing and funding of further station upgrades should be discussed as incremental tax revenue is made available under build out of the Westbrook Local Area Plan.</p>
49	<p>At Development Permit, regarding the interface with the proposed Park (Municipal Reserve)/Public Realm Open Spaces and Pathways:</p> <ul style="list-style-type: none"> A) Consider the Westbrook Local Area Plan Parks and Open Space Policies related to (but not limited to): access to sun and shade, visibility, accessible connections. B) Avoid the use of blank parkade walls adjacent to Parks and Open Spaces. 	<p>Thank you for the comment. We will take this under advisement when preparing any upcoming Development Permit submissions.</p>
50	<p>The developer shall endeavour to retain city trees adjacent to the site as per the Tree Protection Bylaw (23M2002). At the formal Development Permit stage, a landscape plan with tree details shall be provided, as well as, required tree protection information.</p>	<p>A Right of Way dedication of 1.3m depth along the property line fronting 25th Street has been proposed in order to retain many of the existing trees while adding a new sidewalk where one currently does not exist. The trees on and around the site are in varying states of health and while efforts will be made to retain existing trees, removal of some trees may be necessitated to accommodate new services, as well as safely remove the existing structure. This will be handled in full compliance with the City of Calgary's Tree Protection Bylaw.</p>
51	<p>At Development Permit indicate all existing public trees within 6.0m of the development site. As per the Tree Protection Bylaw, provide the following information:</p> <ul style="list-style-type: none"> A) Tree species B) Caliper of tree trunk (dbh) C) Height of tree D) Location of the centre point of the tree trunk 	<p>This detail will be provided at the Development Permit state.</p>

	<p>E) Scaled outline of the tree canopy dripline</p> <p>F) Indicate whether the tree is to remain or to be removed.</p>	
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	This detail will be considered at the Demolition Permit and Development Permit stage.
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.	This detail will be considered at the Demolition Permit and Development Permit stage.
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.	We acknowledge this requirement. While efforts will be made to retain existing trees in strategic locations, compensation will be provided where necessary. A significant net increase in Public Tree canopy on the site is expected over the life of this development.
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 <i>Parks' Development Guidelines and Standard Specifications: Landscape Construction</i> (current edition).	Acknowledged, this will be coordinated at the Development Permit stage.
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	We appreciate this is a standard comment that will reappear for this application and future applications on the site. The subject site does not currently have any Historical Resources documentation associated with it. Should any discoveries be made during construction, they will be reported in compliance with procedures outlined in the Historical Resources Act.
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 temp fence around the extent of the branches.	A Right of Way dedication of 1.3m depth along the property line fronting 25 th Street will be proposed in order to retain many of the existing trees while adding a new sidewalk where one currently does not exist. The trees on and around the site are in varying states of health and while efforts will be made to retain existing trees, removal of some trees may be necessitated to accommodate new services, as well as safely remove the exiting

		structure. This will be handled in full compliance with the City of Calgary's Tree Protection Bylaw.
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.	Acknowledged, this will be coordinated time of construction.
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, <ul style="list-style-type: none"> a) The person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Parks, Alberta Health Services and The City of Calgary. b) On City of Calgary lands or utility corridors, the City-s Environmental Risk & Liability group must be immediately notified. 	Acknowledged. Our team is familiar with these procedures from other work in the City of Calgary. Construction crews will follow all applicable guidelines once we get to the construction stage of the project.
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	Acknowledged. Our team is familiar with these procedures from other work in the City of Calgary. Construction crews will follow all applicable guidelines once we get to the construction stage of the project. A Phase 1 ESA was conducted, and no further actions were required.

	<p>management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Parks, and Alberta Health Services.</p> <p>The developer is responsible for ensuring that the development conforms to any reviewed and accepted remedial action plan/risk management plans.</p> <p>The developer is responsible for ensuring that all reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.</p> <p>If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.</p> <p>Issuance of this permit does not absolve the developer from complying and ensuring the property is developed in accordance to applicable environmental legislation.</p> <p>The developer is responsible for ensuring that the development is in compliance with applicable environmental approvals (e.g. Alberta Environment and Parks Development Approvals, Registrations, etc), Alberta Energy Regulator approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.</p>	
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61	For questions and concerns regarding waste storage facilities, refer to the Development Reviews; Design Standards for the Storage and Collection of Waste.	This detail will be considered at the Development Permit stage.
62	Off-site levies, charges and fees are applicable.	Fully acknowledged; Minto will use the City standard fee tables to calculate and pay applicable levies and fees at time of Development Permit and Building Permit.
63	Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.	Servicing details have been provided in the revised Outline Plan submission.
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).	Servicing details have been provided in the revised Outline Plan submission. The intent is to provide a new public water main into the site for direct connection from each future lot.
65	<p>Storm is available.</p> <p>-The site is able to connect to the public system at 50L/s/ha.</p> <p>-A minimum 85% TSS removal for particles equal to or larger than 50 microns prior to tie-in;</p> <p>-The new Oil Grit Separator or equivalent performance report shall follow the requirements outlined in the latest industry bulletin(effective Jan 2024)</p> <p>-The site has multiple connections existed, once re-developed, one parcel only can have one connection;</p> <p>-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)</p> <p>-Remove private pipes at the expense of the</p>	Acknowledged. Servicing details have been supplied in the revised Outline Plan.

	<p>developer</p> <p>-Other comments will be provided at the development permit stage</p>	
66	<p>At time of development the following requirements will need to be met for the location of the buildings onsite:</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Noted. These details will be provided at the time of Development Permit, with hydrant locations specified at the site servicing stage to ensure coverage of building parcels.</p>
67	<p>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):</p>	<p>Acknowledged. Individual Multifamily sites will have multiple points of access directly off a public right of way, fully addressing this item.</p>

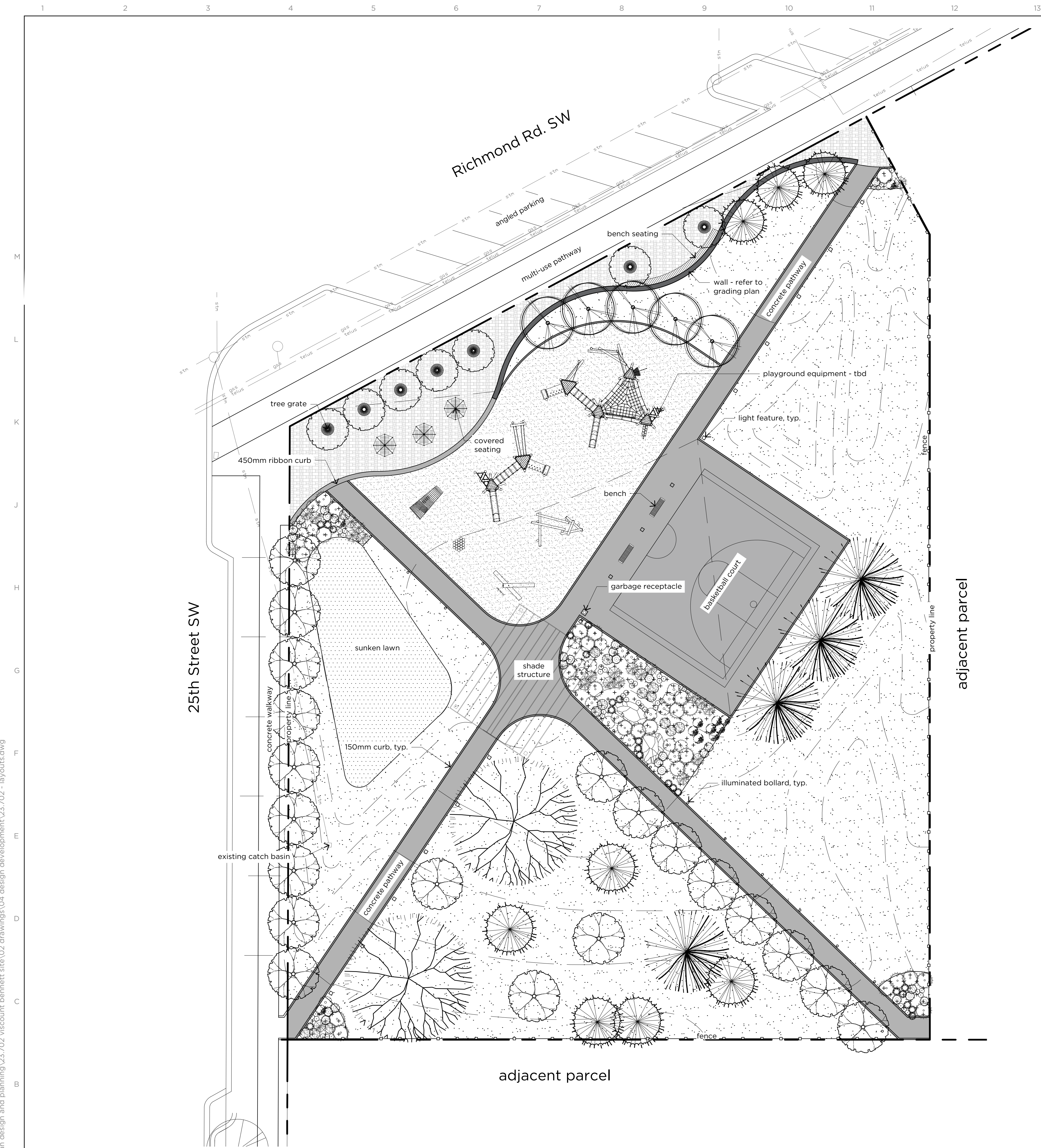
	<ul style="list-style-type: none">A) Multifamily sites (within a plan area) may require additional access points, depending on the building layout and / or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units (two of which must be public).B) 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 / orC) 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.D) A secondary/third public access to the site is required, where more than 100/600 dwelling units are proposed for a site.E) 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.F) 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.G) 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.H) The fire access route shall be designed as to support a 38,556 kg / 85,000lbs load and support	
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	<p>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.</p> <p>l) Phasing (for the site/development) shall adequately account for Fire Access Standards and / or the above.</p>	
68	<p>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.</p>	<p>Acknowledged. Revised servicing details have been supplied in the revised Outline Plan.</p>
<p>Mobility Engineering</p>		
69	<p>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.</p>	<p>Acknowledged. This detail will be considered at the Development Permit stage.</p>
70	<p>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.</p>	<p>Acknowledged. Right of way details will be proposed in the revised Outline Plan. More detailed construction drawings will be supplied in due course.</p>
71	<p>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.</p>	<p>Acknowledged, this detail will be considered at the Development Permit stage.</p>

72	<p>The applicant is advised that the 26 Avenue - Mobility Improvements project is underway in close proximity to the subject site.</p> <p>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.</p> <p>The applicant will demonstrate how the overall redevelopment project will provide connectivity to the enhanced 26 Avenue project as well as the 5A network and Transit stops.</p>	<p>Acknowledged. A new 5A pathway is proposed through the site, with connection to 26th avenue via Richmond Rd SW. The resulting network will provide 5A connectivity in multiple directions from the Bus Rapid Transit node at the terminus of Richmond Rd SW.</p>
73	<p>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.</p>	<p>Acknowledged. A public right of way will go through the site providing access to all buildings.</p>
74	<p>In conjunction with the applicable Tentative or Development Plan, and where required, a Mutual Pathways Easement Agreement (private/public pathways) and right of way plan may be required. The agreement is to be executed and registered on title concurrent with the registration of the final instrument or through development approval.</p>	<p>If Easement Agreements are required at any point to facilitate desired access, such agreements will be executed and registered during development approval.</p>
75	<p>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.</p>	<p>The modified centre line of 25th St between Richmond Rd and 30th Avenue is within the City allowance of 1.5m offset. This is being balanced against proper integration of pathways and tree protection.</p>
76	<p>In conjunction with the applicable Tentative Plan or Development Permit, and prior to final approval of the construction drawings, a noise analysis report for the residential adjacent to Crowchild Trail SW, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, will be submitted to and approved by the Capital Priorities and Investment Business unit.</p>	<p>Thank you for the comment. Testing and reporting will be provided by a third-party professional engineer at Development Permit stage. Known acoustic impacts of Crowchild trail have been considered in current site design.</p>

	<p>Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence is typically to be provided, in accordance with the Design Guidelines (typically no less than 1.8m in height).</p> <p>All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development will be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's expense.</p>	
77	<p>The applicant is advised that at the appropriate time of redevelopment, it is anticipated that the southbound Crowchild Trail SW at 26 Avenue SW Station will be relocated south to the farside of the underpass to best meet the design standards of the MAX Station and in line with connectivity to and within the site and Richmond Road SW. The applicant is encouraged to contact Transit to discuss connectivity of the transit zone to the future redevelopment.</p>	<p>Calgary Transit's requirements were provided for reference at the pre-app stage and have been considered in any proposed right of way or property line changes to allow for construction of an upgraded 26 Avenue Station south of the underpass to MAX station design standards.</p> <p>Schematic test fits have demonstrated that a standard MAX Station with a lay-by lane can be fully accommodated within existing City-owned Right of Way with no need to modification of parcel lines. This test fit has been provided to the City for reference.</p>
78	<p>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.</p>	<p>Thank you for the comment. Further details have been supplied in the revised Outline Plan. Conscious design moves are being made to ensure safety and legibility of travel paths.</p>
79	<p>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.</p>	<p>Thank you for the comment. Further details have been supplied in a revised Outline Plan. All proposed active modes meet the City 5A standard with separated off-street multiuse pathways.</p>
80	<p>The applicant is advised that active modes routes are to be free of obstacles that would interfere with the accessibility of</p>	<p>Thank you for the comment. Further details have been supplied in the revised Outline Plan. Accessibility for all current and future residents of</p>

	pedestrians using wheelchairs. Sidewalks are to be constructed with curb cuts where there is a change in elevation.	the community is being actively considered in the site plan.
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.	Acknowledged. Our on-site manager and construction crews will be in full compliance once we get to the construction stage of the project. Reconstruction of all immediate boundary features fronting the site is expected.
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.	A new internal road has been proposed to be dedicated as a public right of way along with improvements to other City owned right of ways along multiple edges of the site. Further details have been provided in the revised Outline Plan, including street cross-sections.



Utility and Linetype Legend

symbol	description
—	property line
---	setback line
— x 1r	water line
— s 1r	storm line
— s 1n	sanitary line
— g 1s	gas line

Landscape Legend

symbol	description
[Symbol]	kentucky blue grass sod on 300mm depth topsoil
[Symbol]	mulch
[Symbol]	concrete decorative pavers
[Symbol]	playground surface engineered wood fibre to a depth that meets or exceeds CSA standards
[Symbol]	single stem tree planting; deciduous - 40 mm to 100 mm caliper tree, coniferous - 2.0 - 3.0 m ht, spade dug, per City of Calgary standard detail, typ.
[Symbol]	mixed deciduous and coniferous shrub planting

Landscape Quantities

Total MR Site Area: 4,658 m² / 0.465ha / 0.1151ac
 MR Classification: Neighbourhood Park
 Total Area of MR Softscape: 3,546m²
 Total Area of MR Hardscape: 1112m²

Minimum & Maximum Landscape Development Activities

Neighbourhood Parks			
Item	Minimum Quantity	Maximum Quantity	Quantity Provided
Trees	20 trees / .405 ha (1 acre)	40 trees / .405 ha (1 acre)	46
Shrubs	50 m ² /ha	150 m ² /ha	104 m ² /ha
Benches	1 per site	5 per site	3
Garbage Receptacles	1 per site	1 per site	1
Game Tables	0 per site	2 per site	0
Picnic Tables	0 per site	1 per site	0

General Notes

1. site plan prepared using information provided by Zeidler Architecture September 18th, 2024.
2. contractor is responsible for locating utilities and protecting same from damage during construction, contact Alberta One call at 1-800-242-3447, commencement of work indicates completion of utility locates.
3. all drawings are property of landscape architect. site clean-up is incidental to the work. the contractor shall report any discrepancies between the site conditions shown and to those existing at the time of construction to the owner's representative.
4. if discrepancies exist between drawings, the largest scale shall be taken as correct. final interpretation belongs to the landscape architect. contractor to coordinate and attend all inspections and approvals required by the owner.
5. all drawings are metric unless otherwise noted.
6. all layouts shall be approved on site by landscape architect prior to construction. contractor to notify owner's representative minimum 72 hours prior.
7. contractor shall refer to related disciplines as indicated on plans where applicable.
8. disturbance outside limit of construction line to be repaired to the satisfaction of the owner's representative.



issue	date	no.
issued for plan application	24/10/15	1

revision	date	no.

project
 2501 Richmond MR Concept

drawn JK/EB	checked EB	approved JS
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project # 23.702	date 2024/10/11
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drawing
 Landscape Plan

N [North Arrow]	sheet L01
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p:\7 - urban design and planning\23.702 - viscount bennett site\02 drawings\04 design development\23.702 - layouts.dwg

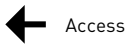


— Subject Lands

— Separate Sidewalk 2m

●●● Multi-use Pathway 3m

— Local Pathway



Access



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2501 RICHMOND

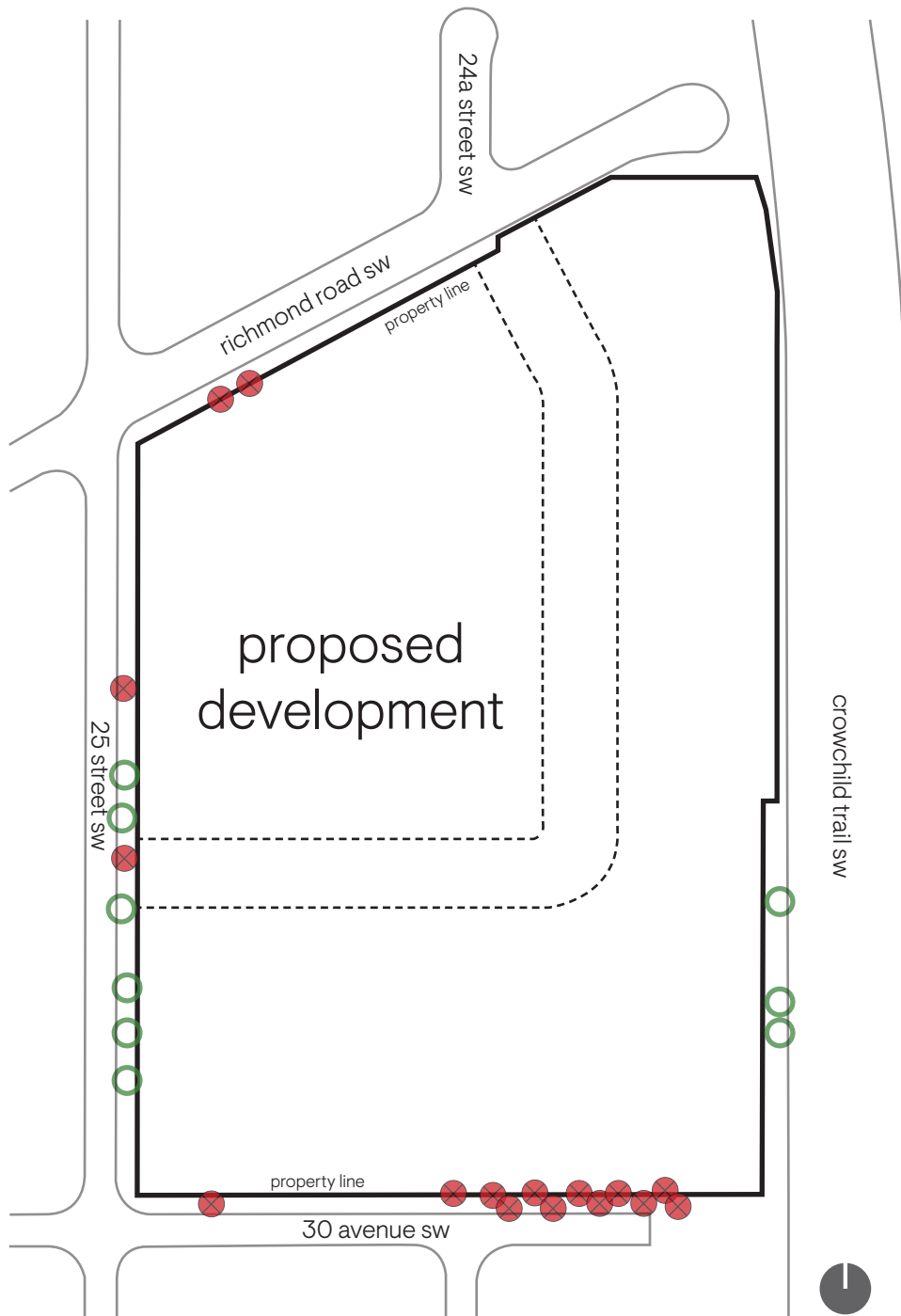
Pathway

Minto Communities

Block A, Plan 5118 FQ & Block B, Plan 8598 GF
2519 Richmond Road S.W.

October 2024



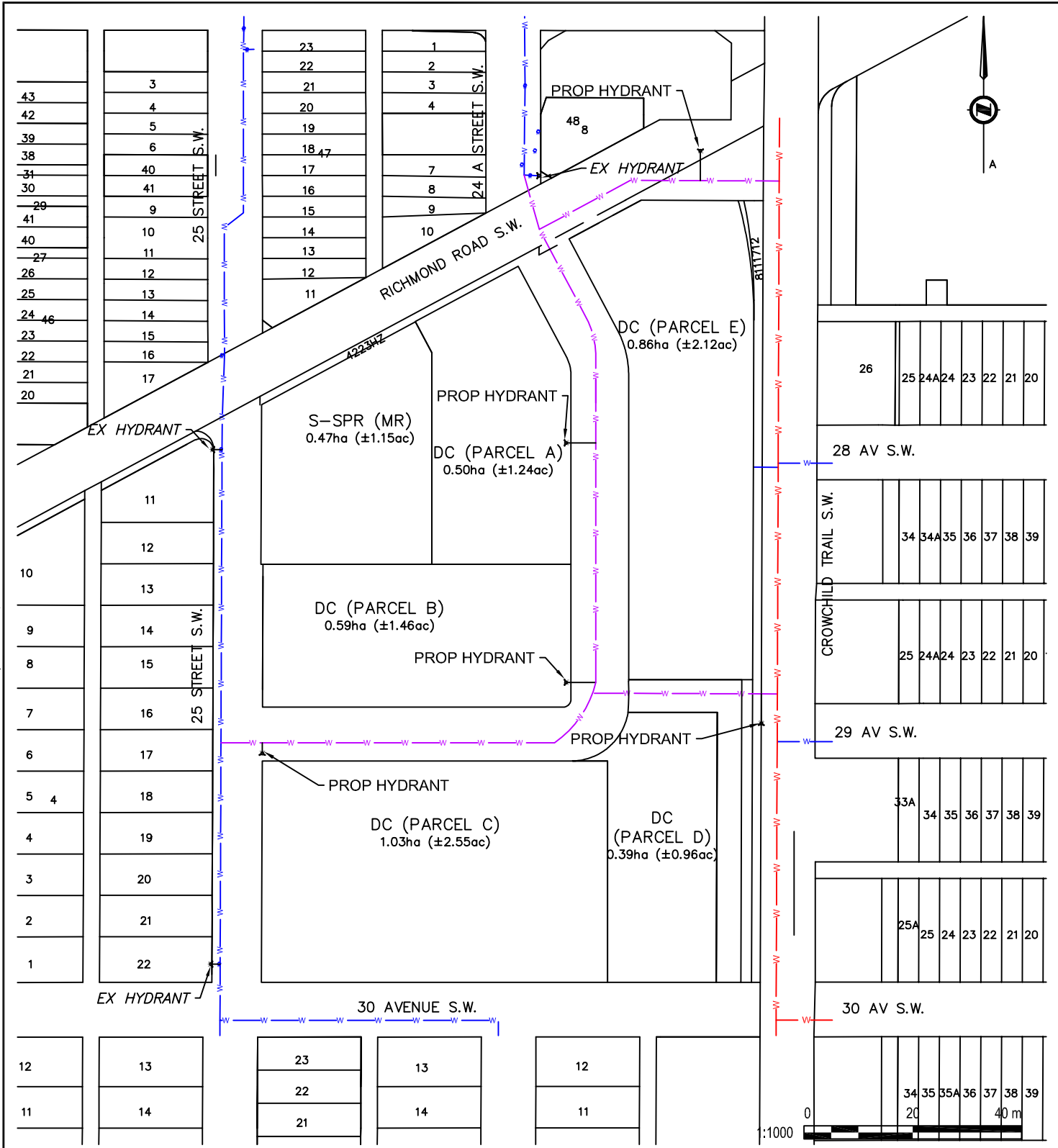


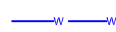
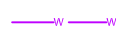
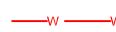
- existing public trees to be retained
- ⊗ existing public trees to be removed *


* Note: Trees will be retained when possible. Most trees are expected to be removed due to re-grading and enhancements to sidewalks and boulevards on the north side of 30 Avenue SW. Trees will be replaced in accordance with City of Calgary standards - quantities and spacing will be determined through separate applications and reviews.

Public Trees

FILE: P:\PROJECTS\625 MINTO\625 900 - 2501 RICHMOND PROJECT\2.0 ENGINEERING DESIGN\2.3.1 WORKING DRAWINGS\02 - SUPPLEMENTARY DRAWINGS\RICHMOND - WATER.DWG [DATE: October 8, 2024 10:49:58 AM]



-  EX PW 150 PVC
-  PROP PW 250 PVC
-  EX PW 400 PVC



PROJECT	2501 RICHMOND		
FIGURE TITLE	WATER LAYOUT		
FILE No.	RICHMOND - WATER.dwg	SCALE	1:2000
FIGURE No.	A		

ISC: #### SHEET SIZE ANSI A 20 mm

OCTOBER 4th, 2024