

Outline Plan, Policy and Land Use Amendment in Richmond (Ward 8) at multiple addresses, LOC2023-0359

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 2505 Richmond Road SW and 2519 Richmond Road SW (Plan 5118FQ, Block A; Plan 8598GF, Block B) to subdivide 4.65 hectares \pm (11.49 acres \pm) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendment to the Westbrook Communities Local Area Plan (Attachment 3); and
3. Give three readings to the proposed bylaw for the redesignation of 4.65 hectares \pm (11.49 acres \pm) located at 2505 Richmond Road SW and 2519 Richmond Road SW (Plan 5118FQ, Block A; Plan 8598GF, Block B) from Residential – Grade-Oriented Infill (R-CG) District to Special Purpose – School, Park and Community Reserve (S-SPR) District and Direct Control (DC) District to accommodate a comprehensive transit-oriented development, with guidelines. (Attachment 4).

HIGHLIGHTS

- This application seeks to enable a comprehensive transit-oriented development adjacent to the Crowchild Trail-26 Avenue SW Station on the MAX Yellow Bus Rapid Transit (BRT) line.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP).
- What does this mean to Calgarians? Approval of this application would support development, increasing housing choice and diversity as well as providing a new public park adjacent to primary transit.
- Why does this matter? The application would enable compact redevelopment that will contribute to Calgary's overall economic health by providing housing for residents, a new public park and small-scale commercial opportunities in the inner city near existing transit and mobility options.
- Amendments are required to the *Westbrook Communities Local Area Plan* (LAP) to identify Urban Form categories and Building Scale modifiers for the site and to include Transit-Station Area policies to support future planning applications.
- No development permit has been submitted.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This application, located in the southwest community of Richmond, was submitted by B&A Studios on behalf of the landowner, Minto Communities Inc., on 2023 November 17. The site is approximately 4.65 hectares (11.49 acres) in size and is approximately 180 metres wide and

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290 metres deep. The site was previously occupied by Viscount Bennett High School which is being demolished.

As referenced in the Applicant Submission (Attachment 5), this application seeks approval of an outline plan, amendments to the LAP and land use amendments to facilitate a comprehensive transit-oriented development adjacent to the existing MAX Yellow BRT line and the Crowchild Trail-26 Avenue SW Station. The proposed Outline Plan (Attachment 6) and the associated Proposed Land Use Amendment Map (Attachment 7) are anticipated to accommodate a maximum of 1,509 new residential units, equating to a maximum density of 325 units per hectare. More details are shown in the Proposed Outline Plan Data Sheet (Attachment 8).

The LAP classifies the site as a 'Comprehensive Planning Site' with no specific urban form category or building scale identified. Through this application, amendments to the LAP are required to apply appropriate urban form categories and building scales. In addition, there are amendments proposed to the Transit Station Area map to reflect the proposed outline plan and DC District.

The proposal would allow for a mix of housing types and small-scale commercial uses to serve local needs and would exceed the minimum threshold MDP target of 100 people or jobs per gross developable hectare within walking distance of a BRT station. The application also includes financial contributions in the Conditions of Approval (Attachment 2) that would help facilitate the relocation and upgrade of the existing Crowchild Trail-26 Avenue SW Station.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

ENGAGEMENT AND COMMUNICATION

- Outreach was undertaken by the Applicant
- Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant created an engagement strategy which included onsite signage, a project website with additional information, regular updates and opportunities for online feedback. Engagement also included eight in-person workshops with the local community and multiple on-line and in-person open houses and townhall style meetings. The detailed breakdown of the engagement efforts undertaken by the applicant can be found in the Applicant Outreach Summary (Attachment 9).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. During the review period, Administration met with various members of the

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public and specifically met with representatives of the Richmond Knob Hill Community Association (CA) in-person on ten occasions, including an on-site meeting.

Administration received 196 responses in opposition to the proposed development from the public, ten responses in support and six responses that are neither in support nor opposition. A summary of comments received can be found in the 'City-Led Outreach' section of Attachment 1.

The Richmond Knob Hill CA provided three letters in opposition. The most recent letter can be found in Attachment 10. Their area of concerns are primarily related to density, traffic impacts, location of the proposed public park and insufficient data for a technical review of the proposal.

Administration considered the relevant planning issues specific to the application and has worked with the applicant to address concerns raised by local residents and the CA. A summary of the changes include a decrease in building scale and density, improving the transition to adjacent properties, inclusion of a public park and submission of an outline plan. A more detailed summary of changes to the application since its first submission is summarized in Attachment 1.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the policy and land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposal would enable housing and employment opportunities in the inner city, providing Calgarians with more choices for where to live and work. Improved mobility networks within and surrounding the site and new local amenities would improve the existing site conditions and support quality of life for existing and future residents, as well as for the adjacent communities.

Environmental

The applicant has indicated that they plan to pursue measures as part of future development permit applications which could align with the objectives of the *Calgary Climate Strategy – Pathways to 2050*. The intensification of development and realization of transit-oriented development on this site could help reduce greenhouse gas emissions compared to existing development and by reduced dependence on driving. More information can be found in Attachment 1.

Economic

The ability to develop a variety of housing types as well as new small scale commercial uses would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities adjacent to the BRT line and Crowchild Trail-26 Avenue SW Station.

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Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Outline Plan Conditions of Approval
3. Proposed Amendment to the Westbrook Communities Local Area Plan
4. Proposed Direct Control District
5. Applicant Submission
6. Proposed Outline Plan
7. Proposed Land Use Amendment Map
8. Proposed Outline Plan Data Sheet
9. Applicant Outreach Summary
10. Richmond Knob Hill Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Richmond at the southeast corner of Richmond Road SW and 25 Street SW. The site is comprised of two parcels, totalling 4.65 hectares ± (11.49 acres ±) of land. The site is bounded by Crowchild Trail SW to the east, 30 Avenue SW to the south, 25 Street SW to the west and Richmond Road SW to the north.

The land is currently developed with an institutional building on the northern portion of the site that was formerly Viscount Bennett High School, which is currently in the process of being demolished. The southern portion of the site is characterized by surface parking and a sports field with a sloped area that was informally used as a toboggan hill. The geography of the site includes a substantial grade change of approximately fourteen metres sloping down from the southern property line to the northern property line.

The surrounding area to the west and south is primarily characterized by single-detached houses designated Residential – Grade-Oriented Infill (R-CG) District. The properties immediately to the north are developed with a variety of built forms and scales, including a two-storey commercial building, a recently constructed six-storey mixed-use building along Richmond Road SW, a three-storey residential and one-storey commercial buildings along 26 Avenue SW. The land use designations to the north include a variety of districts, including Mixed Use – General (MU-1), Special Purpose – Community Institution (S-CI), Commercial-Office (C-O) and Multi-Residential – Contextual Low Profile (M-C1) Districts. In addition, there is an active land use amendment application (LOC2024-0292) at the northeast corner of Richmond Road SW and 25 Street SW seeking to redesignate that site to the MU-1 District.

The parcel is a Transit Oriented Development (TOD) site located in close proximity to an existing MAX Yellow (Route 304 – Woodpark/City Centre) southbound (Crowchild Trail-26 Avenue SW Station) Bus Rapid Transit (BRT) station to the north of the site along Crowchild Trail SW. The northbound station is located northeast across Crowchild Trail SW. Given the proximity to these stations, section 2.5.2 of the *Westbrook Communities Local Area Plan (LAP)* identifies the site as being within the ‘Transit Station Area’. The site lies adjacent to a regional pathway on Crowchild Trail SW which ties into the existing Always Available for All Ages and Abilities (5A) Network.

Community Peak Population Table

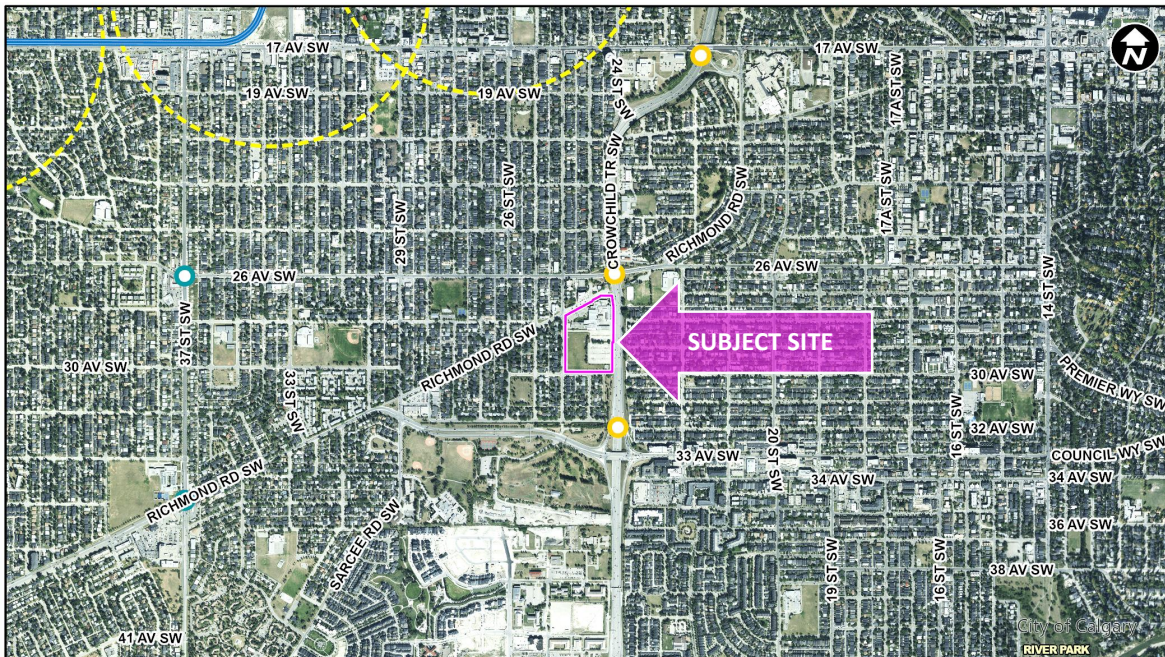
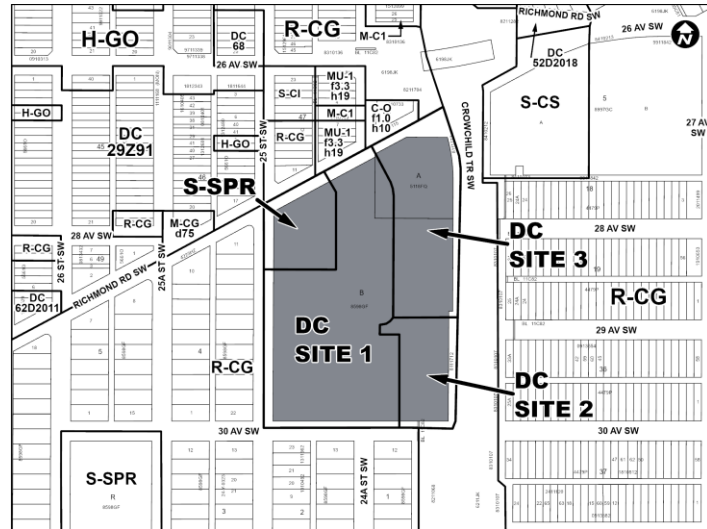
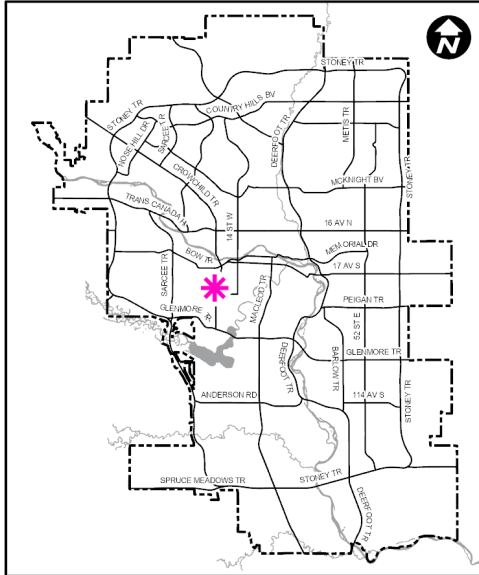
As identified below, the community of Richmond reached its peak population in 1968.

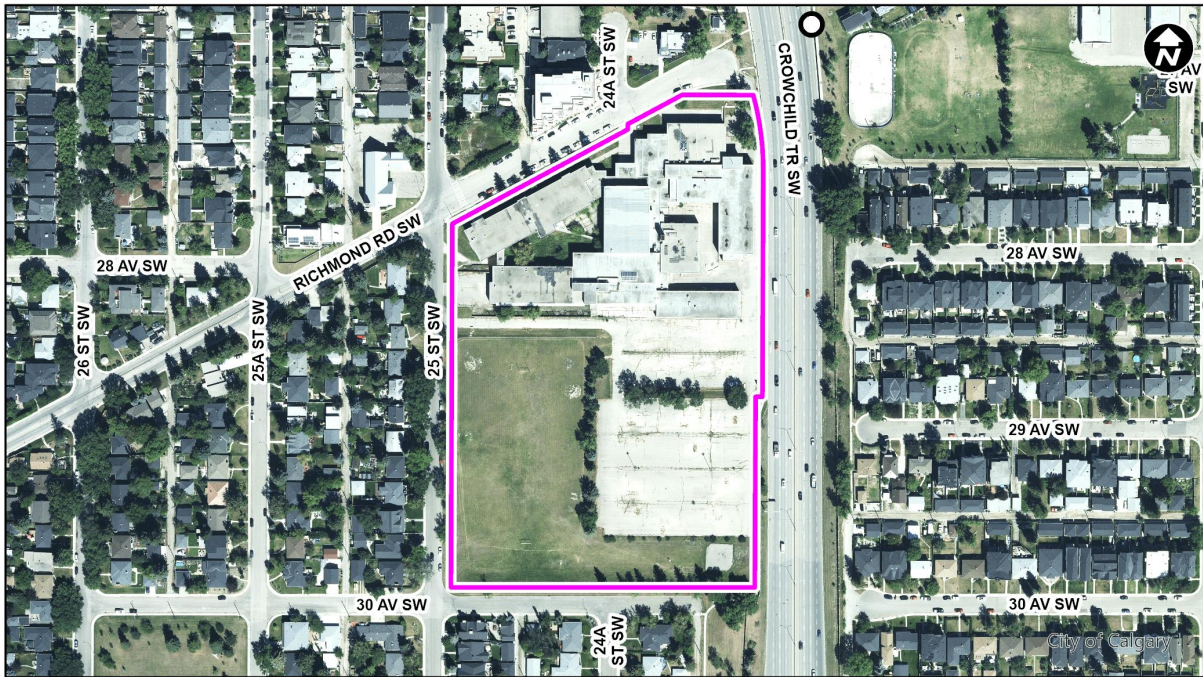
Richmond	
Peak Population Year	1968
Peak Population	5,080
2019 Current Population	4,962
Difference in Population (Number)	- 118
Difference in Population (Percent)	- 2.3%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Richmond Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Existing Land Use

The existing R-CG District is a low-density residential designation applied to developed areas that accommodates single detached, semi-detached, duplex dwellings, rowhouse and townhouse buildings. The R-CG District allows for a maximum building height of 11 metres and a maximum of 75 dwelling units per hectare. Based on the area of the subject site, this would allow for up to 345 dwelling units, plus secondary suites. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

Proposed Land Use Districts

The application proposes one Direct Control (DC) District (Attachment 4) based on the Multi-Residential – High Density Medium Rise (M-H2) District with three distinct sites to reflect variations in building scale, density and setbacks. The application also proposes a Special Purpose – School, Park and Community Reserve (S-SPR) District.

Direct Control District Site 1

Site 1 in the proposed DC District is 2.14 hectares and encompasses the western portion of the subject site, excluding the proposed public park in the northwest corner. Site 1 accommodates the lowest-intensity development within the DC District and would allow for a maximum floor area ratio (FAR) of 4.0 and a maximum density of 350 units per hectare.

The maximum building heights and setbacks vary in Site 1. Larger setbacks are required for buildings facing 25 Street SW and 30 Avenue SW. The DC District would allow for a maximum building height of twelve metres (four storeys) along 25 Street SW and 30 Avenue SW. Maximum allowable heights increase with distance from the east and south property lines, with the tallest height of 25 metres (seven storeys) being allowed in the centre of the site. The building height and setback rules are intended to provide a suitable transition in scale across the site and away from the adjacent low-density housing to the west and south, as stated in the LAP policies pertaining to the site.

The maximum allowable height along Richmond Road SW is 19 metres (five to six storeys) which aligns with recent developments on the north side of this street as well as the Low (up to six storeys) scale modifier identified on Map 4 of the LAP.

Direct Control District Site 2

Site 2 in the proposed DC District is the smallest of the three sites, with a total area of 0.40 hectares and is located in the southeast corner of the subject site. Site 2 would accommodate a slightly higher intensity development than Site 1 with the same maximum FAR of 4.0, a slightly higher maximum density of 400 units per hectare, and a maximum building height of 25 metres (seven storeys), with lower portions of 21 metres (six to seven storeys) closer south to 30 Avenue SW.

Direct Control District Site 3

Site 3 in the proposed DC District is 0.86 hectares and is located in the northeast corner of the subject site and would accommodate the highest intensity development. Site 3 would accommodate a maximum FAR of 5.0, a density of up to 700 units per hectare and a maximum building height of 50 metres (16 storeys). Tower elements of the building above 25 metres (seven storeys) would be subject to a maximum floor plate area of 800 square metres and a minimum separation distance of 24 metres. Maximum building heights of 19 metres (five to six storeys) are allowed along the Richmond Road SW frontage, consistent with Site 1.

The proposed building scale and density proposed in Site 3 reflects its designation in the LAP as a Core Zone and being in closest proximity to the BRT station. In addition, the location of the tallest buildings in Site 3, coupled with the restrictions on tower floor plate and separation distances are intended to mitigate the built form impacts of taller buildings on the nearby low-rise residential development and the proposed park space.

The maximum allowable height along Richmond Road SW is 19 metres (five to six storeys) which aligns with recent developments on the north site of this street as well as the Low (up to six storeys) scale modifier identified on Map 4 of the LAP.

Section 20 of Land Use Bylaw 1P2007

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development due to the unique characteristics of the development. This proposal allows for a comprehensively planned TOD that responds to different contexts along its four frontages. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district,

many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, DC District rules pertaining to landscaping and setbacks may also be relaxed, subject to review by the Development Authority.

Special Purpose – School, Park and Community Reserve District

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. This designation will be applied to the land that is to be dedicated as Municipal Reserve (MR) pursuant to the *Municipal Government Act*. The proposed S-SPR District is strategically located within the outline plan area and is intended to accommodate a public park.

Proposed Westbrook Communities LAP Amendments

The LAP identifies the site as a 'Comprehensive Planning Site' with no specific urban form categories or building scale modifiers, as these are intended to be determined through the planning application review process. As such, amendments to the LAP are required to apply urban form categories and building scales, including for the proposed public park. In addition, there are amendments proposed to the Transit Station Area map to reflect the proposed outline plan and DC District.

Urban Form

The proposed amendment would apply the 'Parks and Open Space' category for the northwest portion of the site and the 'Neighbourhood Connector' category for the rest of the site in the Urban Form map of the LAP. Parks and Open Space areas are characterized by publicly accessible outdoor space and may include amenities such as gathering places, urban plazas, sports fields, playgrounds and off-leash areas. The location of the Parks and Open Space category would align with the S-SPR District. Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets and local commercial uses that serve the needs of nearby residents. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

Building Scale

The Building Scale map in the LAP is proposed to be amended to reflect the proposed DC District. Changes to the Building Scale would include 'Low - Modified (up to four storeys)' along the edges of 25 Street SW and 30 Avenue SW and a 'Low' building scale along the edges of Richmond Road SW. As there are height restrictions that are not contemplated in the current scale modifiers, a new map would be introduced in Section 2.5.2 that would allow building scales of up to seven storeys in the interior of the site and up to 16 storeys in the northeast corner, consistent with the proposed DC District.

26 Avenue-Crowchild Transit Station Area

The 'Core Zone area' for the subject site is proposed to be amended by adjusting the Core Zone to align with the Site 3 of the proposed DC District. The existing Core Zone includes the northwest portion of the site, which is proposed to be designated as Parks and Open Space. The proposed Core Zone would include the area of the site closest to the BRT station where highest densities and building heights would limit the impacts on the surrounding area. The rest of the site is proposed to be the Transition Zone.

Subdivision Design

The proposed outline plan area covers approximately 4.65 hectares (11.49 acres) and would facilitate the development of a comprehensively planned transit-oriented development that provides a transition in scale from the MAX Yellow BRT line and Crowchild Trail-26 Avenue SW Station to the surrounding residential community to the south and west. The highest intensity multi-residential uses have been strategically located on the northeast portions of the plan area adjacent to Crowchild Trail SW and the BRT station, with density and building heights decreasing to the south and west.

Street Network

The outline plan proposes a new street with access points off Richmond Road SW and 25 Street SW. The proposed street network and cross sections align with the objectives of the *Complete Streets Policy & Guide* and TOD best practices by providing higher quality public realm and widened sidewalks, in addition multi-use pathways that prioritize safety and encourages active modes of transportation. The new street name will be submitted for review with a future subdivision application.

Pathways

The site is adjacent to the 5A pathway network that currently runs adjacent to Crowchild Trail SW. The outline plan proposes a three-metre wide 5A pathway along the north-south portion of the new street that connects to the rest of the 5A Network. The outline plan also proposes a new pathway on the south side of Richmond Road SW, consistent with the LAP which anticipates a 5A pathway along Richmond Road SW that would connect to the rest of the network.

Open Space

The proposed S-SPR parcel (approximately 0.47 hectares or 1.15 acres) will provide a public park space for local residents and satisfies the requirement of 10 per cent of the parcel to be dedicated as Municipal Reserve. The location of the park on the site was carefully considered through the evolution of this outline plan to best serve the current and future residents of the broader neighbourhood. The location on the northwest corner considered other community public spaces available within proximity of the subject site to ensure a more equitable distribution throughout the community. The proposed site provides for a highly visible location, appropriate sunlight availability, proximity to mixed-use parcels, and relatively less extreme grade changes, allowing for additional activation of the site.

The proposed park concept includes multi-use programming with amenities such as a playground, covered seating, a basketball court, landscape plantings and open lawn areas that will provide informal opportunities for play and recreation for the users.

Bus Rapid Transit Station Relocation and Improvements

A proposed outline plan condition requires the developer to enter into a Development Agreement with The City for financial contributions toward the improvements and relocation of the southbound Crowchild Trail-26 Avenue SW MAX Yellow BRT Station. The station would be relocated to the terminus of Richmond Road SW, closer to the subject site, and would be upgraded to existing MAX BRT station standards. The proposed condition is supported by LAP policies regarding relocation of the station.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC and S-SPR Districts and the applicable policies of the LAP will provide guidance for future site development including appropriate uses, building massing, height, landscaping, building articulation and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate building interface with streets and adjacent developments;
- improving pedestrian and cyclist connections between the site, the adjacent MAX Yellow BRT line and the Crowchild Trail-26 Avenue SW Station and regional and local pathways;
- mitigating shadow impacts and ensuring compatibility with the surrounding developments using landscaping and building design;
- height, massing, separation distance and privacy concerns in relation to the adjacent properties; and
- providing environmental sustainability requirements, such as, but not limited to EV parking stalls and solar panels.

Urban Design Review Panel

The Urban Design Review Panel reviewed the initial proposal on 2024 February 21. The Panel framed their commentary around the following key considerations and suggestions:

- general support for the proposed intensity and density on a TOD site;
- greater acknowledgement of the human scale and experience at grade to realize the proposed scale and transit-supportive intensities;
- external edge condition of having a building height of a maximum of four storeys is supported; and
- providing housing diversity by allowing for a mix of unit types, forms and sizes at the development permit stage.

The comments provided by the Urban Design Review Panel were based on the initial iteration of the proposal submitted on 2023 November 19. Overall, the panel was supportive of redevelopment at this site and commended the applicants for the vision of increased density and intensity. The applicant subsequently submitted an amended proposal to respond to various comments. Administration is supportive of the changes made by the applicant to address comments raised by the Urban Design Review Panel.

Density and Intensity

The proposed DC District would allow for a maximum of 1,509 units, equating to 325 units per hectare (131 units per acre); however the applicant anticipates only 1,231 units at full build-out, or 265 units per hectare (107 units per acre). Based on having 1,231 units at full build-out the anticipated intensity would equate to an intensity of approximately 424 people per hectare (171 people per acre). The *Municipal Development Plan* (MDP) sets out a minimum intensity target of 100 jobs and population per gross developable hectare within walking distance of a transit station.

Transportation

Crowchild Trail SW is a skeletal roadway and no access to the subject parcel will be permitted. Both 25 Street SW and Richmond Road SW will be upgraded to a collector standard as part of the development and 30 Avenue SW will remain a local residential roadway. A new

public road will be created internal to the subject site. All upgrades and the new roadway will align with the objectives of the Complete Streets policy and TOD best practices by creating higher quality public realms with wide sidewalks and boulevard trees.

Surrounding the subject site is a multi-modal transportation network, providing several high-quality mobility options to residents and visitors with sidewalks on both sides of all streets in the area. Two currently missing links will be constructed with the project, along both 25 Street SW and 30 Avenue SW. Cycling infrastructure will see an upgrade as The City's 26 Avenue SW project will install separated cycling lanes along 26 Avenue SW. The development will also provide upgrades to the regional pathway network through the subject site, providing an upgraded connection for the pathway along Crowchild Trail SW connecting to Richmond Road SW and the Crowchild Trail-26 Avenue SW MAX Yellow BRT Station.

The parcel is a TOD site located directly adjacent to an existing MAX Yellow BRT stop on Crowchild Trail at 26 Avenue SW, which provides access to the MAX Yellow transit service (Route 304 – Woodpark/City Centre), serving Woodbine, Southland Leisure Centre, Heritage Park, Rockyview Hospital, Mount Royal University, Marda Loop and downtown. A future upgrade to the BRT stop is being planned and will include a pedestrian-oriented area of activation which will facilitate connectivity to and around the BRT station. The site is also within close proximity to transit stops on 26 Avenue SW and 33 Avenue SW, providing access to Routes 6 (Killarney/26 Av SW), 20 (Heritage Station/Northmount Dr N), and 66 (Lakeview).

The parcel is located within the existing Residential Parking Permit Zone (RPP) 'T'. Current RPP restrictions to on-street parking is in force along a portion of 25 Street SW and a portion of 30 Avenue SW, as well as short term parking limits along Richmond Road SW.

Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was completed during the review of this application. Assessment of the proposed redevelopment of the site was completed at multiple horizon years using traffic generation rates expected to occur at the site and to test the robustness of the road network. Due consideration of the future development of both the site and the surrounding area was incorporated into the analysis. To support the increased density, several on-site and off-site improvements to the multi-modal transportation network will be provided. These improvements will include enhancements to the 5A Network, enhancements to the BRT transit platform design, as well as safety and operational improvements for vehicular movements at the intersections adjacent to the site. With subsequent redevelopment within this outline plan area, monitoring of transportation network upgrades, as identified in the TIA, will be required when the identified unit count thresholds are met, and will be reviewed at the discretion of Administration at the Development Permit stage. The TIA indicated that the proposed intensity can be accommodated within the area network.

Network upgrades needed for full build-out include traffic signals at the intersections of 25 Street and 26 Avenue SW, and 25A Street SW and 26 Avenue SW. 29 Street SW and Richmond Road SW may also require a traffic signal at full build-out, along with adjustments to the existing signal at 33 Avenue SW and 29 Street SW. Updated TIA analysis and monitoring of the area network will be undertaken as part of development permit review, to ensure network performance is maintained at an acceptable level and upgrades are implemented when necessary.

Administration is supportive of the proposed application for redevelopment adjacent to a BRT station, while maintaining and improving upon the existing high-quality multi-modal transportation network surrounding the site.

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

Water Servicing

A water network plan was submitted and approved for this application. Water connections to Crowchild Trail SW will be required, as well as to 25 Street SW and 24 Street SW. Additional hydrants are shown to provide increased fire coverage.

Sanitary Servicing

A Sanitary Servicing Study was submitted and approved for the proposed maximum density for this application. An upgrade to the downstream sanitary main has been identified in order to reach the maximum allowable density and will be reviewed during development permit applications.

Storm Servicing

This area has storm sewers available for connection and several storm mains already service the site. The area will be required to meet the Interim Unit Area Release Rate Required for Redevelopment.

Waste and Recycling

Waste and recycling will be reviewed with each development permit application and suitable storage and collection will be required for each building or phase of development.

City-Led Outreach Summary

Throughout the review of the application Administration received 196 responses in opposition to the proposed development from the public, ten responses in support and six responses that are neither in support nor opposition from the public. Many members of the public commented multiple times as the application went through different iterations and public commenting periods. The following represents a synopsis of the general comments.

The areas of concern identified are as follows:

- pedestrian and traffic circulation being impacted;
- traffic congestion;
- not enough parking that results in parking overflow into surrounding neighbourhoods;
- net loss in accessible open space;
- general concerns about the proposed density and built form not respecting the community's existing built form context;
- proposed development along the edge of Crowchild Trail SW will impede the potential to widen Crowchild Trail SW in the future;
- shadowing impacts due to the proposed maximum building heights;
- capacity of local schools and sanitary servicing; and
- general concerns related to the engagement process.

The Richmond Knob Hill Community Association (CA) submitted three letters of objection that identify the following areas of concern:

- lack of proper engagement;
- Outline Plan application is inadequate because it only consists of one page;
- general concern with the proposed density;
- proposed built form is too tall, should be a maximum of 16 metres (four to five storeys);
- proposed public park is too small and location should be moved to the southwest corner;
- serious concerns regarding the metrics used in the TIA; and
- infrastructure capacity and condition of existing utility servicing pipes.

Summary of Changes Made to the Application Since Submission

Administration worked with the applicant to address concerns raised by local residents, the CA and comments from Administration that were identified during the review process. The initial submission of the application proposed a land use amendment application to allow for the Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – High Density Medium Rise (M-H2) District and a DC District based on the Multi-Residential – High Density High Rise (M-H3) District. The maximum heights were proposed to vary from 95 metres (30 storeys) in the northeast area of the site closest to the BRT station, to 26 metres (seven to eight storeys) along 25 Street SW and 30 Avenue SW. The proposal anticipated a total of 2,500 units on the site at full build out. No public parks were proposed as part of the initial submission.

The concerns and comments identified through the review and community engagement included, but were not limited to:

- providing a more gradual transition in built form that responds to the immediate context;
- providing consolidated open space that is accessible to the public in a location that is visible from the street;
- submission of an Outline Plan that would provide additional details and meet the policies outlined in the LAP; and
- additional community outreach.

Subsequent iterations of the proposed application included an Outline Plan application that provided a street network, cross sections, a phasing plan, as well as a public park as part of the Municipal Reserve dedication. The proposed DC District was altered to provide a more gradual transition in built form east to west by lowering the maximum heights to 50 metres (16 storeys) in the northeast corner and providing a terraced built form transition to the west and south with a 12 metre (four storey) street wall along the west and south property edges. Additionally, the applicants organized a series of workshop meetings with community members and hosted virtual town hall meetings with the community since the first submission.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies the site as located within the Developed Residential – Inner City area on the Urban Structure Map (Map 1).

The MDP includes general policies that support redevelopment in a more compact urban form by locating new housing and jobs within higher intensity, mixed-use areas that are close to and well-connected to the Primary Transit Network, specifically LRT and BRT stations. 'Transit Supportive Land Use Framework' policies specifically speak to development meeting a minimum threshold of 100 people or jobs per gross developable hectare within walking distance of a transit station. Furthermore, 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.

The MDP policies recognize that complete communities are achieved over time by accommodating growth, existing and future residents and businesses within communities of varied intensities at appropriate locations throughout the city. The MDP speaks to the importance of achieving balanced growth to make the best use of existing land, reducing the cost of City services, locating residents closer to where they work, shop and play, and supporting increased mobility options.

This application aligns with the MDP policies. It will allow for increased housing and commercial opportunities on this comprehensive redevelopment site, thus helping the city achieve its growth targets. It will leverage the municipal investment made on the MAX Yellow BRT line and provide strong linkages to the existing Crowchild Trail-26 Avenue SW BRT Station. Furthermore, the application proposes a mix of housing types and exceeds the minimum threshold of 100 people or jobs per gross developable hectare within walking distance of the BRT station.

Calgary Climate Strategy (2022)

This application includes actions that address the mitigation objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The outline plan proposes medium to high density development, a compact form and a broad mix of commercial and residential uses. This supports lower emissions per dwelling unit and enables more Calgarians to utilize the existing BRT and local regional pathway infrastructure to choose travel options that produce low or no greenhouse gas emissions. Walking and wheeling infrastructure is also proposed throughout the outline plan area to establish these as safe and desirable travel options.

Furthermore, the applicant has advised that they may consider the following design elements at future development permit stages: Electric Vehicle (EV) charging stalls, EV future ready stalls, a backup power source, reductions to embodied carbon and waste, high efficiency mechanical equipment and a high-performance building envelope, solar readiness and the use of low carbon technologies.

Westbrook Communities Local Area Plan (Statutory – 2023)

Comprehensive Planning Site

The subject site is located within the [Westbrook Communities Local Area Plan](#) (LAP). The LAP identifies the site as a Comprehensive Planning Site with no specific urban form categories or building scale modifiers, as these are intended to be determined through the planning application review process. However, there are specific Comprehensive Planning Site policies that are applicable to the site during the review process. These policies include, but are not limited to:

- identifying and locating publicly accessible open space;
- locating taller buildings on the north end of the parcel to minimize shadowing on open space;
- reducing building scale closer to 25 Street SW to transition to the existing lower scale residential development; and
- considering the future realignment of the MAX Yellow BRT.

The proposed LAP amendment would designate the site as Neighbourhood Connector in Map 3: Urban Form. The amendment would also assign varying maximum building heights in Map 4: Building Scale that would be consistent with the proposed DC District and result in a transition of scale from the BRT stop to the surrounding area.

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

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 the southern portion is the 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. The Core Zone area for the subject site is proposed to be amended by adjusting the Core Zone to align with the Site 3 of the proposed DC District and the aforementioned amendments to the Map 4: Building Scale.

Specific policies related to the 26 Avenue/Crowchild Transit Station Area include, but are not limited to, the consideration of relocating the southbound MAX Yellow BRT station to the south of 26 Avenue SW with future development of the former Viscount Bennett/Chinook Learning site.

The proposed LAP amendments align with the policies of the LAP by providing a comprehensively planned development that includes a public park, a built form that transitions from higher densities in the Core Zone to adjacent streets and contributions that would facilitate the relocation and upgrade of the existing BRT station.

Outline Plan Conditions of Approval

These conditions relate to Recommendation 1 for the Outline Plan where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.

The following Conditions of Approval shall apply.

Planning

1. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
2. Existing buildings that are to be removed must be removed **prior to endorsement** of the legal plan of subdivision including the lands where the building is located.
3. With each tentative plan of subdivision, 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.
4. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
5. At time of subdivision, Municipal Reserves will be owing per Part 17 and Section 661 and 666 of the Municipal Government Act:

The owner of a parcel of land that is the subject of a proposed subdivision must provide, without compensation to the Crown in right of Alberta or a municipality, land for roads and public utilities:

- a. subject to section 663, to the Crown in right of Alberta or a municipality, land for Environmental Reserve, and
- b. subject to section 663, to the Crown in right of Alberta, a municipality, one or more school boards or a municipality and one or more school boards, land for Municipal Reserve, School Reserve, Municipal and School Reserve, money in place of any or all of those reserves or a combination of reserves and money, as required by the Subdivision Authority pursuant to this Division.

Municipal Reserve dedication is also supported by Section 2.3.5 of the Municipal Development Plan.

6. Prior to approval of the tentative plan of subdivision, Landscape Concepts prepared at the outline plan stage for the proposed Municipal Reserve shall be refined to add:
 - a. A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, and preliminary planting.
 - b. 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.

- c. 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.
7. Prior to endorsement of the tentative plan of subdivision, Landscape Construction Drawings that are reflective of the subject tentative plan of subdivision 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.
 8. 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).
 9. 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, Calgary Parks and Open Spaces.
 10. Tree plantings within City of Calgary boulevards and/or rights-of-way are subject to approval from Utility Line Assignment and Director, Calgary Parks and Open Spaces. No person shall plant trees or shrubbery on City Lands without prior written authorization from the Director, Calgary Parks and Open Spaces and in the case of walkways, medians, boulevards, and road rights of way, without additional prior written authorization from the General Manager, Planning & Development Services.
 11. 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.
 12. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
 13. Prior to approval of the first tentative plan of subdivision 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 Director, Calgary Parks and Open Spaces.

14. All proposed parks (Municipal Reserve) and Regional, Multi-Use, Local Pathways and Trails must comply with the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition).
15. Calgary Parks and Open Spaces does not support point source drainage directed towards Municipal Reserve (MR) extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR areas.
16. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.
17. All shallow utility alignments, including street light cables, shall be set back 1.5 metres 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)*.
18. 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 land shall not be a detriment to the function and design of the subject Reserve lands. At the tentative plan of subdivision stage, provide a cross section(s) to illustrate the interface between the Reserve and the development sites for further review.
19. 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.
20. 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.
21. Prior to endorsement of the first legal plan of subdivision, the developer must enter into an agreement with The City, to the satisfaction of Manager, Urban and Community Systems and developer, whereby the developer commits to providing financial contribution in the total amount of \$1,000,000.00 toward construction of the southbound MAX Yellow BRT station, located along Crowchild Trail at 26 Avenue SW, to be combined with City of Calgary capital funds to complete the project.
22. Prior to endorsement of the first legal plan of subdivision, the developer must enter into an agreement with The City, to the satisfaction of Manager, Urban and Community Systems and developer, whereby the developer commits to providing financial contribution in the total amount of \$250,000 toward construction of the northbound MAX Yellow BRT station, located along Crowchild Trail at 26 Avenue SW, to be combined with City of Calgary capital funds to complete the project. Developer contribution toward

the northbound MAX Yellow BRT station shall only be required if the City of Calgary can commence construction on or before December 31, 2027.

Utility Engineering

23. Once the total number of units using the interior roadway as their primary entrance reaches 600 dwelling units, a third access is required to be constructed as shown by the Multi-Use Pathway / Fire-Access route adjacent to Direct Control District Site 2. The dwelling count must be provided with the development permit applications to determine when the emergency access is required.
24. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
25. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
26. The developer is required to enter into a Development Agreement (DA) with The City 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.

27. 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.

28. 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

29. 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 29 Street SW and Richmond Road SW at 1,250 units.
 - b. Southbound left turn arrow at 29 Street SW and Richmond Road SW at 1,250 units.
 - c. Traffic signal at 25 Street SW and 26 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.

30. At the tentative plan or development permit 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.
31. Standard curb and gutter shall be required adjacent to all school sites, bus stops and parks in order to discourage accidental or intentional parking or driving on the adjacent sidewalk or park.
32. 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 Developers expense.

33. Prior to Release of any permits or Permission to Construct, the Developer shall enter into a Construction Access Road Agreement with Roads Maintenance. Contact Stephanie Barbario at stephanie.barbario@calgary.ca to enter into the agreement and provide executed agreement to the Mobility Generalist prior to Endorsement.

Proposed Amendments to the Westbrook Communities Local Area Plan

1. The Westbrook Communities Local Area Plan attached to and forming part of Bylaw 5P2023 is hereby amended as follows:
 - (a) Delete the existing Map 3 entitled 'Urban Form' and replace with the revised Map 3 entitled 'Urban Form' attached as Schedule A.
 - (b) Delete the existing Map 4 entitled 'Building Scale' and replace with the revised Map 4 entitled 'Building Scale' attached as Schedule B.
 - (c) In subsection 2.2.5, delete policy (b) and renumber subsequent policies accordingly.
 - (d) In Section 2.3 Scale Modifiers, after subsection 2.3.6 add the following:

“2.3.7 Modified Building Scale Areas
 Map 4: Building Scale identifies some areas as having Modified Building Scale. These are areas that have unique site characteristics, such as topography or irregular parcel configurations, or where additional technical analysis demonstrates that varied building scales modifiers may be appropriate. Modified Building Scale Areas are used in locations identified in Section 2.5 Area Specific Policies such as **Main Streets, transit station areas** and **Activity Centres**.

Policies for Modified Building Scale Areas can be found in Section 2.5 Area Specific Policies.

Policy

 - a. Modified Building Scale Areas may include building scales that vary from building scale modifiers identified in this section.”
 - (e) Delete the existing Figure 18 entitled '26 Avenue/Crowchild Transit Station Area' and replace with the revised Figure 18 entitled '26 Avenue/Crowchild Transit Station Area' attached as Schedule C.
 - (f) In subsection 2.5.2 Transit Station Areas, after Figure 18, insert the new Figure 19 entitled 'Figure 19: 26 Avenue/Crowchild Transit Station Area Modified Building Scale' attached as Schedule D and renumber the subsequent Figure accordingly.
 - (g) In subsection 2.5.2 Transit Station Areas, delete the text under the heading '26 Avenue/Crowchild Transit Station Area' in its entirety and replace with the following:

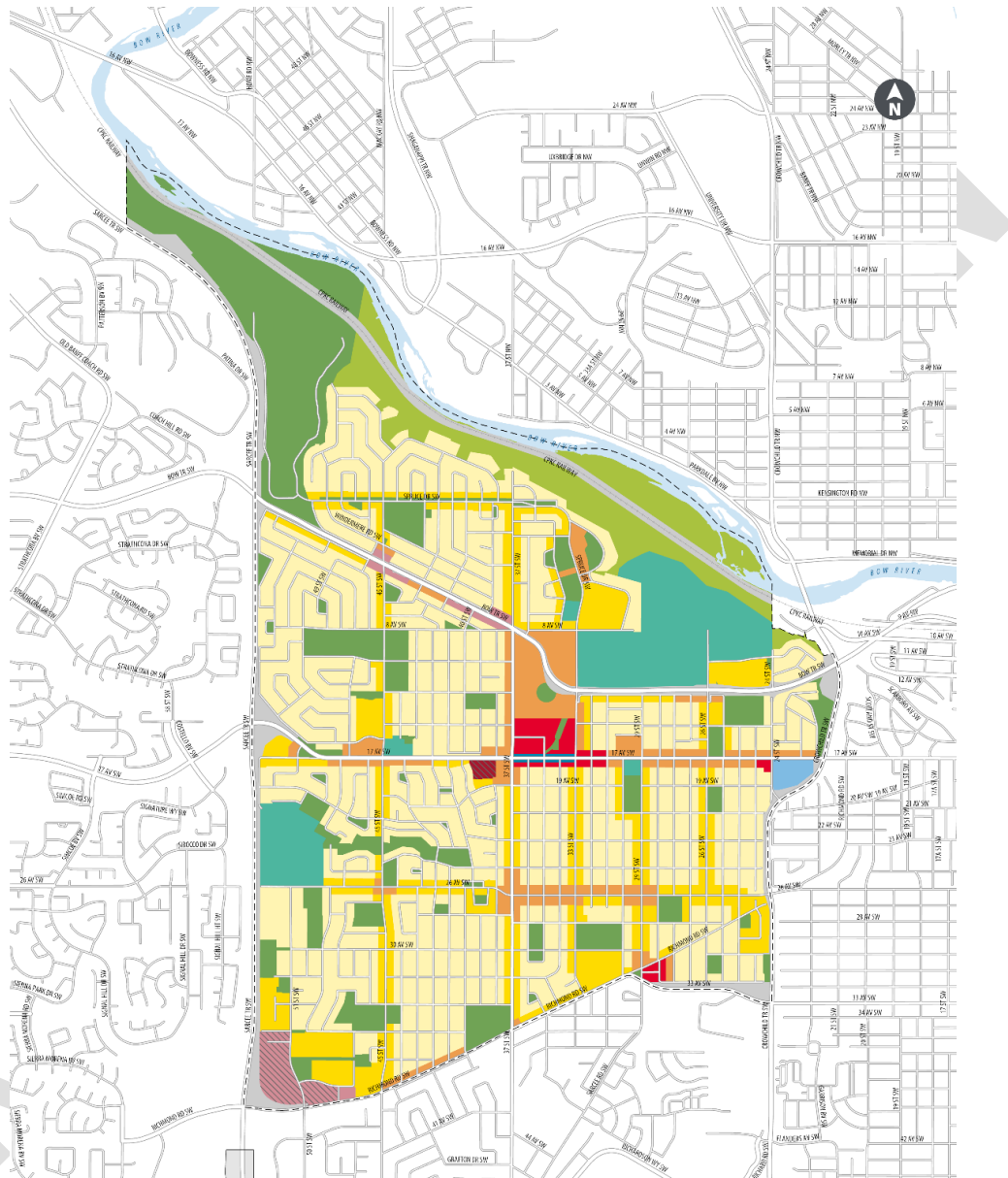
“26 Avenue/Crowchild **transit station area** includes two MAX Yellow BRT stops located on either side of Crowchild Trail SW, the western station located north of 26 Avenue SW and the eastern station located south of 26 Avenue SW. (Figure 18: 26 Avenue/Crowchild Transit Station Area). The western portion of the

transit station area, west of Crowchild Trail SW, is in the Westbrook Communities Local Area Plan, while the east portion is in a future local area plan. The former Viscount Bennett/Chinook Learning site is located to the south west of the transit station. The Neighbourhood Connector, and Neighbourhood Local Urban Form Categories have been applied to the area to reflect the residential and low-intensity commercial character of the area. The modified building scale for the area allows for taller buildings closer to Crowchild Trail SW and the MAX Yellow BRT stops, with a reduction in building scale to the west and south. Small scale commercial is encouraged on Richmond Road SW.

- am. Vehicle access to development should be located to reduce conflicts with pedestrian movement and transit operations.
- an. Development should not exceed the modified building scale identified in Figure 19.
- ao. For developments greater than 12 storeys, the policies in section 2.3.5 High Scale of this LAP apply.
- ap. Redevelopment of the former Viscount Bennett/ Chinook Learning site should provide safe, convenient and universally accessibly pedestrian connections through the site to the future transit station.”

SCHEDULE A

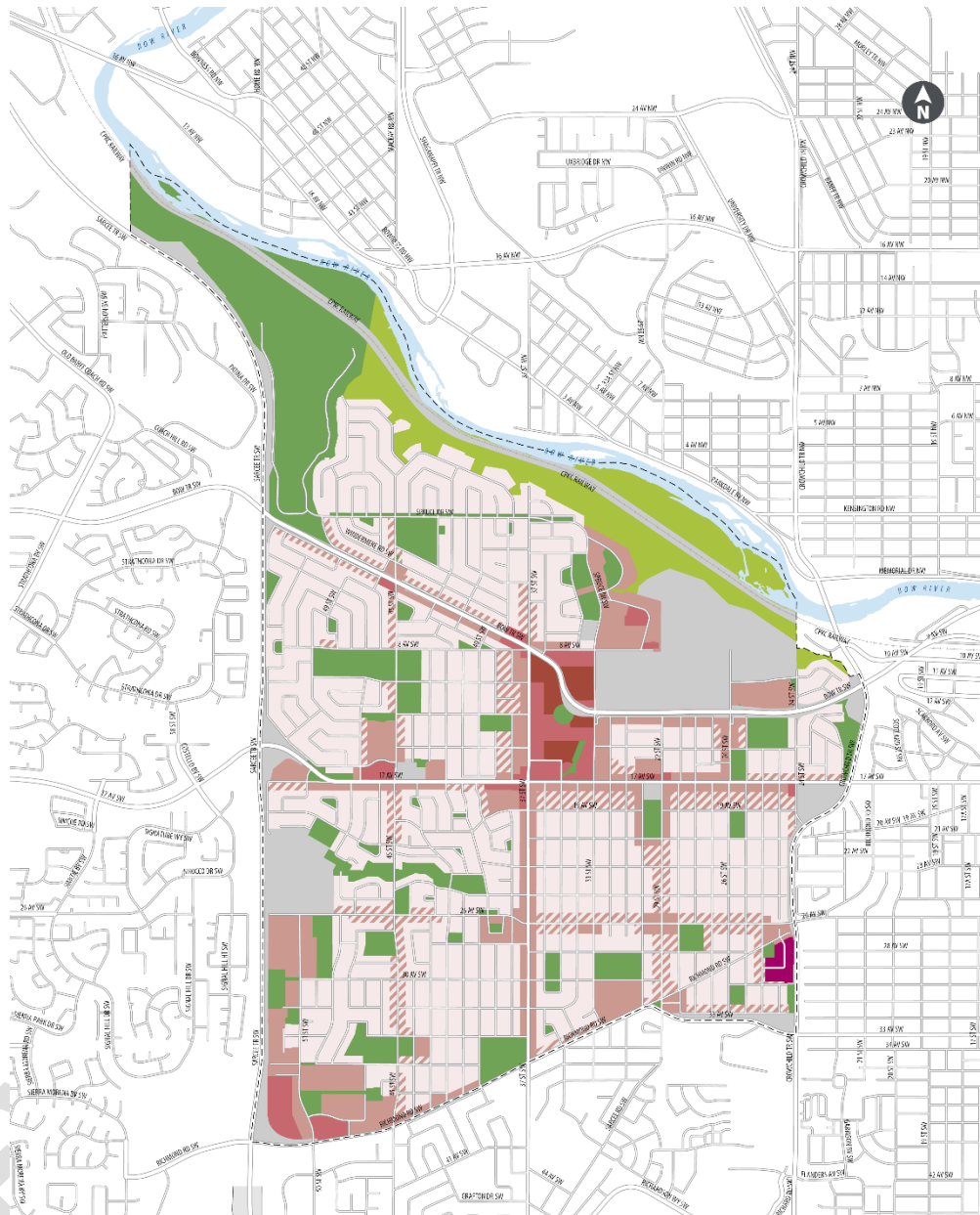
Map 3: Urban Form



- Legend**
- | | | | |
|--|--|---|--|
| Neighbourhood Commercial | Commercial Centre | Regional Campus | Plan Area Boundary |
| Neighbourhood Flex | Commercial Corridor | No Urban Form Category | Transportation/Utility Corridor |
| Neighbourhood Connector | Natural Areas | Additional Policy Guidance | |
| Neighbourhood Local | Parks and Open Space | Comprehensive Planning Site | Active Frontage |
| | City Civic and Recreation | | |

SCHEDULE B

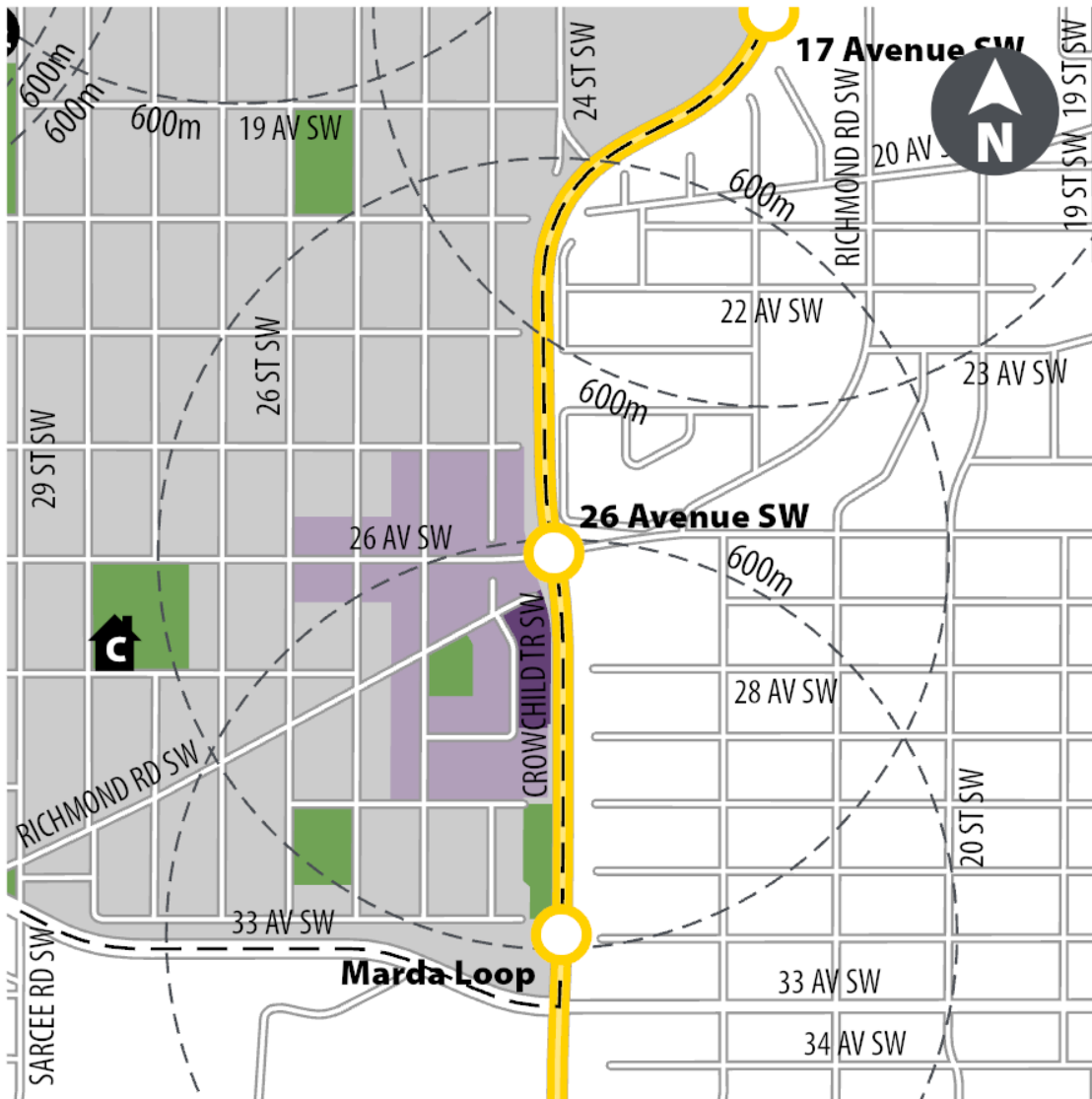
Map 4: Building Scale





- Legend**
- Limited (up to 3 Storeys)
 - Low Modified (up to 4 Storeys)
 - Low (up to 6 Storeys)
 - Mid (up to 12 Storeys)
 - High (up to 26 Storeys)
 - Modified Building Scale Area
 - No Scale Modifier
 - Natural Areas
 - Parks and Open Space
 - Plan Area Boundary
 - Transportation/Utility Corridor

SCHEDULE C

Figure 18: 26 Avenue/Crowchild Transit Station Area



Legend

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

SCHEDULE D

Figure 19: 26 Avenue/Crowchild Transit Station Area Modified Building Height



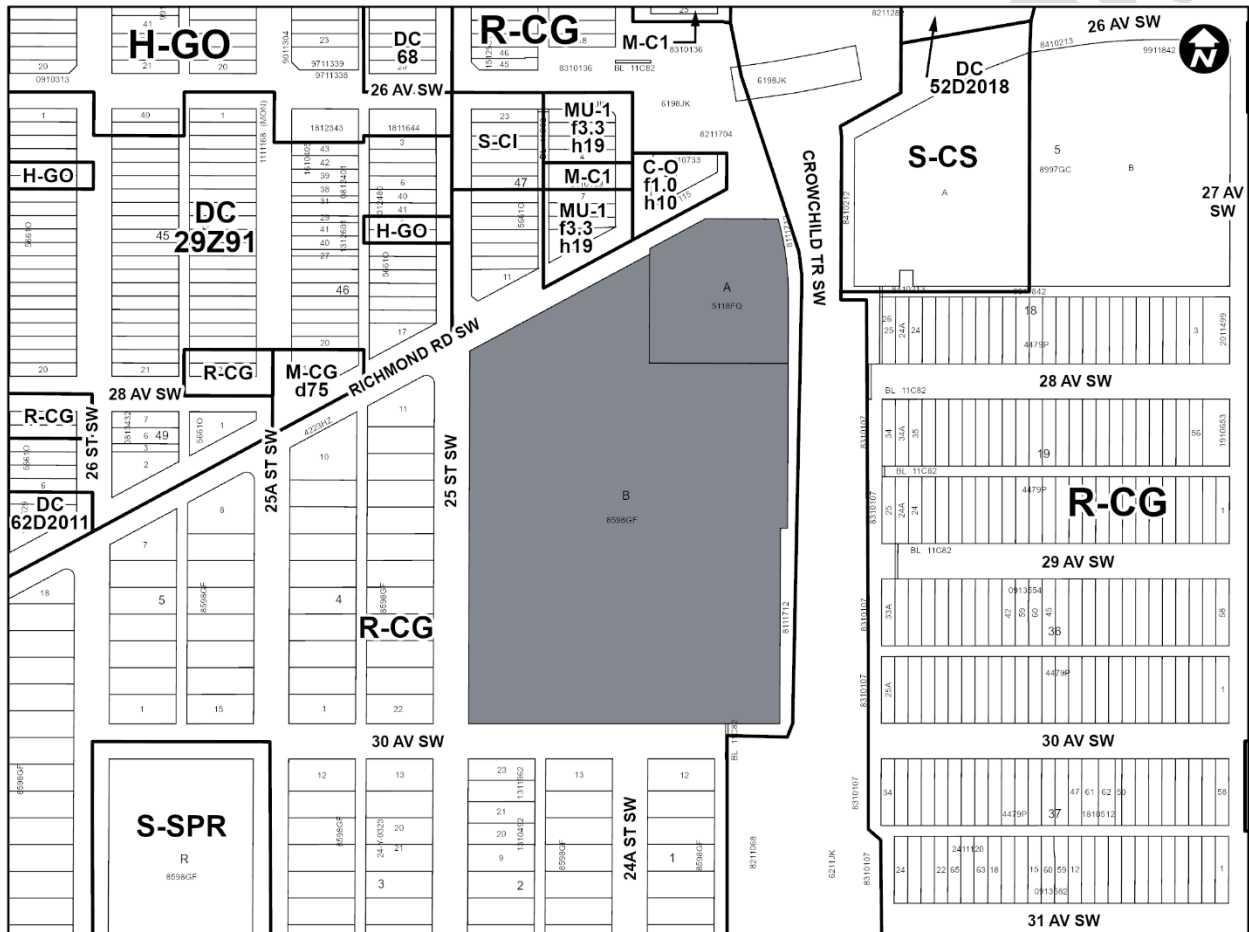
Legend

- | | | | |
|---|-----------------|---|------------------|
|  | Up to 4 Storeys |  | Up to 7 Storeys |
|  | Up to 6 Storeys |  | Up to 16 Storeys |

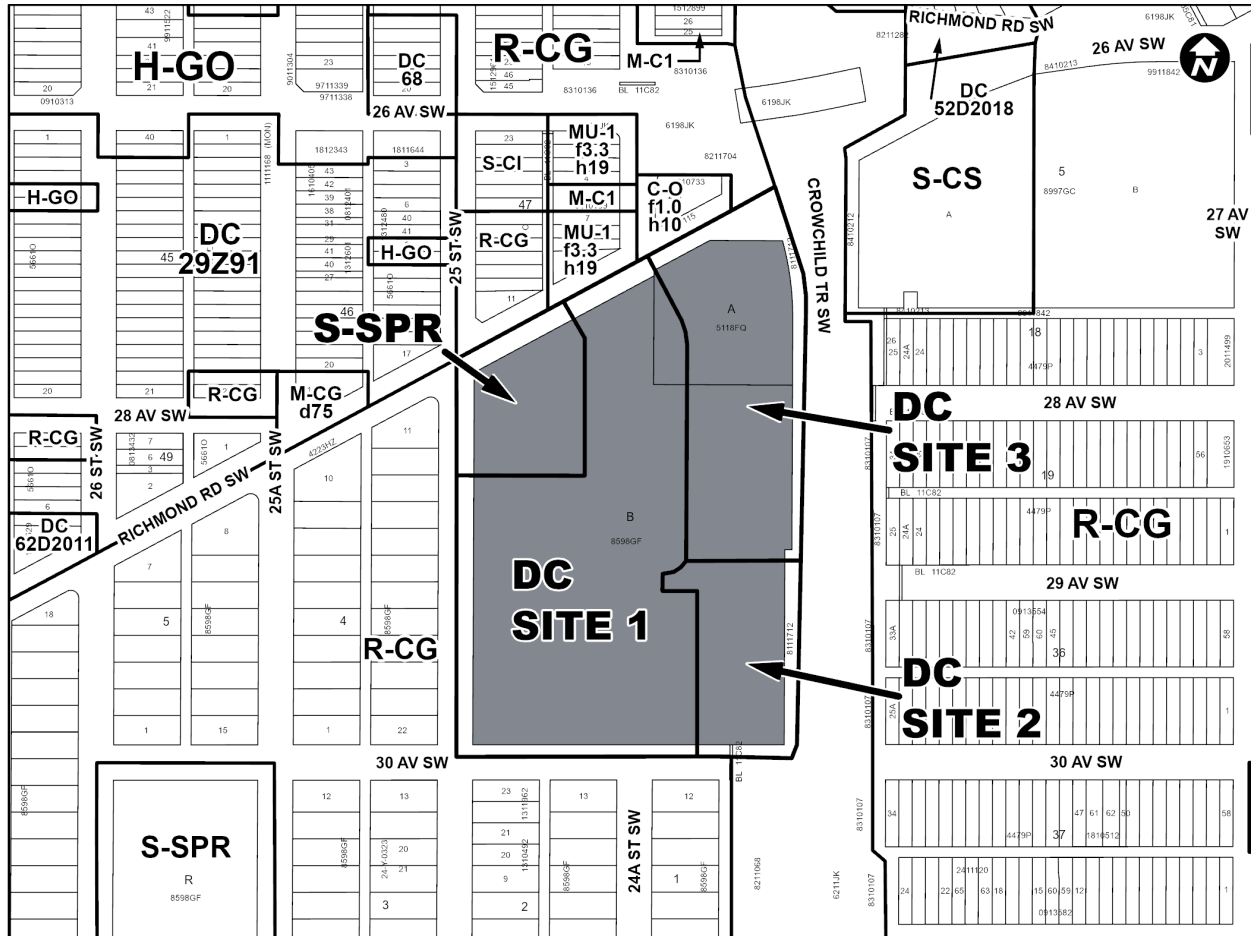
Proposed Direct Control District

- The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".

SCHEDULE A



SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

- (a) accommodate development that is characterized by a comprehensively designed multi-residential development with supporting non-residential uses; and
- (b) building setbacks and building step-back heights that provide appropriate transitions.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

Setback Area

- 7 The depth of all **setback areas** must be equal to the minimum **building setback** required in Section 8.

Building Setbacks

- 8 (1) Unless otherwise referenced in subsections (2), (3), (4) and (6), the minimum **building setback** from a **property line** shared with a **street** is 3.0 metres.
- (2) The minimum **building setback** from a **property line** shared with a **street** for a **street-oriented multi-residential building** is 1.5 metres.
- (3) Unless otherwise referenced in subsection (4), the minimum **building setback** from a **property line** shared with 25 Street SW or 30 Avenue SW is 6.0 metres.
- (4) The minimum **building setback** from a **property line** shared with 25 Street SW or 30 Avenue SW for a **street-oriented multi-residential building** is 3.0 metres.
- (5) The minimum **building setback** from a **property line** shared with another **parcel** is zero metres.
- (6) Unless otherwise specified in Section 24, the minimum **building setback** from a **property line** shared with Crowchild Trail SW is zero metres.

Projections Into Setback Areas

- 9 (1) Unless otherwise referenced in the subsections below, a **building** or air conditioning unit must not be located in any **setback area**.
- (2) Portions of a **building** located above the surface of the ground may project into a **setback area** only in accordance with the rules contained in this section.
- (3) Portions of a **building** below the surface of the ground may extend without any limits into a **setback area**.

- (4) Wheelchair ramps may project without any limits into a **setback area**.
- (5) Eaves may project a maximum of 0.6 metres, and window wells may project a maximum of 0.8 metres, into any **setback area**.
- (6) **Landings** not exceeding 2.5 square metres, ramps other than wheelchair ramps and unenclosed stairs may project into any **setback area**.
- (7) **Signs** may be located in any **setback area**, and where so located, must be in accordance with Part 3, Division 5.
- (8) **Patios, decks** and **balconies** may project a maximum of 1.5 metres into any **setback area**.

SITE 1 (2.14 ha ±)

Application

10 The provisions in Sections 11 through 14 apply only to Site 1.

Maximum Floor Area Ratio

11 The maximum **floor area ratio** is 4.0.

Density

- 12 (1) The minimum **density** is 120 **units** per hectare.
- (2) The maximum **density** is 350 **units** per hectare.

Building Height

- 13 (1) Unless otherwise referenced in the subsections below the maximum **building height** is 25.0 metres.
- (2) Unless otherwise referenced in subsections (3), (4), (5) or (6) the maximum **building height** is 21.0 metres at a distance between 15.0 metres and 50.0 metres from a **property line** shared with 25 Street SW.
- (3) Unless otherwise referenced in subsections (4), (5) or (6) the maximum **building height** is 19.0 metres at a distance between 6.0 metres and 15.0 metres from a **property line** shared with 25 Street SW or 30 Avenue SW.
- (4) The maximum **building height** is:
- (a) 12.0 metres within 6.0 metres of a **property line** shared with 25 Street SW or 30 Avenue SW, or
 - (b) 12.0 metres within 3.0 metres of a **property line** shared with any other **street**.

- (5) Unless otherwise referenced in subsection (6), where a **parcel** shares a **property line** with a **parcel** designated as a **special purpose district**, the maximum **building height** is 10.0 metres within 6.0 metres of that shared **property line**.
- (6) The maximum **building height** is 19.0 metres within 15.0 metres of a **property line** shared with Richmond Road SW.

Landscaping

- 14 At least 50.0 per cent of the required **landscaped area** must be provided at **grade**.

SITE 2 (0.40 ha ±)

Application

- 15 The provisions in Sections 16 through 19 apply only to Site 2.

Maximum Floor Area Ratio

- 16 The maximum **floor area ratio** is 4.0.

Density

- 17 (1) The minimum **density** is 150 **units** per hectare.
- (2) The maximum **density** is 400 **units** per hectare.

Building Height

- 18 (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 25.0 metres.
- (2) The maximum **building height** is 21.0 metres within 15.0 metres of a **property line** shared with 30 Avenue SW.

Landscaping

- 19 At least 25.0 per cent of the required **landscaped area** must be provided at **grade**.

SITE 3 (0.86 ha ±)

Application

- 20 The provisions in Sections 21 through 27 apply only to Site 3.

Maximum Floor Area Ratio

- 21 The maximum **floor area ratio** is 5.0.

Density

- 22 (1) The minimum **density** is 150 **units** per hectare.
- (2) The maximum **density** is 700 **units** per hectare.

Building Height

- 23 (1) Unless otherwise referenced in subsection (2), (3) or (4), the maximum **building height** is 50.0 metres.

- (2) The maximum **building height** is 6.0 metres within 6.0 metres of a **property line** shared with Crowchild Trail SW.
- (3) The maximum **building height** is 19.0 metres within 15.0 metres of a **property line** shared with Richmond Road SW.
- (4) The maximum **building height** is 12.0 metres within 3.0 metres of a **property line** shared with any other **street**.

Additional Building Setbacks

- 24** The minimum **building setback** from a **property line** shared with Crowchild Trail SW for portions of a **building** containing **units** is 6.0 metres.

Floor Plate Restrictions

- 25** Each floor of a **building** located partially or wholly above 25.0 metres from **grade** has a maximum **floor plate area** of 800.0 square metres.

Building Separation

- 26** The façade of a **building** located above 25.0 metres from **grade** must provide a minimum horizontal separation of 24.0 metres from the façade of any other **building** that is also located above 25.0 metres from **grade**.

Landscaping

- 27** At least 25.0 per cent of the required **landscaped area** must be provided at **grade**.

Relaxations

- 28** The **Development Authority** may relax the rules contained in Sections 6, 8, 9, 14, 19, 24 and 27 in this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

APPLICANT'S SUBMISSION



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.

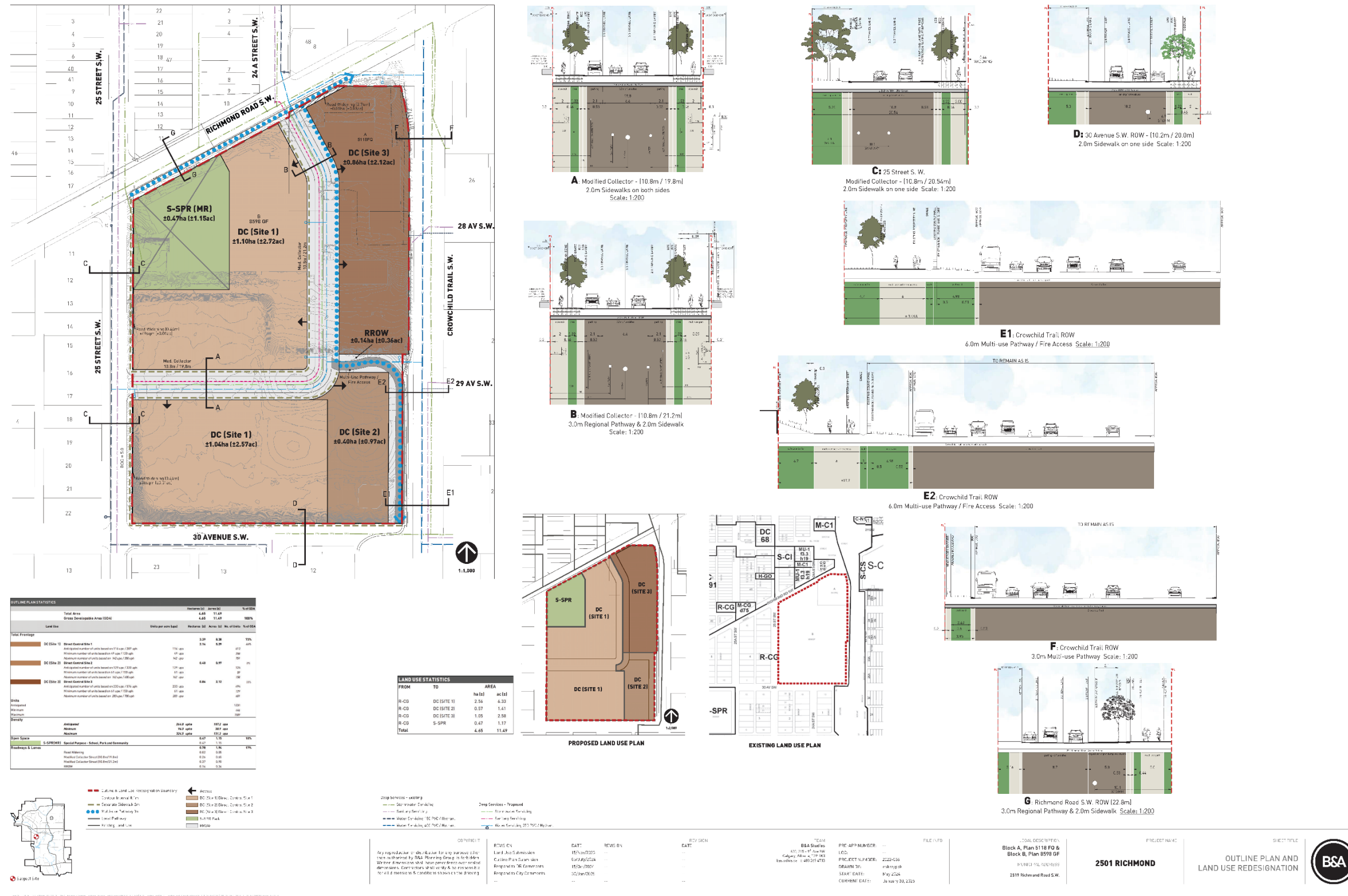
The outline plan and land use amendment propose a public park in the northwest corner and public streets and pathways to provide for a well-connected transit-oriented development with a range of multi-residential development across the site. A Direct Control District with three specific sites based on 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.

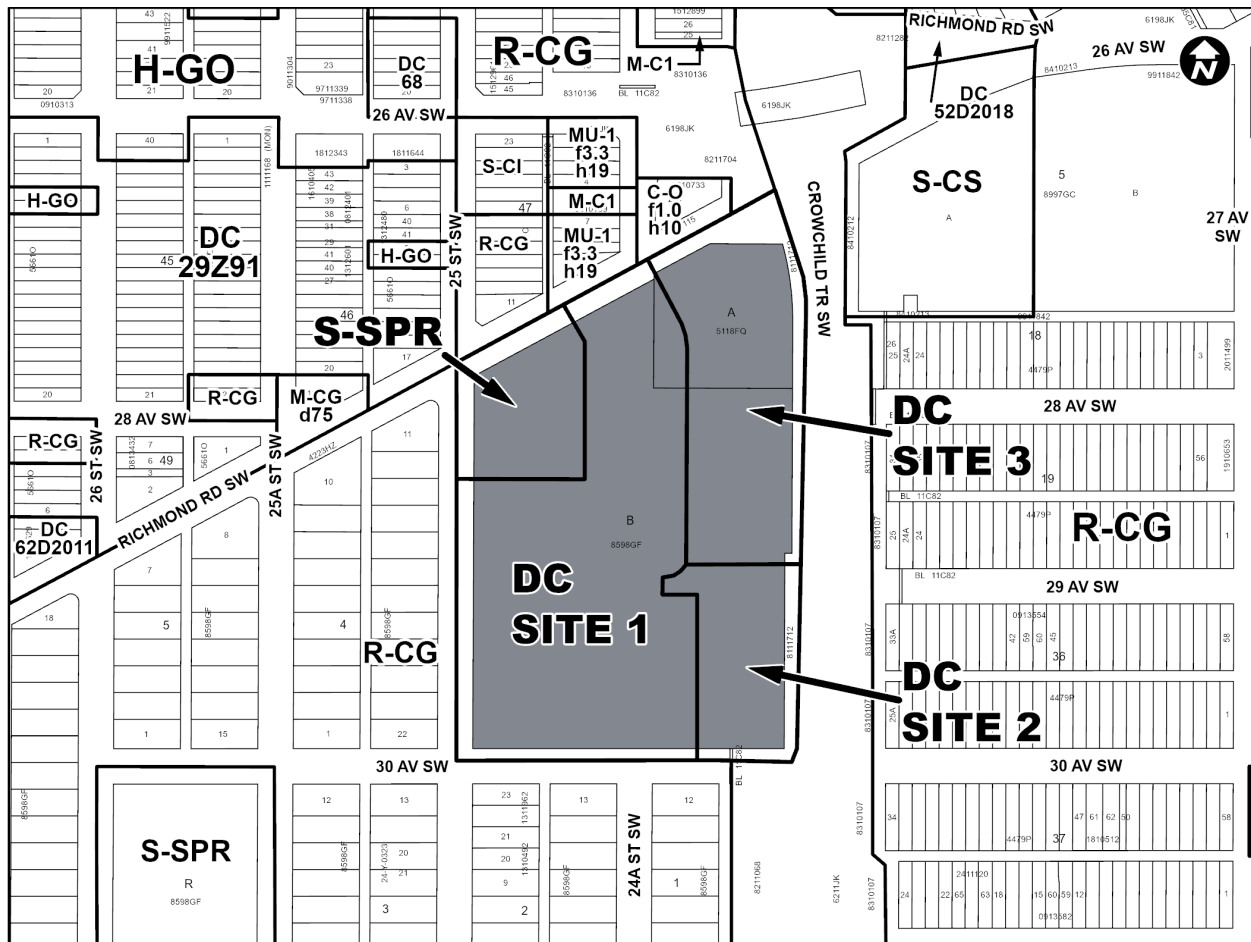
MINTO COMMUNITIES | APPLICANT'S SUBMISSION | FEBRUARY 12, 2025

Proposed Outline Plan

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.



Proposed Land Use District Map



Proposed Outline Plan Data Sheet

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.

	HECTARES	ACRES
GROSS AREA OF PLAN	4.65	11.49
LESS: ENVIRONMENTAL RESERVE	-	-
LESS: LAND PURCHASE AREA	-	-
NET DEVELOPABLE AREA	4.65	11.49

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
DC District Site 1	2.14	5.29		612
DC District Site 2	0.40	0.97		126
DC District Site 3	0.86	2.12		494
Total Residential	3.39	8.38		1231

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	0.78	1.94	17

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.47	1.15	10

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	1231		
ANTICIPATED DENSITY		264.7	107.1
ANTICIPATED INTENSITY		423.6	171.4

Note:

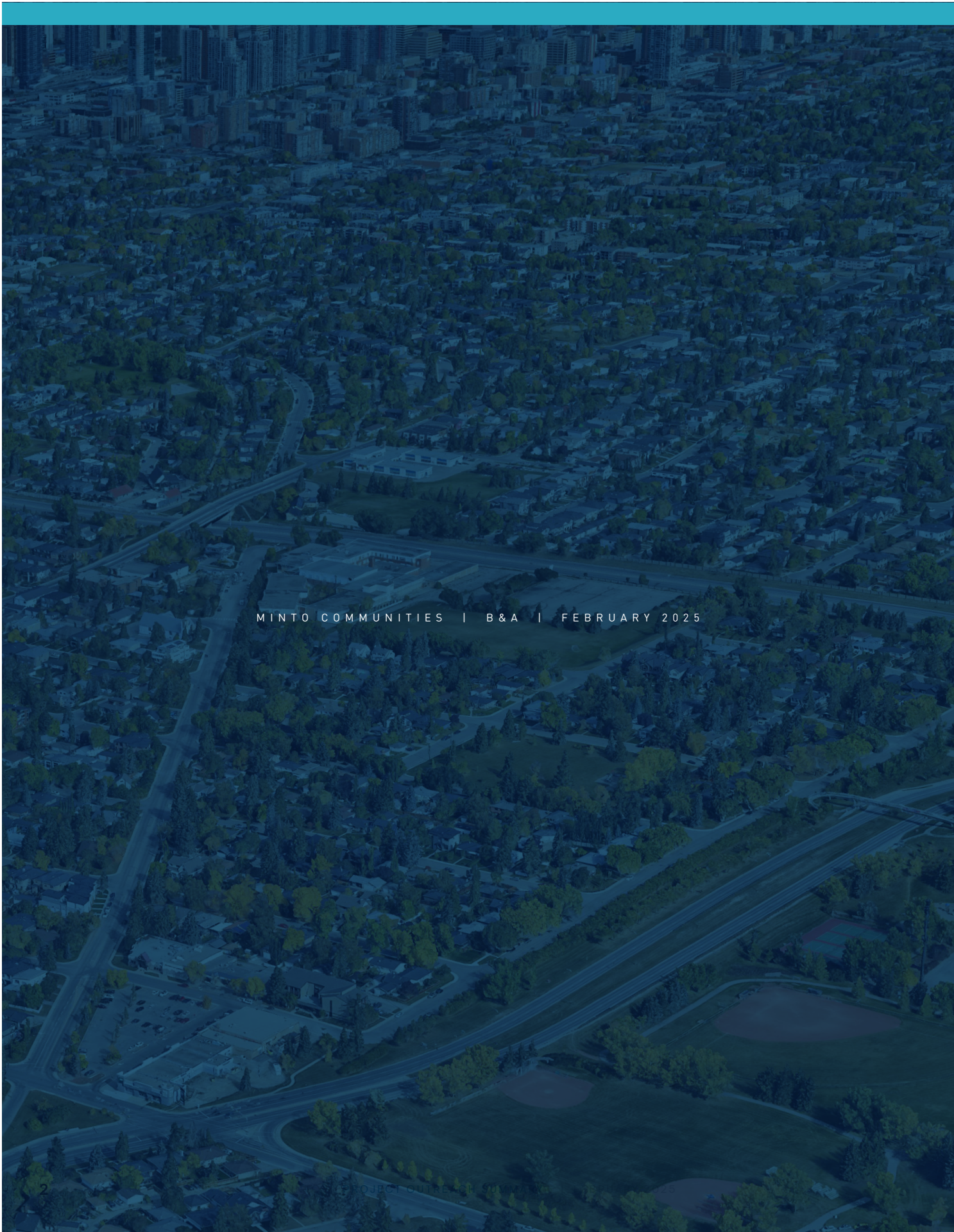
Intensity calculation assumes 1.6 people per unit based on the Guide to the MDP/CTP.

2501 Richmond

PROJECT OUTREACH SUMMARY

FEBRUARY 2025







Project Outreach Summary

Minto is reimagining 2501 Richmond, the former Viscount Bennett School site. In November 2023, a Land Use Redesignation application was submitted to the City of Calgary to support its future redevelopment as an inner-city, transit-oriented community.

Since then, the project team has engaged with hundreds of community members, hosted multiple in-person and virtual consultation sessions, met with Community Association representatives, and provided regular project updates. We are pleased to present an overview of the outreach efforts and how stakeholder feedback has informed the process.



Concept Evolution

The plan has progressed through the application process, guided by feedback from the community, technical analysis and City review.

November 2023 Concept	July 2024 Concept	October 2024 Concept	January 2025 Concept
<p>Land Use Districts:</p> <ul style="list-style-type: none"> • M-H1 • M-H2 • DC (M-H3) 	<p>Land Use Districts:</p> <ul style="list-style-type: none"> • DC (M-H1) • DC (M-H2) • S-SPR 	<p>Land Use Districts:</p> <ul style="list-style-type: none"> • DC (M-H1) • DC (M-H2) • S-SPR 	<p>Land Use Districts:</p> <ul style="list-style-type: none"> • DC (M-H2) • S-SPR
<p>Max: Limited by FAR only Anticipated Units: 2,503 Minimum Units: 698</p>	<p>Maximum Units: 1,531 Anticipated Units: 1,244 Minimum Units: 512</p>	<p>Maximum Units: 1,504 Anticipated Units: 1,228 Minimum Units: 445</p>	<p>Maximum Units: 1,509 Anticipated Units: 1,231 Minimum Units: 446</p>
<p>Height: Maximum 30 Storeys along Crowchild Trail</p>	<p>Height: Primarily 4 to 6 storeys, with maximum 16 storeys along Crowchild Trail. Specific rules create a contextually appropriate transition.</p>	<p>Height: Primarily 4 to 6 storeys, with maximum 16 storeys along Crowchild Trail. Specific rules create a contextually appropriate transition.</p>	<p>Height: Primarily 4 to 6 storeys, with maximum 16 storeys along Crowchild Trail. Specific rules create a contextually appropriate transition.</p>
<p>FAR: 4.0-11.0</p>	<p>FAR: 4.0-5.0</p>	<p>FAR: 4.0-5.0</p>	<p>FAR: 4.0-5.0</p>



Key Changes

Clarity of outcomes - To provide greater certainty for the community and City, two legal mechanisms will be implemented: a Direct Control (DC) Land Use District across the entire site to more precisely define built form elements such as height, setbacks, step backs, and density, and an Outline Plan, which allows the City to condition phased development and meets the Master Planning requirement under the Westbrook Local Area Plan.

Building heights and density: Overall density has been reduced from the initial proposal. The maximum height will be 16 Storeys along Crowchild Trail and specific rules in the DC to create a contextually appropriate height transition along edges interfacing with existing homes. Shadow studies were shared with the community to show how the proposed massing interacts with surroundings.

Open Space: Rather than the originally proposed privately owned but publicly accessible open spaces, the concept now provides a Municipal Reserve land dedication of 1.15 acres in the Northwest corner, with frontage along both 25 St SW and Richmond Rd SW. The park space will serve as a community entry feature, hub, and a transition to the existing community. It will be built by Minto but owned and operated by the City of Calgary. This park location was considered the best option for pedestrian and transit connectivity, community green space distribution, and the opportunity to create a community node.

Site transitions: The site design includes separation distances of 20 to over 30 meters from existing homes, with building heights of 3 to 5 storeys depending on the frontage. Along 25 Street SW, the road will be widened by 0.44 metres to accommodate a new sidewalk and boulevard that will include street trees. Taller buildings are positioned near Crowchild Trail SW to minimize impact on nearby residences, floorplate size limits reduce massing of taller buildings.

Potential for commercial amenities: The addition of commercial amenities was maintained, but consolidated along the north border at Richmond Road SW, featuring additional angled parking and co-locating with a Municipal Reserve to support the commercial hub. The plans also include significant streetscape improvements along Richmond Road SW.



PROJECT OUTREACH SUMMARY

Refinement in October 2024: In response to further community and City comments received, several important adjustments were made to support integration with the surrounding context:

- Setbacks along 25 St and 30 Ave SW were further increased (from zero metres to 3.0 metres for ground-oriented units), to match or exceed setback rules for parcels across these streets to provide even more of a transition from the existing residential homes.
- The 1.3m RoW buffer along 25 St has been extended northward even where existing boulevard trees do not exist, adding to open space adjacent to MR and providing additional buffer.
- The minimum density for Site 1 and Site 2 (fronting 25 St and 30 Ave SW) was reduced to allow for the potential of fully subdivided ground-oriented typologies.
- Parcel lines throughout the site were refined to further reduce grade changes within the proposed MR and maximize usable space.
- Road cross-sections were redesigned to improve proposed 5A multiuse pathway links along Crowchild Trail and relocating to the south side of Richmond Rd SW, enabling direct access to the proposed MR.
- Minimum separation distance between towers on Site 4 was increased by 20% to allow for increased privacy between future residential units.
- Construction staging uses were consolidated to Site 4 (fronting Crowchild), eliminating them from other Sites.

Refinement February 2025: Final edits to the concept and outline plan were made to address technical edits from the City.

Direct Control uses now fully match to base district

- Customizations to the listed uses within the District have been removed

Direct Control being simplified while maintaining same design intent:

- Base land use district of M-H2 now being applied to entire site rather than mixing M-H1, but height and density constraints maintain the previous limitations
- Western portions of the plan have been consolidated into a Site 1 due to similarities (previously they were written as two separate Sites)

Direct Control provision for on-street loading stalls removed

- Will instead be considered at Development Permit stage on a case-by-case basis

Third emergency access being supplied through City Right of Way rather than presumed through private lands

- Road cross-sections along Crowchild were adjusted accordingly

The City has noted that existing trees along 25th St are unlikely to survive construction

- Rather than risk a disjointed street scape, the 25th St cross-section has been revised to match other proposed street edges, thereby increasing both tree count and parking supply

Contributions to the future BRT station confirmed



Public Outreach Process

The outreach program aimed to inform and engage those potentially affected by the project through a meaningful and accountable process. Project updates were consistently shared on the website and via email with over 300 subscribers. Feedback was gathered at key points during the iterative process, helping to shape the evolution of the concept and application:

<p>March to October 2023: Introductions</p>	<p>Following the site purchase, Minto introduced themselves, shared site updates, met with the CA and launched 2501Richmond.com.</p>
<p>November 2023 to February 2024: Preliminary Concept</p>	<p>The first submission was shared with the community at virtual and in-person information sessions. Feedback was collected during an extended comment period.</p>
<p>March to May 2024: Refining Concept</p>	<p>With community feedback and the City’s review, the team refined the application, holding sessions to gather input on open space, amenities, benefits, and building transitions</p>
<p>May to July 2024: Reporting Back & Second Concept</p>	<p>A ‘What We Heard’ report was shared, the revised concept was submitted to the City, and a virtual information session was held to present the updated plans.</p>
<p>July to October 2024: Collecting Feedback & Refining Concept</p>	<p>An extended comment period was held to gather public feedback and the City conducted its technical review. The feedback was considered and incorporated in the updated application, submitted to the City in October.</p>
<p>November 2024 to February 2025 Closing the Loop</p>	<p>A virtual information session was held in November 2024. This was followed by an in-person session in February 2025 to share the application details before proceeding to Calgary Planning Commission. As we move forward, updates will continue to be shared by email and on the website.</p>



Community Feedback – Key Themes

Engagement process: Community members and the Community Association expressed dissatisfaction with the engagement process, citing insufficient opportunities to influence the project’s design. While participants were eager to share their perspectives, many felt the process fell short of their expectations.

Density and Land Use: Most participants believe the proposal is out of character for their neighborhood, concerned that added density will bring noise, light impacts, crime, and traffic that disrupt their quality of life. Participants want to ensure that future development respects existing community character.

Transportation: Most participants expressed concerns about the road network’s ability to support new development, questioning the effectiveness of proposed upgrades and doubting their adequacy. They also worried about safety, parking within the new development, and impacts on street parking.

Open Space: Participants desired the preservation of green spaces and the inclusion of accessible open spaces that are well-programmed. Some expressed concern about the location of the green space, preferring the southwest corner of the site. Opinions varied on what should be included, but there was a consensus that redeveloped space be high-quality and well programmed.

Infrastructure: Community members want to ensure the existing infrastructure has capacity to accommodate the proposed development and higher density.

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

Community Impacts: The community’s top priorities for redevelopment benefits are open space and road improvements. Some appreciated the pedestrian-friendly features, green space opportunities, diverse housing options, and potential local commercial additions.



Community Feedback – Follow-Up

Following the community outreach, a follow-up What We Heard Report and detailed answers to questions were provided to the community, throughout the process, to elaborate on the feedback gathered and help provide clarity. The documents shared with the community are attached to this summary and include:

- **What We Heard Report (May 2024) - Attachment 1**
- **Community Questions and Responses (December 2024) - Attachment 2**

**Please note that these documents reference earlier versions of the plan and may contain out of date information.*

Next Steps

Minto Communities has been actively balancing a wide range of community opinions and technical considerations to prepare the revised submission. Stakeholder feedback has been considered when developing the most recent concept and we will continue to share project updates. Next steps include:

- The project team will continue to respond to the questions received. Participants are encouraged to email engage@minto.com with their questions and comments.
- **2501Richmond.com** will continue to be updated with the latest project information. This includes updates about the demolition and abatement process, beginning in October 2024.

Thank you for your participation in the process.

2501Richmond.com | engage@minto.com



Attachment 1

What We Heard Report (May 2024)

2501 Richmond

WHAT WE HEARD REPORT

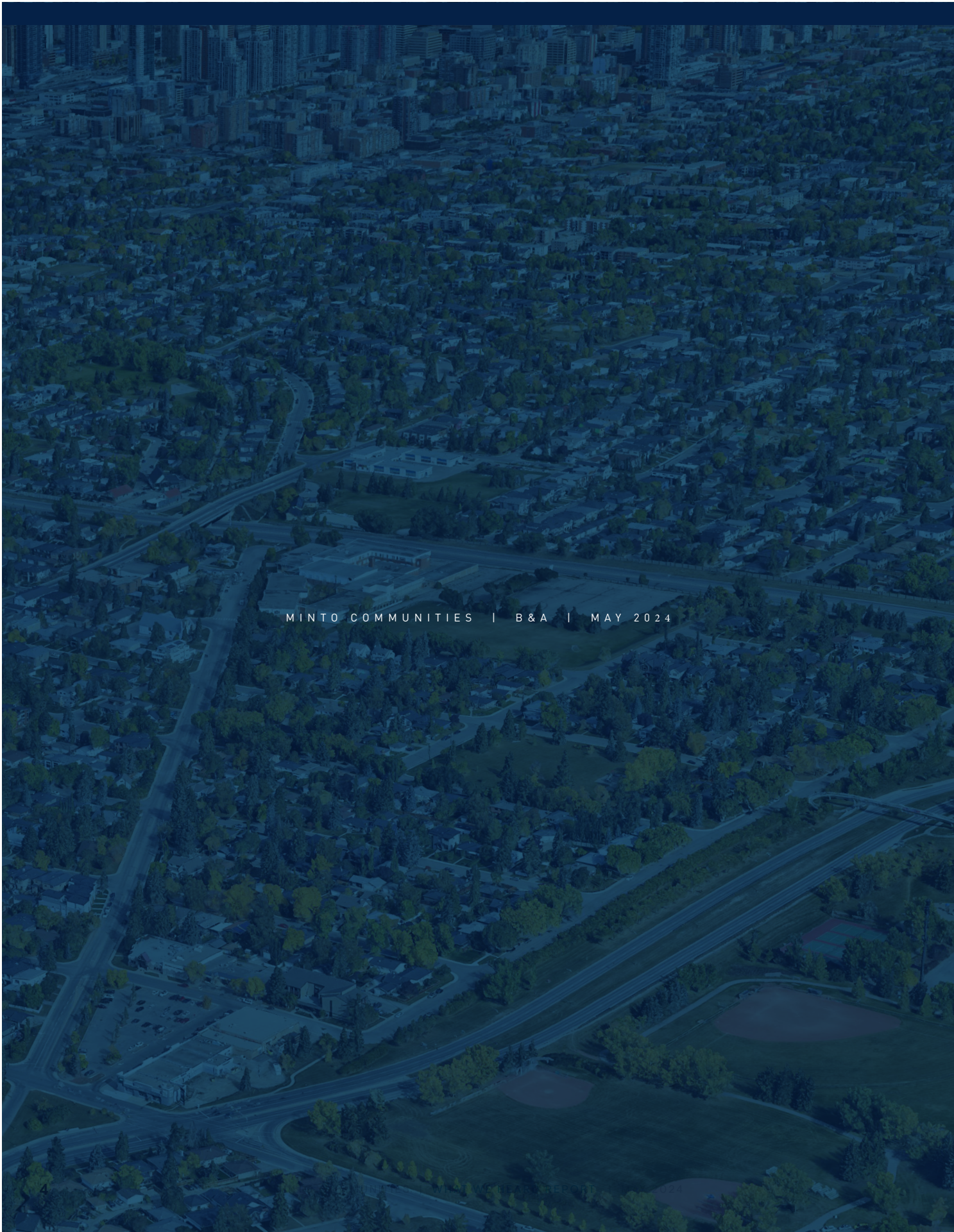
MAY 2024





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Executive Summary

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

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



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



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



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



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



What We Heard

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

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

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

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

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

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

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



What's Next

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

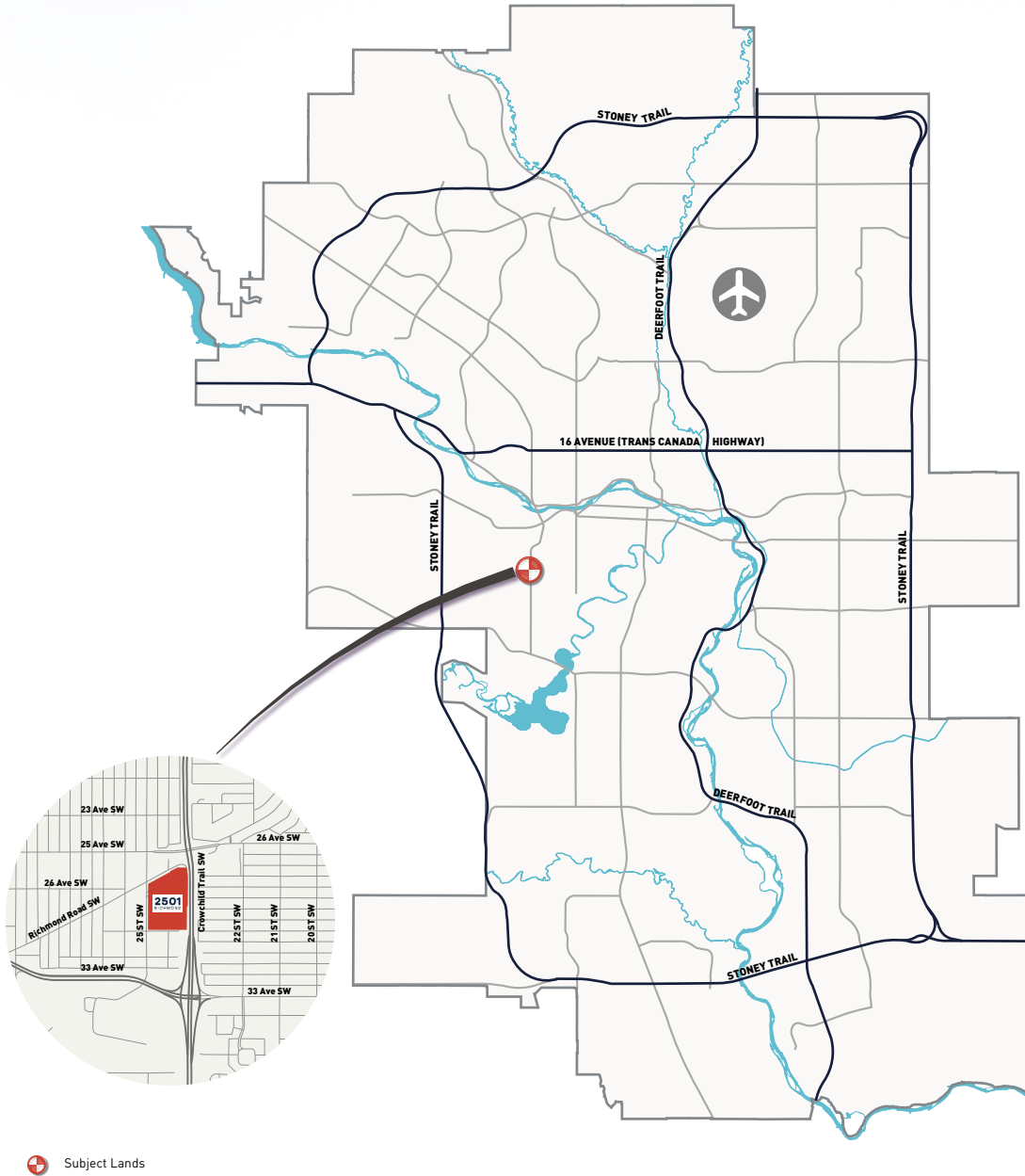
- **Clarity of Outcomes:** To provide both the community and City more certainty of outcomes on the site, two mechanisms will be introduced:
 - Direct Control Land Use District across the entire site will allow for tighter definition of built form. Elements that will be closely defined include height,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

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

2501Richmond.com | engage@minto.com



WHAT WE HEARD REPORT





1.0 PROJECT BACKGROUND

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

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

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

Project Vision:

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



2.0 2501 RICHMOND COMMUNITY OUTREACH

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

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



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



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



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



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



2.1 Detailed Outreach Timeline

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



3.0 WHAT WE HEARD

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

A. Preliminary Concept Feedback November 2023 to February 2024

Transportation

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

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

Density and Land Use

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

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

Open Space

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



Infrastructure

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

Community Impacts

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

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

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

Engagement Process

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

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

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

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

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

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

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



WHAT WE HEARD REPORT



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

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

C. Public Realm Discussion March and April 2024

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

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

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



Feedback on Engagement Process

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

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

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

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

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

Feedback on Public Realm

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

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



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

As for location, we have heard several vocal requests for future park space to be located in the Southwest corner of the site but have also heard comments favouring consideration of transition around the future Bus Rapid Transit and commercial node along Richmond Rd to the north. Recent survey results revealed that there is a slightly stronger importance of the southerly frontage of 25th St (near 30th Ave) rather than the northerly frontage (near Richmond Rd). However, in combined results, over 40% of respondents considered Richmond Road or the northern frontage of 25th St to be the most important.

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

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

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



4.0 FREQUENTLY ASKED QUESTIONS

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

Topic: About Minto	
Question	Response
Please tell us more about Minto. What other projects has Minto done in Calgary?	<p>Since our beginnings in 1955, Minto Group has successfully built a fully integrated real estate company offering new homes, condominiums, residential rentals, furnished suites, property and investment management. With almost 70 years in operation, we've built over 100,000 homes across Canada and the Southern U.S.</p> <p>Some recent Calgary projects of note include: The Annex in Sunnyside, Era in Bridgeland, and East Hills Crossing in Belvedere. Learn more by visiting:</p> <p>https://www.minto.com/calgary/new-homes-condos/projects.html</p>
Will Minto be the developer for the project?	Minto intends to build 100% of the proposed units on this site.
Topic: General	
How will this development help affordable housing? Will the development include affordable housing?	Calgary is currently facing a notable affordability challenge in housing. 2501 Richmond will provide much needed housing supply and housing options that are not currently abundant in the immediate area.
What measures will Minto take to help ease the impacts to the community from future construction?	We appreciate that construction work can bring additional activity to an affected area. Minto's teams and contractors will strictly adhere to all City bylaws regulating construction activity. Further, Minto has applied for construction access directly from Crowchild Trail SW to reduce heavy vehicle journeys through the surrounding neighbourhood. The size of the site will also supply ample parking and staging space on the property, limiting the need for construction trades or deliveries to use adjacent street parking that residents and businesses rely upon.



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Topic: Engagement & Process

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



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



WHAT WE HEARD REPORT

Topic: Open Space

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

Topic: Parking

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



Topic: Servicing and technical studies

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



Topic: Transportation

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

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



5.0 NEXT STEPS

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

A. Anticipated changes for the next concept and submission

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

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

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

2501richmond.com | engage@minto.com



APPENDIX A – DR LETTER AND MINTO RESPONSE

2501 Richmond DTR 1		
Prior to Calgary Planning Commission		
Planning		
No.	City Comment	Response
1	Submit a complete digital set of amended plans in PDF format and a separate PDF response letter that provides a point-by-point explanation as to how each of the Prior to Calgary Planning Commission conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Calgary Planning Commission conditions as specified in the DR document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact the file manager directly.	Both updated drawings and line-by-line responses will be provided at time of resubmission.
2	Provide an updated one-page applicant submission letter to send to neighbours and to include in the report to Calgary Planning Commission and Council. The submission letter should include a summary of the proposed Direct Control (if necessary) and direction on where additional information for the proposal may be accessed.	An updated submission letter will be provided at time of resubmission.
3	To respond to the concerns from the public, particularly as they pertain to community outreach, it is recommended that the applicant develop and implement a community outreach strategy that outlines further engagement with the Community Association and with the public/ interested parties of the surrounding communities prior to resubmitting the application. Ongoing outreach activities are also recommended as the application progresses and evolves.	The engagement summary will be provided to The City at the time of resubmission. This includes an outline of the strategy and the engagement completed to date.



4	<p>It is strongly recommended to submit an Outline Plan application to be reviewed in conjunction with the subject Land Use Amendment application. An Outline Plan submission will provide more details to Calgary Planning Commission Council and City Administration on the implementation and timing of the development on the site. The Outline Plan application would meet the intent of policy 2.2.5 of the Westbrook LAP for completing a master planning exercise for the site. This would include providing details for on-site park space, a multi-use pathway, Richmond Road SW and BRT station improvements and off-site traffic and servicing improvements. An Outline Plan outlines a comprehensive vision of the site, including required commitments, which support the review of future Development Permit applications as well as any potential subdivision applications.</p>	<p>Agreed – we will update our formal application to include an Outline Plan.</p>
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5

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

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

A revised Direct Control district will be prepared.

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

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



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



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9	<p>Potential for Richmond Road Closure</p> <p>Page 74 of the Supporting Information document indicates an area of proposed transit plaza over an existing portion of Richmond Road. Please advise whether a Road Closure application is desired as part of this Land Use Amendment application.</p> <p>Should a Road Closure application be submitted, the process is as follows:</p> <ol style="list-style-type: none"> a) The developer shall enter into negotiations with Real Estate and Development Services for the purchase of the closed road right-of-way. Please contact the Coordinator, Real Estate Sales at realestateinquiries@calgary.ca to commence negotiations. Provide documentation to show that negotiations have commenced. b) Apply for a road closure miscellaneous plan through VISTA. This tentative plan will carve out the area of the road closure area and create a titled parcel for the land. c) Apply for an LOC (Land use amendment, Outline plan, road Closure). This is required as no road can be closed except by Bylaw and to designate a land use to the newly created titled parcel. d) Complete purchase of the newly created titled area from RE&DS. e) Consolidate with adjacent land through Alberta Land Titles. 	<p>The November 2023 submission explored the opportunity for a large pedestrian plaza at the terminus of Richmond Rd SW. This concept was predicated on an opportunity for a sound wall between the BRT station and Crowchild Trail to attenuate acoustic impacts of eight lanes of high speed traffic. However, with reference to DTR comment #55 and #56, City Mobility has noted a requirement to not have a channelized pullout for the BRT due to operational requirements in cases of bus breakdowns. Keeping this area visually open to Crowchild Trail will maintain the long-term road noise in this space at near current levels, forcing a reconsideration of programming.</p> <p>We have heard many community concerns about sufficient parking supply to be provided on and around the site. This sentiment has been consistent with both neighbouring residents and business owners. Keeping the terminus of Richmond Rd accessible to vehicles would allow for additional street parking to serve visitors or deliveries to both businesses and residential buildings.</p> <p>Finally, Richmond Rd is encumbered by utilities below and thus any plaza space constructed overtop would not be a candidate for Municipal Reserve (park space) dedication.</p> <p>Balancing these influences, we are not proposing to close any portion of Richmond Road, the revised submission will propose keeping Richmond Rd accessible to vehicles but with significant improvements to the streetscape including a 5A (Always Available for All Ages and Abilities) pathway, wider sidewalks, treed bump-outs, and angle parking. Draft street cross-sections for Richmond Rd were included in the November 2023 submission, and revised sections will be included with the upcoming Outline Plan submission.</p>
10	<p>Please confirm total parcel area and, if applicable, adjust plans and land use statistics table accordingly.</p> <p>Plans provided indicate 4.65ha, however our records and the land title areas show a total of 4.603ha.</p>	<p>Surveyors (Pasquini & Associates Geomatics) have confirmed the boundary calculation and base files are reflective of 4.65Ha. This matches registered titles and the boundary survey.</p> <p>If there is conflicting data in a City resource, please provide it for reconciliation.</p>



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



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Utility Engineering

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



<p>16</p> <p>Submit a servicing and site access concept plan to demonstrate how the proposed phases and land use districts will be able to provide the required number of primary and emergency access points as well as how servicing can be achieved during site development. The concept plan could also be reviewed as part of an outline plan application.</p> <p>Note: It is unclear how servicing would be able to be achieved given multiple phases without direct street access or access to public utilities. Also the proposed high density areas with high count buildings may not have sufficient emergency access points.</p>	<p>While many of these elements were provided with the November 2023 submission, these details and more will be consolidated and formalized into an upcoming Outline Plan submission to accompany resubmission of the Land Use Amendment. The revised concept will include a new public street through the site, including utility line assignments on dedicated public land rather than easements on private property.</p> <p>This approach will simplify legal structures and connections for both construction and long term operations of the site.</p>
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Mobility Engineering

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

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

It is noted that:

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

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

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

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

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



ADVISORY COMMENTS

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

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



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



25

Continued

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

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

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

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

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

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

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



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26	<p>Construct all regional pathway routes (if applicable) within and along the boundaries of the plan area according to Calgary Parks- Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.</p>	<p>Proposed pathway routing will be detailed in an upcoming Outline Plan submission, including cross-sections. The proposed pathway is being designed as 3m wide and graded to meet the City's 5A (Always Available for All Ages and Abilities) standard.</p>
27	<p>All proposed parks and Regional/Local Pathways and Trails must comply with the Calgary Parks- Development Guidelines and Standard Specifications: Landscape Construction (current edition).</p>	<p>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.</p>
28	<p>The developer shall endeavour to retain city trees adjacent to the site as per the Tree Protection Bylaw (23M2002). At the formal Development Permit stage, a landscape plan with tree details shall be provided, as well as, required tree protection information.</p> <p>Note: Tree protection information given as per the approved Development Permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca or call 311 for more information.</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 the existing trees while adding a new sidewalk where one currently does not exist. The trees on and around the site are in varying states of health and while efforts will be made to retain existing trees, removal of some trees may be necessitated. This will be handled in full compliance with the City of Calgary's Tree Protection Bylaw.</p>
29	<p>At Development Permit indicate all existing public trees within 6.0m of the development site. As per the Tree Protection Bylaw, provide the following information:</p> <ul style="list-style-type: none"> • Tree species • Caliper of tree trunk (dbh) • Height of tree • Location of the centre point of the tree trunk • Scaled outline of the tree canopy dripline • Indicate whether the tree is to remain or to be removed 	<p>This detail will be provided at the Development Permit stage.</p>
30	<p>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.</p>	<p>This detail will be considered at the Demolition Permit and Development Permit stage.</p>



31	<p>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.</p>	<p>This detail will be considered at the Demolition Permit and Development Permit stage.</p>
32	<p>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.</p>	<p>We acknowledge this requirement. While efforts will be made to retain existing trees in strategic locations, compensation will be provided where necessary. A net increase in Public Tree canopy on the site is expected over the life of this development.</p>
33	<p>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.</p>	<p>Proposed boulevard planting locations will be detailed in an upcoming Outline Plan submission, including cross-sections.</p>
34	<p>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.</p> <p>Provide any Historical Resources documentation for the site.</p>	<p>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.</p>
35	<p>At construction drawings stage, submit Tree Line Assignment Drawings of the entire phase, to the Parks Coordinator, Landscape Construction Approvals - Nathan Grimson at nathan.grimson@calgary.ca for review and approval.</p>	<p>Construction drawings will be pursued following currently sought approvals, and submissions will be made in due course.</p>



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

37	<p>If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,</p> <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 (311). b) on City of Calgary lands or utility corridors, the City-s Environmental Risk & Liability group must be immediately notified (311). 	<p>Acknowledged. Our team is familiar with these procedures from other work in the City of Calgary. Construction crews will follow all applicable guidelines once we get to the construction stage of the project.</p>
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<p>38</p>	<p>The developer is responsible for ensuring that the environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.</p> <p>The developer is responsible for ensuring that appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Parks, and Alberta Health Services.</p> <p>The developer is responsible for ensuring that the development conforms to any reviewed and accepted remedial action plan/risk management plans.</p> <p>The developer is responsible for ensuring that all reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.</p> <p>If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.</p> <p>Issuance of this permit does not absolve the developer from complying and ensuring the property is developed in accordance to applicable environmental legislation.</p> <p>The developer is responsible for ensuring that the development is in compliance with applicable environmental approvals (e.g. Alberta Environment and Parks Development Approvals, Registrations, etc), Alberta Energy Regulator approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.</p>	<p>Acknowledged. Our team is familiar with these procedures from other work in the City of Calgary. Construction crews will follow all applicable guidelines once we get to the construction stage of the project.</p>
<p>39</p>	<p>Multi-family sites within the plan area may require additional access points depending on the final building layout and/or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units two of which must be public.</p>	<p>The original submission provided a private road network for building access, along with connection to two public right of ways. While mechanisms to support sufficient access under such a configuration do exist, discussions with City teams have led to the introduction of a new public street through the site. Under this revised direction, individual multifamily sites will have multiple points of access directly off a public right of way, fully addressing this item.</p>



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40	Execute a Development Agreement / Indemnification Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-216-3390 or email adam.macdonald@calgary.ca.	Noted. This will be coordinated at the Development Permit stage.
41	Off-site Levies, charges and fees are applicable.	Fully acknowledged; Minto will use the City standard fee tables to calculate and pay applicable levies and fees at time of Development Permit and Building Permit.
42	<p>The Developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:</p> <ul style="list-style-type: none"> • 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. • Construct the underground utilities and surface improvements within and along the boundaries of the plan area. • 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. • 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. 	Servicing details will be provided in an upcoming Outline Plan submission. Location, phasing, and sizing discussions, along with associated funding sources, are expected as part of the City’s next set of formal comments.
43	Servicing arrangements shall be to the satisfaction of the Manager of Infrastructure Planning, Water Resources.	Servicing details will be provided in an upcoming Outline Plan submission.
44	Separate service connections to a public main shall be provided for each proposed lot (including strata lots).	Servicing details will be provided in an upcoming Outline Plan submission. The intent is to provide a new public water main into the site for direct connection from each future lot.
45	As provided with PE2023-00835, the site is within West Calgary pressure zone, and can be potentially serviced from the existing 400 mm watermain along Crowchild Tr SW. The applicant needs to submit Required Fire Flow and water servicing plan including offsite tie-ins, onsite water network and hydrant design for review.	Servicing details will be provided in an upcoming Outline Plan submission. The intent is to use the existing watermain along Crowchild Trail SW.



<p>46</p>	<p>Storm is available:</p> <ul style="list-style-type: none"> • As previously communicated, 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 DP stage 	<p>Acknowledged. Servicing details will be supplied in an Outline Plan with the revised submission.</p>
<p>47</p>	<p>At the time of development, the following requirements will need to be met for the location of the buildings onsite;</p> <ul style="list-style-type: none"> • A primary hydrant shall be located a maximum of 45m from the fire department connection, for each sprinklered building, and a maximum unsprinklered building greater than 600m² or more than 3 stories in height. • The principal building entrance to be within 15m of the fire access route for buildings greater than 600m² or more than 3 stories in height. • 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>Noted. These details will be provided at time of Development Permit, with hydrant locations specified at the site servicing stage to ensure coverage of building parcels.</p>



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



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



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

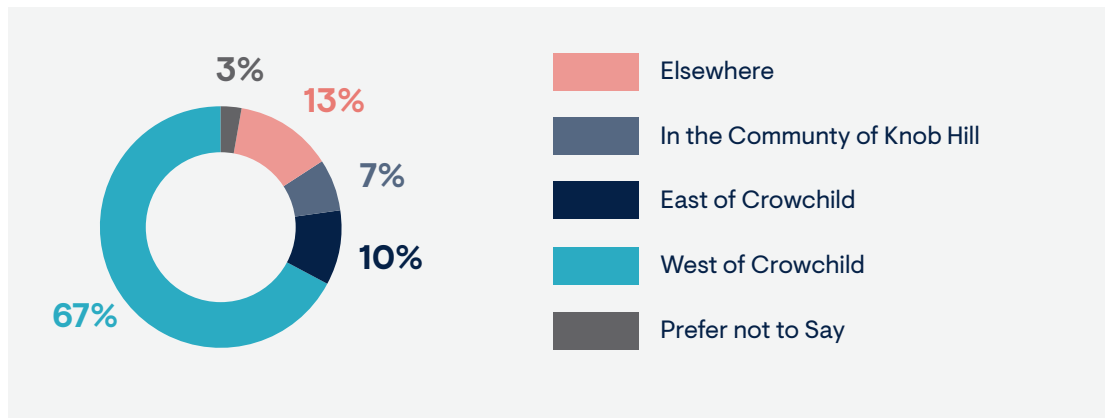
APPENDIX B – ONLINE SURVEY RESULTS

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

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

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

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

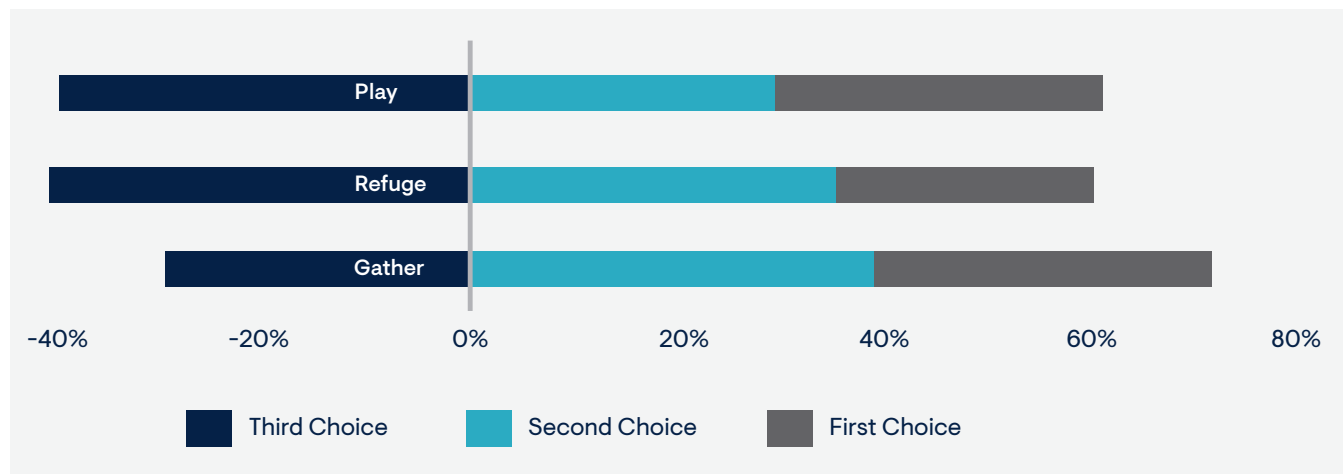




TOPIC 1: OPEN SPACE

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

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



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

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



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

Summarized responses include:

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

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

Summarized responses include:

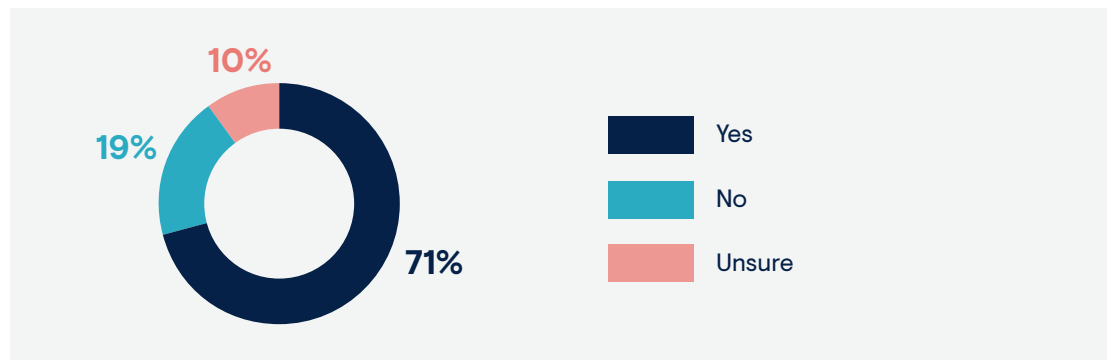
- Community gardens, seasonal vendors
- Park areas
- Refuge with seating and play space for children
- Dog park
- Water features or pond
- Green space
- Open space for sports and social gatherings
- Good basketball court
- Modern inclusive playground
- Pump track
- Bike paths
- Garden park and seating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



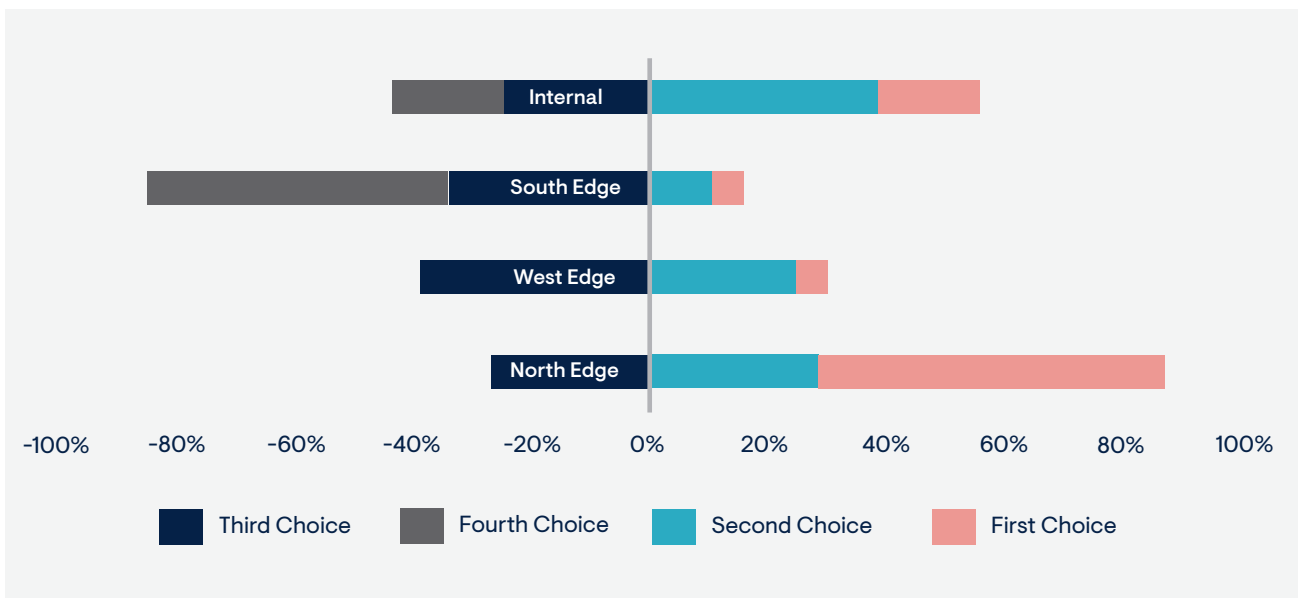
TOPIC 2: COMMERCIAL AMENITIES

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

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



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





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

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

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

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



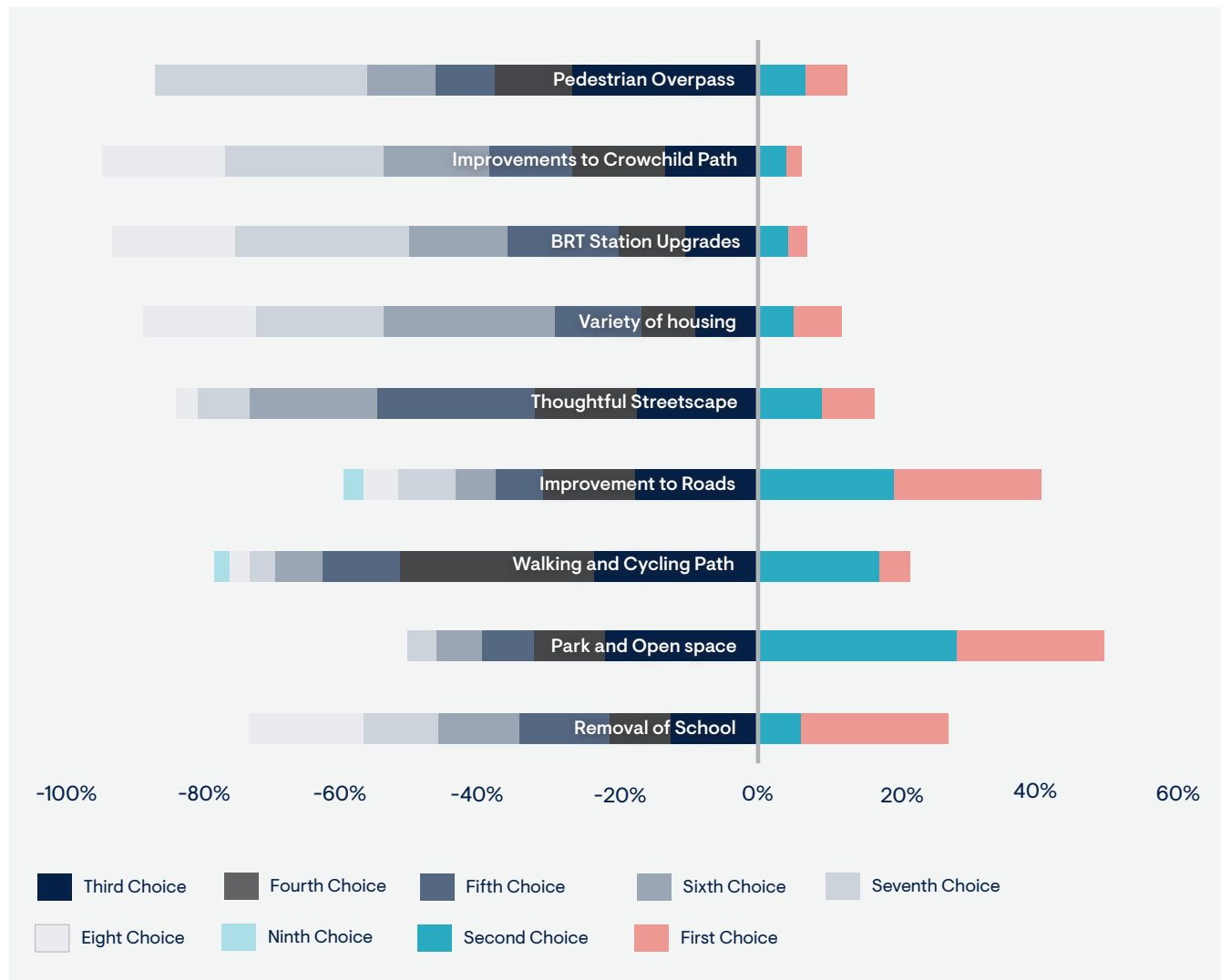
APPENDIX B

TOPIC 3: COMMUNITY BENEFIT

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

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

Opportunities for Improvement





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

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

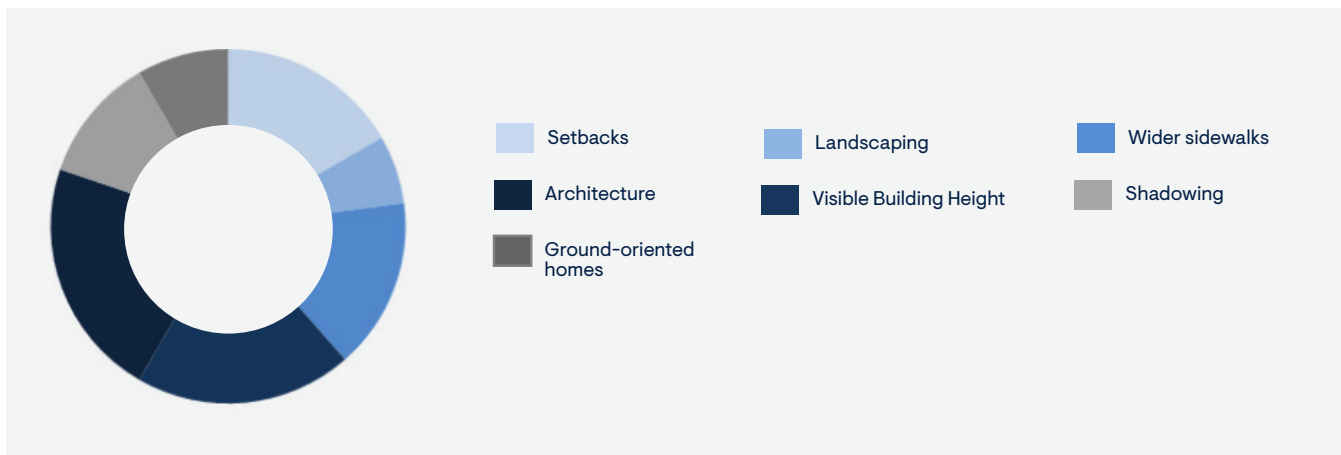


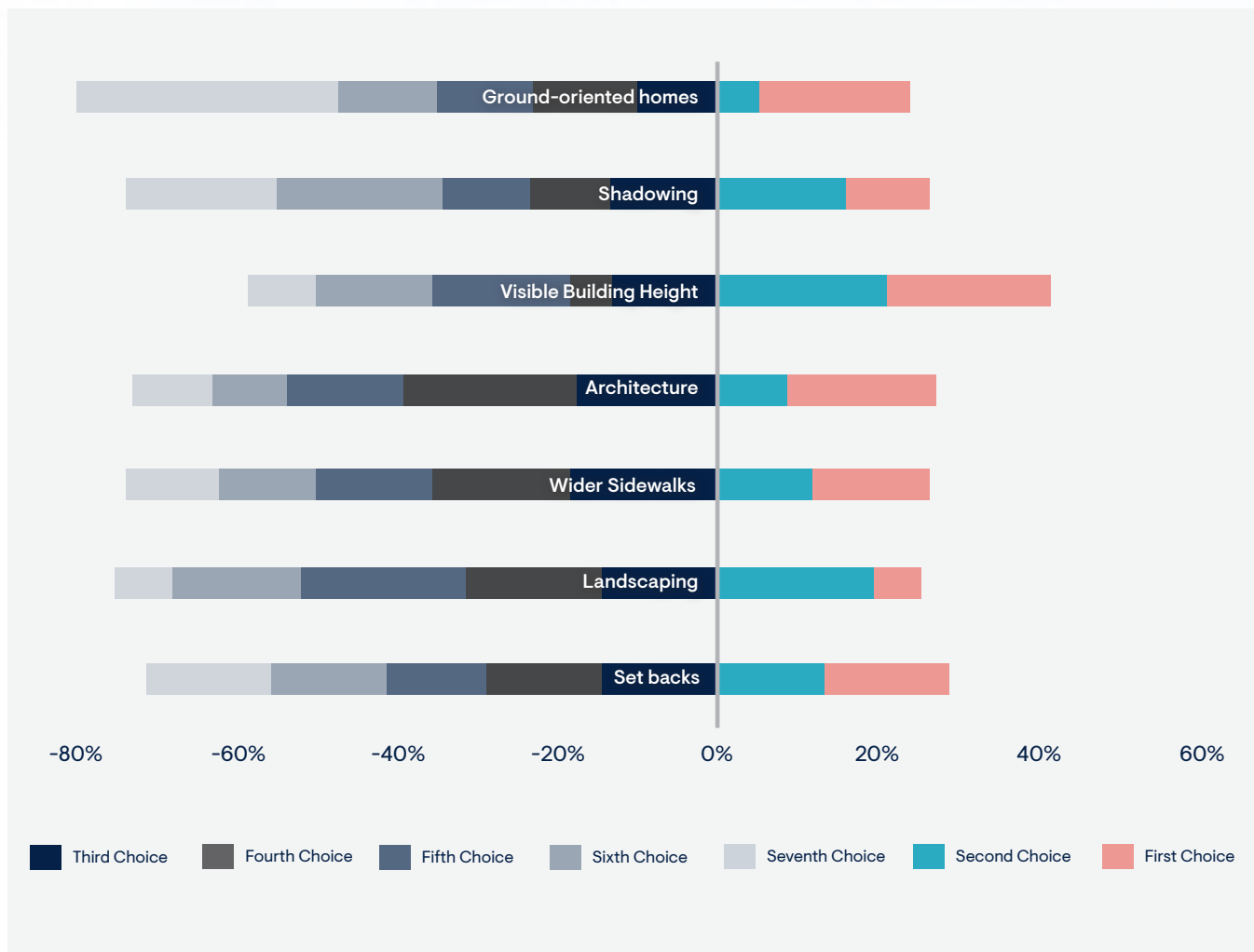
TOPIC 4: BUILDING TRANSITION

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

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

First Choice







APPENDIX C – TECHNICAL STUDIES SUMMARY

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

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

Utility capacity

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

PROPOSED UPGRADES TO UTILITIES			
Service	Existing Adjacent Infrastructure	Proposed Connection Points	Offsite Upgrades
Water	<ul style="list-style-type: none"> 400mm water pipe within Crowchild Trail. 150mm water pipe within 25 St SW. 100mm water pipe within 30 Ave SW. 	Multiple connections to be made for a “looped” water network rather than single connection. Locations to be detailed in an upcoming Outline Plan submission.	None
Storm	<ul style="list-style-type: none"> 600mm storm sewer within Richmond Rd SW. 450mm storm sewer within Crowchild Trail. 300mm storm sewer within 30 Ave SW. 	Consolidate flows northward with multiple connections to existing 600mm storm sewer within Richmond Rd SW, which flows from West to East.	None
Sanitary	<ul style="list-style-type: none"> 200mm sanitary pipe at intersection of 24A St and Richmond Rd SW. 200mm sanitary pipe within 25 St SW. 250mm sanitary pipe at intersection of 24A St and 30 Ave SW. 200mm sanitary pipe at intersection of Crowchild Trail and 29 Ave SW. 250mm sanitary pipe at intersection of Crowchild Trail and 28 Ave SW. 	Resubmission will include an Outline Plan detailing proposed utility locations and connection points to existing infrastructure.	Approximately 1750 units of development can be accommodated before sanitary sewer pipe upgrades need to be constructed. Beyond 1750 units, phased upgrades of existing sanitary lines in 24A St and 25 St SW are proposed for three pipe segments totaling some 156m in length, upgrading the pipe to 250mm. These upgrades are based on achieving gravity (free-flow) conditions along all pipe segments.



TRANSPORTATION IMPACT ASSESSMENT

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

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

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

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

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

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

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

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

EXECUTIVE SUMMARY – TIA VERSION 2

Vehicles:

- **Volumes** - When compared to the historical school use, anticipated site traffic generation is lower during the weekday AM peak hour and higher during the weekday PM peak hour.
- **Intersection Analysis** - Analysis results are summarized in Table 1.1 (2028) and Table 1.2 (2048).
 - **2048 Analysis** - The analysis identifies several intersection improvements are required to accommodate forecasted 2048 baseline volumes (without development on 2501 Richmond). The net increase in traffic forecasted (with development on 2501 Richmond) does not result in additional intersection improvements being required.
 - **25 Street SW Connection** - Peak hour intersection analysis based on the current road network identified the southbound left turn movement at 29 Street & 33 Avenue SW would operate at capacity with 100% build out resulting in vehicles needing to wait one or more signal cycles. This has upstream impacts on Richmond Road SW. Scenario analysis with 25 Street SW connecting to 33 Avenue SW identified a significant improvement in operations at 29 Street & 33 Avenue SW. Based on analysis results, introducing a roadway connection of 25 Street SW to 33 Avenue SW is not required at 50% or 75% build out. However, at 100% build out, operations on 29 Street SW should be monitored to determine if anticipated delays materialize and compare those delays with the impact of this connection. The connection would result in an increase in traffic volumes along the 25 Street SW corridor, which is currently a Residential Street south of Richmond Road SW.



APPENDIX C

Table 1.1 : 2028 Intersection Analysis Summary

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



Table 1.2: 2048 Intersection Analysis Summary

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



APPENDIX C

- **Signal Warrants** - The addition of the development requires new signals at:
 - 25 Street & 26 Avenue SW
 - 29 Street & Richmond Road SW
- **Road Classifications** - Upgrades to 25 Street SW (26 to 30 Avenue) will be required with development. Richmond Road SW will continue to operate within guidelines.
- **Collisions** - The addition of signals would address collision history at two intersections (25 Street & 26 Avenue SW and 29 Street & Richmond Road SW). Curb extensions at 25 Street & Richmond Road SW would address collisions occurring due to the intersection angle.

Active

- **Sidewalk** - Frontage improvements will be provided.
- **Crosswalks** - Current controls meet guidelines. Curb extensions are recommended at 25 Street & Richmond Road SW.
- **Crowchild Trail Overpass** - Improvements to the 33 Avenue SW interchange and/or a new pedestrian overpass should be considered to provide enhanced pedestrian connectivity.
- **Cycling** - The site is serviced by bike lanes on 26 Ave SW. An upgraded pathway will be integrated through the site and tie-in to planned 5A network improvements on 26 Avenue SW.
- **Transit** - The site is serviced by bus stops on 26 Avenue SW (#6) and Crowchild Trail SW (Max Yellow BRT, #20, #66). Shifting the southbound Crowchild Trail SW stop closer to the site and adding BRT shelters would improve transit access.

Transportation Improvements

Required

Vehicle

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

Active Transportation

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

Opportunities

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

Monitor

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



Attachment 2

Community Questions and Responses
(December 2024)

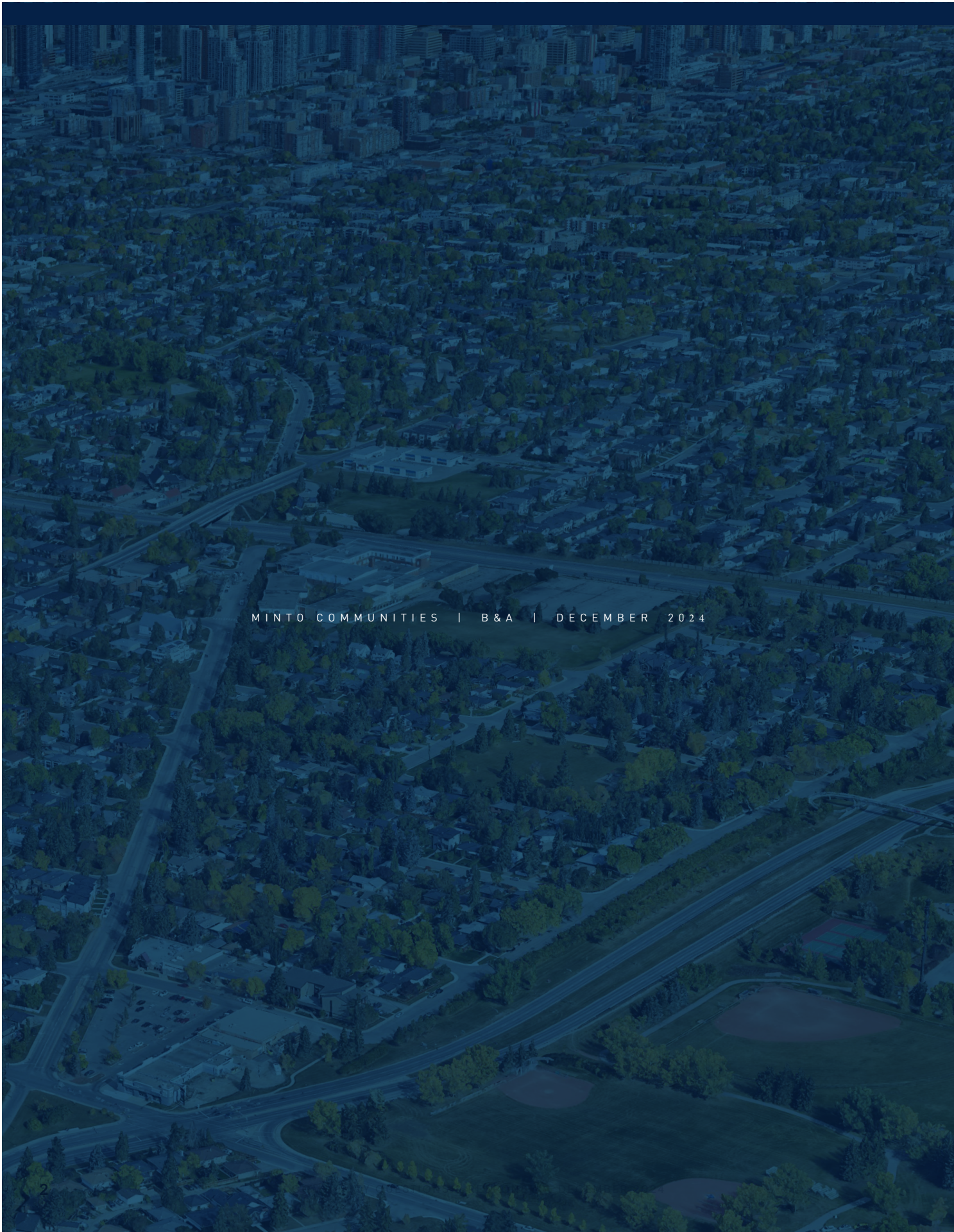
2501 Richmond

COMMUNITY QUESTIONS & RESPONSES

December 2024



minto
Communities



MINTO COMMUNITIES | B & A | DECEMBER 2024

2



Community Questions & Responses

Thank you for your participation and thoughtful contributions throughout this process. Minto Communities remains committed to sharing information as the application moves to the Calgary Planning Commission and into the public hearing phase.

This document provides responses to the questions received during and around the November 2024 virtual information session, some of which required further feedback from the City of Calgary. We hope it offers clarity and supports your understanding as the application moves forward.

Our outreach efforts have focused on informing and consulting with those potentially affected by the project through open dialogue and transparency. In addition to this summary of questions, you can learn more about the project by visiting 2501Richmond.com to understand how the application has evolved through several rounds of refinement.




Community Questions & Responses

Theme: Density & Land Use	
Question	Answer
What is the proposed Units Per Acre (upa) and does it align with MDP targets?	The Direct Control District proposes an anticipated density range of 108 -233 upa and a maximum density range of 142-283 upa. MDP targets are not site specific and are intended to be applied over a greater area so that a balance can be achieved through a variety of densities. The density of the existing community is approximately 7 upa. Adding in the proposed development will result in an overall community density of approximately 10 upa.
The MDP states that inner city redevelopment should sensitively transition from existing buildings, please explain the proposal for this site.	The Direct Control District designed for this site has specific rules on setbacks, height transitions and density transitions to allow for a sensitive transition. The highest densities have been intentionally placed along the east side of the site. Road widening has been proposed along 25 Street SW to be able to provide for an enhanced public realm along the east side of this street to also contribute to the transition.
Can you please explain why this site is different from other redevelopment projects involving former publicly-owned lands?	Every development is subject to its own unique constraints and considerations. We appreciate that there is a comparison being made to two projects within the city. Both examples were directed by Council to include affordable housing and public parks. Viscount Bennett School site is different from these examples as the decision for the private sale was made after the CBE determined it was not required to satisfy their school needs and after the City of Calgary decided that it wasn't needed as a City asset.
How does the project align with the Westbrook Local Area Plan?	This site is currently identified as a Special Study Area within the Westbrook Communities Local Area Plan (LAP). This recognizes that a comprehensive plan needs to be proposed which includes amendments to the LAP to support the application. These amendment addresses specific map updates to apply an urban form category and building scales to the site to ensure an appropriate transition. An outline plan has been prepared to address the master planning requirements for the site.
Why are you showing the adjacent parcels along 25 Street SW as four storeys?	Four storeys is the current maximum building scale as shown in the Westbrook Communities Local Area Plan.
Which existing land use districts do the proposed Direct Control Districts reference?	The Direct Control District is using the Multi-Residential – High Density Low Rise (M-H1) District and Multi-Residential – High Density Medium Rise (M-H2) District as the base Districts. Details about these base districts can be found in the current Land Use Bylaw.
What are the plans for the anticipated commercial uses along the north boundary of the site?	This will be determined at the development permit stage but there is a desire to have some small local commercial uses on Richmond Road.
Has Minto considered building single family homes at this site?	The vision for this site is to incorporate transit-oriented, multi-unit residential buildings, with distinctive open green spaces that will connect to the existing community.
Is there concern that the unit count has been reduced too far given the current housing crisis?	While greater unit count was initially pursued, the revised proposal has carefully considered a number of factors including current market demand for housing and community feedback.



Theme: Built Form and Design

Question	Answer
<p>What will the proposed buildings look like?</p>	<p>Details such as building materials, window and balcony placement and other building elements are determined at Development Permit stage.</p> <p>Conceptual renderings of the redevelopment were shared in the November 2024 meeting materials. While these images are conceptual, they portray the proposed heights from street level view:</p>  <p>The renderings show a modern, multi-story residential or commercial building with a white facade and balconies. The street is lined with trees, including some with white blossoms, and features a sidewalk with people walking and a road with cars. The sky is blue with light clouds.</p>



Theme: Built Form and Design *continued*

Question

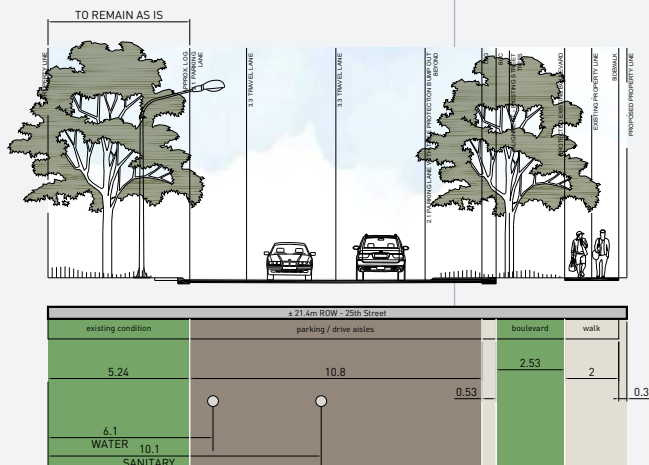
Can you share what the site will look like from the SW corner? Is it possible to see a profile view of the proposed development?

Answer

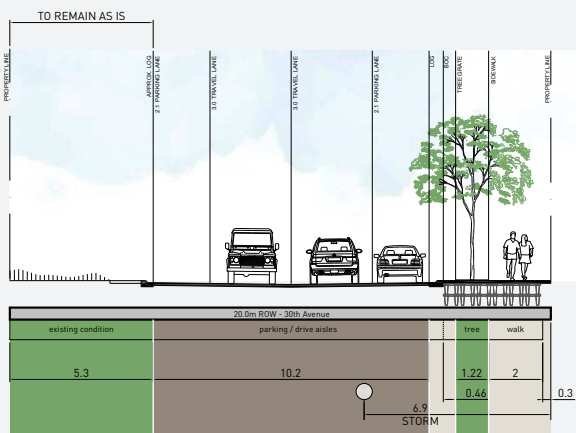


We are pleased to share this revised SW corner rendering to reflect the subtle changes from the July 2024 submission to the November 2024 submission. The rendering above is an accurate representation of the view from the SW corner interface at street level.

We are also pleased to share the following street cross sections for 30 Avenue SW and 25 Street SW. These represent maximum building heights but detailed design drawings will be part of the development permit stage.



C: 25 Street S. W.
Modified Collector - (10.8m / 21.4m)
2.0m Sidewalk on one side Scale: 1:200



D: 30 Avenue S.W. ROW - (10.2m / 20.0m)
2.0m Sidewalk on one side Scale: 1:200



Theme: Built Form and Design *continued*

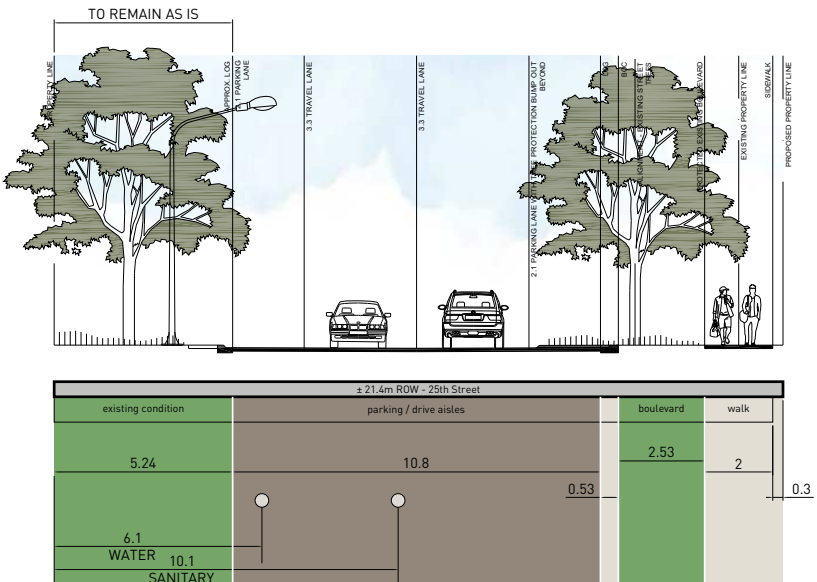
Question	Answer
Will Minto share the technical studies?	Executive summaries of technical studies have been made available throughout the application process. Please see Appendix C here for the most recent update.
How many total buildings are being proposed?	The proposed Land Use does not govern a building count but rather sets limits on floor area and unit count. Conceptual renderings shown to date have modelled up to nine separate structures, but the exact form will be determined at Development Permit stage for each phase.
What are the building setbacks along 25 Street SW? What is the depth of the 3-storey building section along 25 Street and 30 Avenue SW?	<p>The proposed building setback is 3.0m for ground-oriented units, matching what is permitted under R-CG zoning on lots across 25 St and 30 Ave.</p> <p>After the building setback, ground-oriented 3 storey buildings would be permitted for the first 3 metres. Any building that is not ground-oriented would need to be set back at least 6 metres from the property line. The Direct Control Districts are based on Standard MH districts.</p>
Please share the vision for how amenities and ground floor at this site?	The current intent is for community-level retail along Richmond Rd that supports activation of a community hub when located near a transit connection and new public park.
Will future site design commemorate the school?	We are still working on detailed designs for the site and will have a more detailed later this spring as we progress with our application.
What is the anticipated square footage for the units? Will they be one, two or three bedroom units suitable for families? Will units be condos or rentals? What is the anticipated price?	The building unit mix will be outlined at the Development Permit stage. It will be market driven however we anticipate that each building will contain a mix of several different unit types.



Theme: Transportation	
Question	Answer
What information is the Transportation Impact Assessment (TIA) based on, and does it account for future developments and cumulative impacts in the area? Which population data was used?	The TIA followed standard regional practices established by the City of Calgary and incorporated inputs provided by the City. According to the 2021 census, the population of the Wedge is just under 500 residents.
Will there be further traffic analysis as the project progresses?	We are not anticipating any additional update to our TIA prior to the land use application public hearing. The City has accepted the TIA. Typically further traffic analysis can be required with future Development Permits to assess realized conditions against forecasts.
Has consideration been given to reopening the historical road access from 25 Street SW to 33 Avenue SW?	This was evaluated as part of the TIA but was not deemed warranted as part of this development.
Is it possible to develop access directly from Crowchild Trail to the site?	This option, including for temporary construction access, has been discussed with the City. It was determined to be unsafe due to its proximity to the deceleration zone for the 33 Avenue SW off-ramp.
When will a decision be made regarding the choice between the new pedestrian bridge and improvements to the 33 Avenue SW connection for the proposed pedestrian link?	These identified opportunities are beyond the scope of a single application and will be considered by the City as part of broader mobility initiatives for this community.
What changes will be made to public transit to accommodate the increased population? Was there an analysis of public transit impacts?	Calgary Transit is circulated on land use applications and regularly evaluates whether adjustments to service levels or station improvements are needed to meet ridership demand.
What is the plan for 29 Street and Richmond Road SW intersection? Turning off Richmond Road onto 29 Street is already challenging.	The analysis concluded that at the build at 1,250 units an additional signal at 29 Street and Richmond Road SW would be beneficial but not required.
What road upgrades will be made to 25 Street SW along the site boundary, and will you require land from existing homes to accommodate these changes?	Upgrades to 25 Street SW will not impact existing homes long the west side of the road. Our site and the east side of 25 Street SW will accommodate all proposed changes. We are pleased to share the cross section for 25 Street SW again. The cross-section shows the west side remaining as is. The east side will be updated to include a 2.53m boulevard with 2m sidewalk. This, along with other street details, can be found on the October 2024 outline plan shared on our website.



Theme: Transportation *continued*

Question	Answer																												
<p>What road upgrades will be made to 25 Street SW along the site boundary, and will you require land from existing homes to accommodate these changes?</p>	<p>Upgrades to 25 Street SW will not impact existing homes long the west side of the road. Our site and the east side of 25 Street SW will accommodate all proposed changes.</p> <p>We are pleased to share the cross section for 25 Street SW again. The cross-section shows the west side remaining as is. The east side will be updated to include a 2.53m boulevard with 2m sidewalk. This, along with other street details, can be found on the October 2024 outline plan shared on our website.</p>  <table border="1" data-bbox="690 1066 1421 1270"> <thead> <tr> <th colspan="4">± 21.4m ROW - 25th Street</th> </tr> </thead> <tbody> <tr> <td>existing condition</td> <td colspan="2">parking / drive aisles</td> <td>boulevard</td> </tr> <tr> <td>5.24</td> <td colspan="2">10.8</td> <td>2.53</td> </tr> <tr> <td>6.1</td> <td></td> <td>0.53</td> <td>2</td> </tr> <tr> <td>WATER 10.1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>SANITARY</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>0.3</td> </tr> </tbody> </table> <p>C: 25 Street S. W. Modified Collector - (10.8m / 21.4m) 2.0m Sidewalk on one side <u>Scale: 1:200</u></p>	± 21.4m ROW - 25th Street				existing condition	parking / drive aisles		boulevard	5.24	10.8		2.53	6.1		0.53	2	WATER 10.1				SANITARY							0.3
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6.1		0.53	2																										
WATER 10.1																													
SANITARY																													
			0.3																										
<p>Is it possible to add a left-turn lane westbound along 26 Avenue SW at the 25 Street SW intersection?</p>	<p>The City has posted designs for 26 Avenue SW and they have sketched in a left-hand turn lane, westbound on 26 Avenue at 25 Street SW.</p>																												
<p>Has there been consideration to make the new roads within the site one way to improve traffic flows and reduce left hand turns?</p>	<p>While these roads will be built by Minto, they will be turned over to the City and will be public roads. They will be built to City standards and will likely be two-way streets.</p>																												



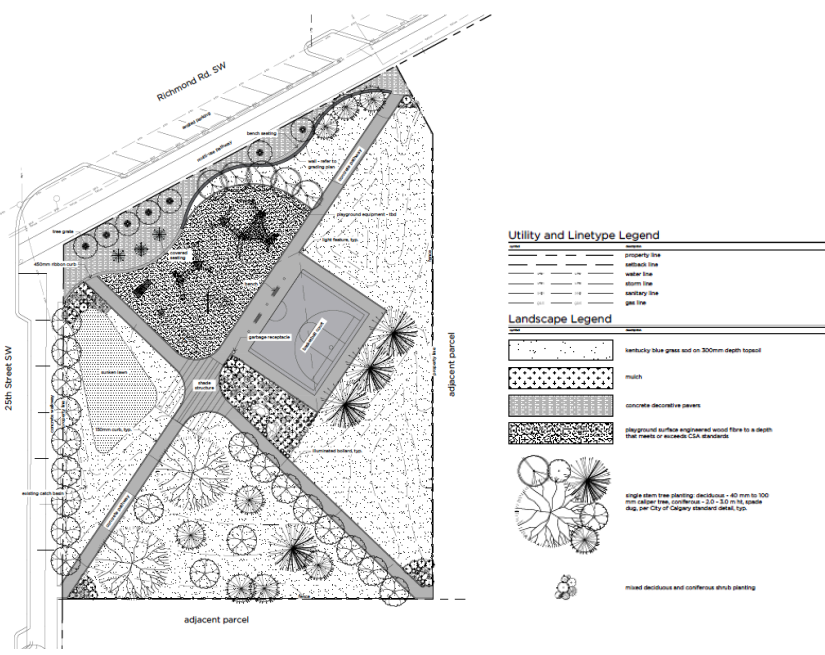
Theme: Parking

Question	Answer
How many parking spaces will be developed within the site? Will it accommodate all new residents?	Parking units will be determined at the development permit stage and be market driven. Under the proposed Land Use, the allowable range is between 0.46875 and 1.25 resident vehicle stalls per unit.
Are parking stall commitments included in the Direct Control Districts to lock in plans?	Standard rules for parking requirements are included in Land Use Bylaw 1P2007 and will apply to this DC District. As noted above, the exact count will be determined at the development permit Stage.
Will the parking be mostly underground?	Design details on parking within the site will be outlined at the development permit stage. We anticipate that most stalls will be located below grade.
What efforts will be made to prevent overflow parking in the existing neighbourhood?	Parking on City-owned streets is managed by Calgary Parking Authority through a number of measures that may include permits, signed time limits, or metering.
Where are the planned underground parkade accesses? Have these changed throughout concept development?	Conceptual site access points are noted on the Outline Plan, but these will be finalized at Development Permit stage. Access points are internal to the site and access the internal road network.






Theme: Open Space

Question	Answer
<p>What is the rationale for placing the park in the northwest corner of the site? Some members of the community would prefer it placed in the southwest corner.</p>	<p>The project team assessed the best locations for dedicated Municipal Reserves and determined that public open space near the BRT, proposed commercial uses, and an entry point was the most optimal choice. The design rationale includes:</p> <ul style="list-style-type: none"> • Proximity to Higher Density Areas: The NW corner is closer to existing and planned higher-density developments. • Connectivity: The location provides strong connections for both vehicles and active transportation modes. • Green Space Distribution: It considers existing parks in the community, including those west of the site, which are easily accessed from the SW corner. This approach helps distribute green space across different areas. • Topographical Advantages: The north site's topography maximizes usable space and minimizes grading issues. In contrast, the SW corner has significant grade changes, limiting year-round programming and accessibility.
<p>The Westbrook LAP identifies that future development of this site should place the tallest buildings along the north, does the park location contradict this?</p>	<p>The LAP speaks to locating taller building on the north end of the parcel to minimize shadowing on the open space. The tallest buildings are located in the northeast portion of the site. Further, the LAP speaks to reducing the building scale closer to 25 Street SW. The park and rules contained in the DC provide for that transition.</p>
<p>What type of activities will be programmed in the new park?</p>	<p>The park will be programmed with a variety of activities for all ages, seasons and abilities. A conceptual park design has been provided with the most recent submission and more details will shared as the project progresses.</p>  <p>The design plan shows a triangular-shaped park area bounded by Richmond Rd SW to the north and 25th Street SW to the west. The park features a central open area, a paved path, and various landscaping elements. The Utility and Linetype Legend defines symbols for property, setback, water, storm, sanitary, and gas lines. The Landscape Legend defines symbols for turfgrass, mulch, concrete decorative paving, engineered soil, and various tree and shrub plantings.</p>



Theme: Open Space *continued*

Question	Answer
<p>Does the proposed park space adhere to policy and the Municipal Government Act?</p>	<p>The MGA allows a municipality up to 10% of the land to be provided as municipal reserve. The proposed public park space is 10% of entire site.</p>
<p>Will the existing trees be protected and what type of plantings will be added through development?</p>	<p>Several mature public trees along 25 Street SW will be preserved, while some public trees around the site will need to be removed during redevelopment. These trees will be replaced with new boulevard trees, resulting in a significant net increase in the public tree canopy on the site through the redevelopment process.</p>  <p> ○ existing public trees to be retained ● existing public trees to be removed * </p>



Theme: Open Space *continued*

Question	Answer
What is happening with some of the other green space areas shown in the concept, how will they be programmed?	The concepts shows spaces that will be developed as private open space. Details on the landscaping plans for private sites will be shared at the development permit stage.
What is happening with the northeast corner of the site, where Richmond Road ends and connects to the bus rapid transit stop? Will there be public amenities?	The proposed cross-section for Richmond Rd will terminate with a cul-de-sac bulb. Calgary Transit may make other changes in the future if and when an improved BRT station is built along Crowchild.

Theme: Servicing

Question	Answer
What is the status of the sanitary servicing study submitted by Minto in support of this development?	The sanitary servicing study has been reviewed and accepted by the City of Calgary. The accepted report can be found on our website, 2501richmond.com/resources . Sanitary upgrades are not required with the proposed development as existing sanitary lines have sufficient capacity.
What is the anticipated daily water usage required by the new units? What is the current usage?	This development is estimated to have a water demand of up to 816,795 L/day. The City of Calgary has not identified a concern with the availability of water to serve this development. They have reviewed the information within our application.
What is the source of water for the development?	To service the site new water connections will be made from the site to Crowchild Trail as well as to 24A Street and 25 Street SW.
Will the site require new pumps to maintain pressure for the taller buildings? Will there be impacts to current community water pressure?	New pumps have not been identified as being required with this application.
What is the current capacity and condition of the pipes servicing the future development?	This is a question that is best suited for the City of Calgary to answer as they would know the maintenance of existing infrastructure.
What is the current pressure of the water lines servicing the site? Will it change following the site build out?	The subject site resides within the Lakeview Pressure Zone. Pressure varies based on location. The City monitors lines at key points to ensure pressure remains within tolerances. The City has not raised any concerns regarding this application's impact on the network's ability to maintain pressure within normal ranges.
What details for servicing are typically included in an outline plan? The outline plan looks different from other servicing drawings.	The water network plan and water servicing shown on the Outline Plan are consistent with each other for this stage of review. More detailed drawings for connections are produced and reviewed closer to construction.



Theme: Community Impact

Question	Answer
<p>How will this development benefit or enhance the community?</p>	<p>Redevelopment of this site presents an opportunity to deliver enhanced public amenities and housing options. The proposed plan is based on the belief that diverse and connected places contribute to resilient communities and great neighbourhoods.</p> <p>Specific improvements include but are not limited to:</p> <ul style="list-style-type: none"> • Safe removal of the school and hazards at the site • A new public park for gathering, playing and relaxing • Enhanced walking and cycling pathways • Improvements to roads and intersections • Thoughtful streetscape design • Delivery of a variety of housing options for the community
<p>Will the development actually contribute to housing affordability?</p>	<p>Increasing the density at this site and providing a variety of housing types will contribute to City-wide efforts to address the housing affordability crisis.</p>
<p>How will area schools accommodate the increase in students?</p>	<p>The City circulates all Outline Plan applications to Calgary school boards and gives them an opportunity to comment on the application. The site was sold by CBE after it was deemed surplus and not required for future education needs in the area.</p>





Theme: Engagement & Process

Question	Answer
<p>The most recent resubmission has not changed substantially, how is community feedback being considered?</p>	<p>The third application addressed feedback heard from various stakeholders. Land use applications will undergo more minor changes as they move through the approval process. The project team hosted sessions in Spring 2024 where we heard different view points from current residents in the area and we have balanced that feedback against City input and technical constraints. The most recent changes are highlighted in the November 2024 presentation.</p>
<p>Why have the recent engagement sessions been hosted virtually?</p>	<p>The recent engagement sessions have been hosted virtually to ensure that information can be shared effectively and questions addressed with clarity. Virtual sessions allow us to provide detailed presentations, respond to inquiries in a structured way, and easily share supporting materials. Additionally, this format enables us to post materials and recordings on our website, making them accessible for those who wish to review the content or were unable to attend. This approach helps ensure that all participants have equitable access to information and can engage meaningfully in the process.</p>
<p>What stage is the application at and what are the next steps?</p>	<p>Minto resubmitted the application on October 15, 2024, following consideration of feedback from various stakeholders. We expect the proposal to proceed to Calgary Planning Commission and Public Hearing of City Council in 2025.</p>
<p>Will there be future opportunities for engagement?</p>	<p>We're committed to keeping you informed and providing opportunities to get involved at key stages as the project moves forward. Stay tuned to 2501richmond.com for the latest updates and details.</p>





Theme: Construction

Question	Answer
<p>What is currently happening at the site, and why is the site fenced off?</p>	<p>Abatement and demolition of the existing structure are currently underway. As this is now an active construction site, the perimeter is fenced off. This is necessary because of the ongoing presence of heavy machinery, construction vehicles and related construction activities, which pose potential risks. Ensuring the safe removal and decommissioning of the school as well as the wellbeing of the community is Minto's top priority.</p>
<p>What is happening with items from inside the school?</p>	<p>When Minto Communities acquired the site in Spring 2022, the Calgary Board of Education (CBE) had already removed and catalogued all key memorabilia, including several time capsules. These items should now be stored at CBE's headquarters.</p>
<p>Will the site be decommissioned safely?</p>	<p>Safe removal and decommissioning of the school are underway. Asbestos abatement specialists are working to remove the dangerous materials and are taking extensive measures to ensure all hazards are contained within our site. This includes air quality monitoring and third-party verification. Phased demolition will begin once areas have been cleared of all contaminants. Demolition is expected to be complete by summer 2025.</p>
<p>What are the plans to mitigate impacts to current residents during construction of the buildings?</p>	<p>Site work will respect and work within Calgary noise bylaw restrictions. We do not anticipate any changes to traffic patterns within the community. Whenever possible, trades will park on site rather than on neighbouring streets.</p>

2501 Richmond

PROJECT OUTREACH SUMMARY

FEBRUARY 2025





Richmond Knob Hill Community Association

Calgary Planning Commission
C/O City of Calgary Clerk's Office

February 12th, 2025

Dear Members of the Committee;

The Richmond Knob Hill Community is **deeply opposed to the proposed land use change and development plan** presented by Minto and B&A. The sudden addition of several thousand people to a community of only about 5,000 residents is wholly inappropriate for an established community.

Our community of Richmond/Knob Hill is covered by both the Westbrook and West LAP's which designate higher density to appropriate nodes, excluding Viscount Bennett. This leaves our mostly single family and low- density neighbourhood intact. The build form is uniformly low and medium density buildings not to exceed six stories in height and then, only in certain areas. Some of these forecast 6 story sites were designated as such due to their proximity to the now removed green space (loss of 8 acres) at Viscount Bennett. The current surrounding homes on both sides of Crowchild trail are single family homes, duplexes and a few moderate multi-family units. The thousands of people and high- rise towers conceived for this lot are absolutely not in context for an established neighbourhood. This location has problematic access and, in practical terms, is 1,500 metres by car taking a circuitous route to access Crowchild Trail at 33 avenue.

Critically, there has not been true and meaningful engagement from the developer. Instead, presentations, slide shows and a website have substituted for dialogue. Throughout the process 'engagement' has meant 'presenting what the developer wants'. This is in sharp contrast to the process used in the community of Bowness for the RB Bennett site. For this project, the city engaged in multiple rounds of collaboration with the residents, creating several possible alternatives, and finally selected a vision that fit the needs of the community and City. Make no mistake, the City has demonstrated what is an acceptable level of engagement, and this application has not met that threshold.

In absence of this process, the community was compelled to organize our own planning sessions, creating alternative visions and polling residents on their preferences for the site. The result is similar to the RB Bennett site in build form and intensity (max 5 stories, 40 UPA, 450 units, 30% green space), and is a truer reflection of the MDP, LAPs and the context of the neighbourhood.

2433 26 Ave SW, Calgary, AB T2T 5Y5



Richmond Knob Hill Community Association

We ask that the City apply the same requirements for engagement across all Communities and not allow lesser standards depending on where people live.

For these reasons and the many more detailed in our submission, the Calgary Planning Commission committee **must reject the current land use and development application.**

On Behalf the Board

Kevin Widenmaier

Kevin Widenmaier, President

LOC2023-0359 Land Use Redesignation

Submission to Calgary Planning Commission

Viscount Bennett Site Submission Feb 17, 2025

Strongly opposed to the application

Summary

We have provided a lot of material in addition to this letter to provide back-up information in support of what we are saying. There is a fairly lengthy piece on green space which is of high importance.

There are three key elements to this submission and we will provide more detail in our response:

1. Density- far too great given the fact that this is a low density, established neighbourhood and that the Viscount site is a poor location that is problematic with respect to redevelopment even at a low density level. These problems would be significantly exacerbated with the huge 3 figure density (135 to possibly over 400 UPA) Minto is proposing. This community is currently ~ 5 to 8 UPA.

Community- range up to 40 UPA (Units per acre), Units- approx. 450

Minto- 135 UPA to 220 UPA and possibly as much as 455 UPA

Units- 1540 or 2500 or maybe as much as 4900

MDP policy for this type of neighborhood calls for around 40 UPA-low density

2. Greenspace- Woefully inadequate and in the worst location on the site

Community- approximately 4 acres of contiguous green space in the south- west corner of the site

Minto- 1 acre in the north-west corner of the site on the busiest intersection in the area-the worst possible location on the site

MDP policy is 2 Ha (5 acres) per 1,000 people. Minto would be required to provide 15 acres (1540 units) or 25 acres if there were 2500 units. Obviously more if units exceeded 2500

Engagement-non-existent. There has been no conversation with respect to the community position put forward first in October 2023. This was followed up with an Engagement process undertaken by Richmond Knobhill CA following the city Engage process developed by the city to be used for large Important projects like this. This resulted in 5 development options which were reduced to one in September. The process closely followed what was done on the RB Bennett site which is a look-a-like to this project.

Neither Minto or the city acknowledged receipt of this info let alone wanted to discuss this work.

Community- had to do their own Engage process using the City's engagemnet process and closely following what was done for the RB Bennet project. This resulted in a single Development Plan for the site which was done by the community.

Minto- NO engagement-only presentations. No feedback from the community has been incorporated which is apparent in their submission

Policy requirement of for a proper engagement as defined by the city Engage process. Requirements are even more stringent when there is a Comprehensive Planning Site designation which exists for the Viscount site. The acknowledges the complexity and difficulties with this large site in a problematic location.

The following discussion uses our response to the planning team from August and September 2024. It has been updated and additional comments have been added.

In the first DTR from the city of February 8, 2024 there was a long list of items that Minto was required to do which we don't believe have been properly addressed, in particular engagement.

This statement was in our reply to the first DTR which we made in early September 2024.

At the time Minto had made a second submission in July which we did not receive until near the end of the month. We had a meeting scheduled for August 27 with the planning team to discuss the first DTR which we attended. At this meeting we were told Minto was making yet a third application. To date, we have not seen a third DTR.

1.Engagement – woeful, virtually non-existent. Presentations are not engagement and that’s all Minto has done. Unacceptable for a project of this significance.

This project was designated as a Comprehensive Planning Site which requires a more rigorous review process which is not apparent.

The CA organized their own Engage process as described above because Minto was unwilling to do this. The **final Community Redevelopment Proposal is included in the Appendices**. The proposal calls for a development with a density of about 40 UPA (450 units) with a large, contiguous green space of about 4 acres in the south-west corner of the site.

The first and subsequent DTR’s have identified the lack of engagement.

We have used the RB Bennett project as a proxy for the Viscount site because of all the similarities between the 2 projects in particular proposed density and green space. The RB Bennet site is a very good example of how to manage a project like this particularly with regards to engagement. The city keeps saying they can’t require Minto to use this process.

2.Density- far in excess of what’s acceptable at approximately 135 UPA to 220 and up to 455 UPA (based on unit count). This site should have a maximum density of around 40 UPA as outlined in the MDP. It should be on the lower side of the guidelines due to the problematic location of the site. The site is at a dead end with only one way in and out.

Maximum unit count needs to be specified in the land use application. This is to create certainty as to what will be built and to have alignment with the Planning Teams evaluation. Developers are switching unit counts after approval by massive amounts (doubling- see Glenmore Landing) and re-evaluation is not required. Same for engagement. This needs to be stated in the land use designation, not at the DP stage.

Built form- maximum of 4 to 5 stories with a build height maximum of 16 metres. Again, the reference for this in the MDP.

Richmond Knobhill is a community which consists of single- family homes, duplexes and a few moderate multi-family units with a density of 5 to 8 UPA.

Note the density referenced below from the planning manager. At some level, there was recognition and knowledge of a much lower density regarding this site.

“At the time of the LAP modelling, 400 units/800 people was used for the Viscount Bennett site” email from M Kukic, Jan 25, 2025

Mintos proposal at the low end is 19 times greater than the current density in the community.

The Minto proposal is a high- density, high- rise development typically considered as a downtown development. It is inappropriate to propose putting a development like this in a low- density, established neighborhood. There are 2 large sites, one immediately adjacent to the south of Viscount (Currie Barracks) and another at 17 avenue about 10 blocks away (Westbrook) which have approved Master Plans. They both have high density land use designations and the Westbrook site is a TOD site with a major underground Ctrain station and a library.

This is the type of location that is appropriate for a proposal like this, not in the middle of a low- density community on a problematic site in an Established Area.

3.Green space – inadequate and bad location. There needs to be a large contiguous green space of approximately 4 acres in the form of a playing field. It needs to be bordered by 2 streets. In this location it will be bordered by 3 streets- 25 street, the new interior 24A street and 30 avenue providing lots of parking. Parking on 24 A street will all be at grade and immediately adjacent to the site for the full north south length. Parking is likewise adjacent to the green space on both 25 street and 30 avenue.

The only reasonable and best location for the green space is the SW corner of the site. The city has the ability to purchase park space and they need to do it. The city rationale is flawed and incorrect and does not address safety and parking issues at the main intersection of 25 street and Richmond Road. They say the site is flat- not true. There is an 8 metre elevation change from north to south. There is parking only on 2 sides of the north-west green space site compared to 3 sides (possibly 4) for the south-west site. Parking will be further limited at the NW site by no parking zones required for cross walks and lights.

There will be low traffic volumes at the 25 street and 30 avenue intersection.

The proposed green space for the RB Bennett site is 30% of the total site which is the same as we're proposing for Viscount. It is a large, contiguous site on a corner of the property.

**Additional information on greenspace can be found at the bottom of this email including excerpts from the MDP and more detailed discussion and calculations for the Richmond Knobhill/Viscount site.*

4.Transportation- insufficient information regarding traffic, volumes, management of traffic flow, parking etc. Details lacking. New traffic counts have not been incorporated. Traffic count data is dated, some done during Covid.

We have engaged 2 Traffic Engineers to review the TIA 2 and each one has expressed **concerns over this work.**

They arrive at the same conclusion we do: there are a lot of questions and answers are not to be found in the TIA. We have asked a lot of questions and don't feel we've received satisfactory answers which concerns us

We have asked a lot of questions and don't feel we've received satisfactory answers which concerns us.

5.Infrastructure- same as transportation particularly with regard to drinking water and sewage. The pipes for these uses are approximately 70 years old and are worn out and not functioning at full capacity. The city is only provided installed capacity. We have not received any reports regarding current condition of this important infrastructure particularly in light of the new density being proposed.

6.Transitioning- need to insure proper transitioning on 25 street where the homes are RC-1 bungalows. Not as much of an issue if there is 4 acres of green space here.

In summary, Minto has done a poor job of meeting the requirements outlined in the DTR. This must be done and a good place to start would be **undertaking proper engagement with the community.**

There is a significant misalignment with the MDP policies which need to be addressed.

In summary, we don't believe this application is ready for review by the CPC and therefore we **STRONGLY OPPOSE THE APPLICATION** and recommend the committee **REJECT IT.**

The following supplemental information consists of:

Part A the second part of the CA submission specific to green space which was provided to the planning team in September.

Part B contains excerpts from the MDP and the

Part C excerpts from the Open Space Plan. Information relevant to the project is highlighted in yellow.

Part D Slide show which summarizes key points

Part E CA comments (Part1) on first DTR. Part 2 is above- Part A Green Space

Part F Community Redevelopment Plan Jan 2025

A. Green Space-detailed discussion which was sent to the Planning Team as part of the CA response to the project

LOC2023-0359 Viscount Bennett Supplemental Submission September 12, 2024

Oppose Open/Park Size and Location

Summary

Currently, open space at Viscount Bennett is approximately 9 acres of which roughly 5 to 6 acres is green space. We have proposed that approximately 4 acres in a single, contiguous site be retained in the south- west corner of the site.

Given the city's plans for increasing density coupled with the redevelopment of this site, it is imperative that the city ensure there is sufficient open/green space. The current proposal to provide only 1 acre is unacceptable. Our recommendation of retaining 4 to 5 acres as a single, contiguous site should be considered a minimum number. In terms of location, the proposed south-west location meets all the city's criteria and needs no further work or money. It is ready and useable today.

1.Size

Community profile

The current community profile has a total of 13.669 Ha or 33.8 acres of open space. Viscount makes up 26% of the total open space in the community. A loss of 8 acres is significant amounting to nearly a quarter of the total community open space.

The current open space metric for Richmond Knobhill is 2.6 Ha per 1,000 people or slightly above the target metric. This is based upon 2021 population of 5250.

Increasing population count to 6987 to account for new units built to date results in a reduction of open space to 1.9 or below the policy standard.

Next, reduce the open space by 3.2 Ha (8 acres) and the metric falls to 1.49.

Now add in the proposed 3,080 new people expected with the additional 1540 units at Viscount which increases the population to 10067. The open space metric drops further to 1.0 Ha/1000 people or 61% below the current level and 50% below the policy standard of 1.0 Ha/1000 people. This is clearly unacceptable at level 50% below the guideline policy requirements for green space. We would argue that even if 4 acres was retained, the open space provided is insufficient and should be unacceptable.

The open space numbers are understated by an additional 10 to 20% (estimated) due to population increases from major upzoning that is occurring in the community. The combination of density/population increases and over 3,000 more people on the Viscount site will drive the open space metric below 1.0 Ha/1,000. Population growth was estimated at 5% per annum resulting in a population of 12850 in 2029 and a green space metric of 0.8.

All of these numbers are summarized in the table below (a).

Email discussing Viscount open space count; and policy metrics and responsibility for delivery (b.)

Open space metric of greater than 2.0 Ha/1000 now to a probable 0.8Ha/1000 with the proposed density which allows for 3,000 or more people at Viscount should not be acceptable to the city.

This is why retaining at least 4 or 5 acres of green space on the site is a must and should be considered a minimum.

2.Location

We discussed green space location at our August meeting with the planning team and in-particular, with the representative from parks and recreation. We stated again that we believe the only location for a large, contiguous green space of around 4 acres is the south-west corner of the property. This complete site is perfectly flat with good street access. It is currently a full 110 yard football field with endzones and goal posts. This site is bordered by 2 roads, 30 avenue and 25 street, meeting that criteria as well. It will likely bordered on the east side by "24A street" providing parking at grade. It also includes a hill which the community is desirous of retaining. It is extensively used for tobogganing. This site is ready to go including mature a football field and a beautiful row of mature trees on the east side. No work required. Photos of the south-west site are provided below (c.).

The planning team told us that a flat site was a key decision element. The north-west site has a significant and stepped elevation change from north to south. There is approximately a five metre or more (estimated) elevation increase as you move south from street level. Significant work and cost will be required to flatten this site. Two pictures are attached showing the significant elevation change.

The intersection of 25 street and Richmond Road will have a very high volume of traffic and we believe there are major safety issues that can be avoided by using the south-west location. This also applies to parking. There will also be site/visibility at this intersection because Richmond runs on an angle to 25 street, not a perpendicular 90 degree intersection. This creates addition safety concerns.

Southwest location for park space is preferable-- reduced noise from Crowchild, potential buffer from taller buildings closer to Crowchild and more gradual interface with surrounding community.

We fail to understand how the city can rank the north-west site as a better site than the south-west location. It runs contrary to their own decision criteria.

We encourage the city planning team to follow the MDP guidelines regarding size and location for open/green space and locate an approximately 4 acre contiguous green space on the south-west corner of the site.

Attached:

a. Calculations and Assumptions Rich Knob open space with Minto plan

Case	year	Open space by Ha per 1000	Popn	total open space
1	2013	3.1	4361	13.669
2	2019	2.7	4962	13.669
3	2021	2.6	5250	13.669
4	2024	1.9	6987	13.669
5	2024	1.49	6987	10.4
6	2024	1	10067	10.4
7	2029	0.8	12850	10.4

Assumptions

- a. No change in community open space at 13.669 Ha (33.8 acres)
- b. 2024 popn estimate- 2021 plus 10% annually

c. 2029 popn estimate- 2024 plus 5% per annually

Case 4 2024 population estimate
Case 5 reduce open space by 3.23 Ha (8 acres)for Minto plan
Case 6 add Viscount popn of 3080 (1540 units)
Case 7 2029 estimate increase popn by 5% annually

b.Emails discussing Viscount open space count; and policy metrics and responsibility for delivery

See highlights in yellow

From: Leanne Ellis <development@rutlandparkcommunity.com>
Sent: Tuesday, April 6, 2021 1:13 AM
To: Mok, Kit <Kit.Mok@calgary.ca>
Cc: Buchan, Ron <Ron.Buchan@calgary.ca>
Subject: [EXT] Re: Community Open Space information

Thanks for your help, Kit. Just a few more questions.

1. If the population of any community was 12000 people, what amount of open space should be provided in acres? Please do the calculation so Ron can see. (I have calculated it to be 59 acres.) Pg i-11 of the revised CFB Master Plan indicates that the population for the area will be between 11,100 and 21,300. With regards to LOC2014-0109 for the Currie Barracks site, the land use is intended to promote a population of 12000 residents.

If the population of a community was 12,000, then we would need ±24 ha./59.3 acres to achieve 2 ha. per 1,000 standard. Please note that we also look at the % of open space of the community. For LOC2014-0109 Currie Barracks site, when it's fully developed, 13.9% of this site would be public open space. In addition, there should be seven publicly accessible private open space sites.

2. Were you aware that 3.3 acres from CFB East was deferred and must be added to the allotment for CFB West? Thanks for pointing this out. Yes, I am aware of that.

3. For open space in Richmond, is the Viscount Bennett land counted as part of that total? This land is currently up for sale for development, so that is why I am asking. Thanks for pointing this out. In 2013 open space calculation, Viscount Bennett /Chinook Learning Centre land was included.

4. As far as these statistics are concerned, is it a City policy to have the 2.0 hectares per 1000 people, or is it legislated in some way? Who is intended to oversee this? It is a Parks policy and Parks is intended to oversee it.

5. Lincoln Park is substantially below their 2.0 hectares and borders Currie Barracks. We are the umbrella community association for Currie, Rutland and Lincoln Park. Is the intent that all of these communities are clumped together to average out the statistics? Parks looks at individual community open space based on the % of open space and ha. per 1,000 residents (the minimum standards 10% of

the community and 2.0 ha. per 1,000 residents). In addition, we also look at the service coverage of the parks. Every residence should be able to access a park within 5 minutes walking distance (400m) as per the Currie Barracks CFB Master Plan.

6. Were you aware that we supported 2 land use amendments in Lincoln Park that will add significant density to the area as part of the Atco Lands? We had factored in Richmond Green as providing green space for the area, with regional pathways that are intended to connect all the way through to the space. Please reference LOC 2020-0012 and LOC 2018-0277. Lincoln Park falls within the policy area of the revised CFB West Master Plan.

Thanks for pointing this out.

Yes, Currie Barracks, Lincoln Park, Garrison Green, a small portion of Rutland Park, and a portion of Richmond fall within the policy area of the revised Currie Barracks CFB West Master Plan.

----- Forwarded message -----

From: **Leanne Ellis** <development@rutlandparkcommunity.com>
Date: Mon, 12 Apr 2021 at 10:35
Subject: Re: [EXT] Re: Community Open Space information
To: G S [REDACTED]

Community	Net Community Area (Ha.)	Total Local Open Space (Ha.)	Percent of Local Open Space	Population(2013)	Population (2019)	Local Open Space by Ha. per 1,000 (2013)	Local Open Space by Ha. per 1,000 (2019)
Richmond***	137.659	13.669	9.93%	4,361	4,962	3.134	2.755

Best wishes,

Leanne Ellis

RPCA VP Development and Traffic
e: development@rutlandparkcommunity.com
w: rutlandparkcommunity.com

B. Municipal Development Plan- excerpts

PART 2 City-wide Policies

Policies A high-quality public park system

- a. Provide a high-quality park and open-space system to meet the varied needs of Calgarians.
- 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.
- c. Maintain and enhance the riverfront as an active, liveable and pedestrian/bicycle oriented amenity.
- d. Protect and improve scenic landscapes that enhance the amenity and character of Calgary's river valley park system, other waterways and wetlands, natural tree stands and prominent escarpments.
- e. Protect and promote large-scale landscaped and open-space areas that define neighbourhoods and local topography and enhance Calgary's river valley park system.
- f. Protect the basic social and environmental functions of City parks and public open spaces and prevent parkland conversion to other uses.

Open Space

Open space in its broadest sense includes all land and water areas, either publicly or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and recreation facilities, golf courses, cemeteries and other alternative use of green space.

Park

A specific-use open space that is managed to provide opportunities for recreation, education, cultural and/or aesthetic use (Open Space Plan).

Natural area

Open space containing unusual or representative biological, physical or historical components. It either retained or has had re-established a natural character, although it need not to be completely undisturbed (Natural Areas Management Plan).

44 Municipal Development Plan 2020

Land use, location and design

- g. Provide neighbourhood parks within a five-minute walk of all residents.
- h. Ensure sufficient community open space in Inner City and Established Areas using 2.0 hectares of open space per 1,000 residents. Calculations should be applied to logical community clusters where parks and recreation amenities are accessible and shared between communities. Community open space includes areas dedicated for schools; community centres; playfields; outdoor performance spaces; community gardens; and habitat areas that offer public amenity.
- i. Plans for new communities should include a hierarchy of parks and public spaces interconnected to adjacent neighbourhoods by pathways and Complete Streets.
- j. Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces.
- k. New development adjacent to the public pathway system should maintain existing connections to pathways and/or provide new linkages.
- l. Encourage high-quality parks near high-density residential buildings to act as a local amenity and places for community gathering, with greater focus on site design qualities than the quantity of park space.
- m. Design parks, facilities and recreational centres in a way that is compatible with nearby residential and commercial uses.
- n. Locate and design public gathering areas within parks and public open spaces to optimize sun exposure during midday hour

- From Municipal Development Plan 2020 45

C. Open Space Plan- excerpts

Parks and Open Space mandate and objectives – excerpts from the report

“The unit (Parks Business Unit, created in May 2000) fulfills that (*its*) commitment through its role as planner, protector, facilitator, educator and provider of parks and open space.

Mandate

We are stewards of Calgary’s open space system and environment. We are committed to protecting the value and quality of the assets charged to our care. We strive for high-quality standards and sustainability within our parks and open space system, while ensuring that it remains accessible for

the enjoyment and outdoor pursuits of all Calgarians. We strive for the highest standards of excellence in all we do. Our objectives are based on fundamental principles formulated by sound planning. We measure our success against tested and accepted benchmarks. In fulfilling our objectives we will ensure high-quality recreational opportunities for all Calgarians, today and in the future.

We intend to:

1. Provide and maintain the integrity of a high-quality and diverse park and open space system.
2. Provide a safe, aesthetic and comfortable environment through quality landscape development.
3. Protect and enhance the urban forest.
4. Protect and enhance natural environment areas.
5. Contribute towards the development and operation of an environmentally sustainable city.
6. Provide environmental stewardship, education, programs and services.
7. Liaise with various stakeholders, citizens, industries, and other levels of government to ensure the provision of high-quality open space and recreational opportunities for Calgarians

Objectives

Parks will guide Calgary's acquisition, development and use of open space by identifying and addressing public needs and priorities, by providing strategic direction for long-term open space needs and by ensuring the efficient and coordinated use of land.

1. Provide neighbourhood, community, regional and city wide recreation opportunities to service new community developments.
2. Ensure the orderly redevelopment of lands within the inner city and established communities in order to meet their open space needs. "

- from City of Calgary Open Space Plan 2003 which forms part of the MDP

Feb 2025

Part D Slide show which summarizes key points

RKHCA
Feedback on
LOC2023-0359
2501Richmond.com



RKHCA

Respectfully submitted February 14, 2025

Outline

1. TRANSPORTATION
 - i. TIA v2 Flaws
 - ii. Missing Traffic Data
 - iii. Awkward Intersections
 - iv. 26th Avenue SW
 - v. Public Transit Service - Bus
 - vi. Parking
2. Sanitary Servicing Study
 - i. Current and Future Flow Analysis
3. Water Infrastructure and Storm Water System
 - i. Comprehensive Planning Site modeling
4. Density
5. Green Space
 - i. Process
 - ii. Park and Open Space Mandate and Performance on 2501 Richmond
6. Engagement
7. Footnotes



TRANSPORTATION

TRAFFIC IMPACT ASSESSMENT version 2 (TIA v2)

- Foundational traffic count conducted December 14, 2022
- Bunt & Associates submitted TIA v2 April 25, 2024
- Accepted by Michael Sydenham (City Mobility Engineer) September 2024
- RKHCA Traffic consultant: *“My concern is that the impact of the additional traffic generated by the development may be underestimated on the surrounding network”*

TIA v2 Flaws

- Traffic count conducted in heart of Covid 2022
 - Traffic patterns at that time *“severely depressed”* according to City Mobility Engineer
 - 2022 traffic flow 15-20% below previous years trends¹
 - ¹ ‘Work from Home’ percentage decrease from >35% (late 2022) to <15% (late 2024) according to S+P Global Research
 - Critical traffic patterns missing in analysis – *Ring Road bypass at peak times*
 - Baseline population for catchment area is represented at 50% of actuals



RKHCA

TRANSPORTATION

MISSING DATA

In 2024 and early 2025 significant and relevant Traffic Data was collected. City Traffic Engineers (Mobility) have rebuffed all requests to compare the data to the TIA v2

New Traffic count data available and **NOT** incorporated in TIA v2

- 26 Avenue SW (East of 25th Street SW – East and West bound (September 24, 2024)
- 26 Avenue SW (West of Richmond Road SW – East and West bound (October 17, 2024)
- 29 Street SW and Richmond Road SW – Observed January 2025 by Bunt & Assoc. ²
- 33rd Ave SW and Sarcee Road SW – Observed January 2025 by Bunt & Assoc. ²



RKHCA

TRANSPORTATION

AWKWARD INTERSECTIONS (not perpendicular so visibility is challenged, TIA v2 does not address this aspect)



RKHCA

TRANSPORTATION

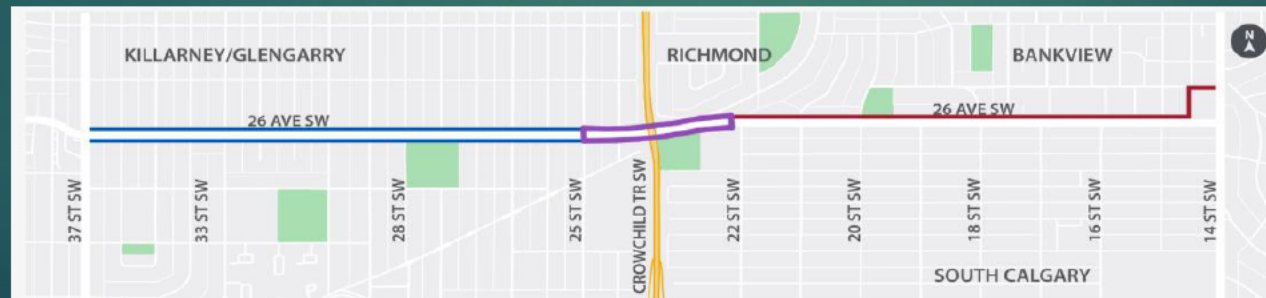
26 AVENUE SW AND 25 STREET SW

26 Avenue SW is subject to a City of Calgary Mobility project focused on improvements

- 26 Avenue SW from 14th Street SW– West to 37th Street SW under redesign
- Intersection of 25th Street SW and 26 Avenue SW is a critical access for 2501 Richmond
- Complicated by a Crowchild Trail bridge overpass, bike lane termination, and a tightly packed intersection.

The City Mobility department has **NOT** provided solutions for this intersection and only indicated that a light “might” be needed after 2501 Richmond full buildout.

- Current this intersection is **over capacity** for the current & anticipated traffic.



RKHCA

TRANSPORTATION

PUBLIC TRANSIT SERVICE - BUS

- **NOT** a train
- **NOT** a TOD site
- Area serviced by buses that travel on 26 Avenue SW, 33 Avenue SW and Crowchild Trail S.
 - Ridership levels still below pre-Covid levels despite the large population increase over the last 6 years
- Ridership levels are below projections⁴
- Modal share- bus 4%, bike 2% car 81% (2022 CTS data)⁵



7



RKHCA

TRANSPORTATION

PARKING

If the 2501 Richmond project has a demand of 1 car per unit, there will be a parking shortfall for **800+** cars which will have to park on the street.

The project receives a 25% reduction in the requirement for parking stalls per unit given the proximity to bus routes on Crowchild Trail resulting in a requirement to provide 703 parking stalls (based on 1500 units at 0.47 parking stalls per unit).

The Bennett project across the street is providing 1 parking stall per unit.

This will cause:

- Additional congestion generated by Cascade development and The Bennett
- Safety issues/concerns at all major intersections
- Lack of adequate street parking on the site for residents and guests



RKHCA

SANITARY SERVICING STUDY

The Sanitary Servicing Study (SSS) was conducted and resubmitted to the City of Calgary by Pasquini & Associates in September 2024. The SSS was accepted by City of Calgary Utility Engineering in December of 2024. SSS was made available publicly around December 10, 2024. The conclusion in scenario 3 and 4 was the sanitary flows to 24A Street SW would exceed capacity (beyond 86%).

On December 11, 2024³ it was brought to the attention of City Utility Engineering and the file manager for the 2501 Richmond that data used in the calculation was **incorrect**, namely the density used for the adjacent propertie (Cascade). This miscalculation will further add strain on the segment of 24 A Street SW (beyond 86%).

In addition, The Bennett development will be adding ~100 units (200 people) to the Sanitary Infrastructure

City of Calgary Utility Engineering has **NOT** provided an update to the SSS for the Community.



RKHCA

WATER INFRASTRUCTURE AND STORM WATER SYSTEM

COMPREHENSIVE PLANNING SITE

Calgary Planning has consistently indicated that Water Infrastructure and Storm Water systems related to 2501 Richmond development will be evaluated at the Development Permit stage and has indicates that modeling conducted during the Westbrook Local Area Plan(LAP) indicates that capacity is available for the proposed development.

The community disagrees with that assessment for the following reasons:

- 2501 Richmond was identified in the LAP as a Comprehensive Planning Site.
- The LAP modeled density based on 400 units where as the 2501 Richmond proposal is 1500 units. (**~4 times larger**)
- Majority of Water Infrastructure is **60 to 70 years old**
- Current state of the Water infrastructure is **unknown**, except in recent years has experienced significant breakages/interruptions along 24A Street, Crowchild Trail and 25th Street.



RKHCA

WATER INFRASTRUCTURE AND STORM WATER SYSTEM (continued)

COMPREHENSIVE PLANNING SITE

- City evaluations are based on Capacity and not Condition
- Anticipated population increase is +3000 people on this 11.5 acre site
- Building heights will require increase in pressure to allow for full servicing
 - Increase in pressure will put unpredictable strain on existing infrastructure
 - Current “loss” has not been quantified but increase in flow and pressure will increase loss
- Community based Civil Engineers have expressed concern with existing and future infrastructure and the safety of the community.

The Community has significant concerns related to Water Infrastructure and Storm Water Systems



RKHCA

DENSITY

COMMUNITY WORKSHOP FINDINGS

- Richmond Knobhill Community density is currently ~ 5-8 UPA
- Community is mainly Single Family homes, Duplexes and some Multi-Family units
- Density of **40 units** per acre (UPA) which allows for about 460 units or about 900 people which is deemed appropriate for the site and not the Minto density of around **150 UPA+**
 - **(19 times current density)**
- Lower density aligns with MDP v2 2020 and reduces impact:
 - Infrastructure
 - Traffic
 - Parking
 - Green space
 - Emergency access requirements as development is below 600 units
- BUILD FORM- keep to a maximum of 4 to 5 stories (16 metres maximum)
Generally higher density close to Crowchild Trail
Townhouses along Richmond Road



RKHCA

GREEN SPACE

PROCESS

- 2501 Richmond defaulted to using a Subdivision application to minimize Green Space to 1.1 acre
 - This represents a loss of net 8 acres of Open Space in the community of Richmond Knobhill
 - This takes the community below 2.0 ha/1000 people^b for the 2501 Richmond site and 300 more for the addition of Cascade and The Bennett which is directly across the street of 2501 Richmond.
 - Bennett and Cascade are not providing any Green Space
- NW location recommended by City Parks and Recreation Department
 - Busy intersection creates significant Safety Hazard
 - NW corner is primary intersection for whole development
 - Awkward (poor visibility) 25th Street SW/Richmond Road SW intersection adjacent = **DANGEROUS**
 - Topography rationale contradicts actual Topography
 - **NOT FLAT**, 8 m elevation change on NW site
 - SW location more suitable for safety, parking and programming of Green Space
- MDP policy requirement of ~15 acres of Green Space (1500 units, 3000 people)



RKHCA

GREEN SPACE

PARKS AND OPEN SPACE MANDATE AND PERFORMANCE ON 2501 RICHMOND⁷

1. Provide and maintain the integrity of a high-quality and diverse park and open space system. **FAIL**
2. Provide a safe, aesthetic and comfortable environment through quality landscape development. **FAIL**
3. Protect and enhance the urban forest. **FAIL**
4. Protect and enhance natural environment areas. **FAIL**
5. Contribute towards the development and operation of an environmentally sustainable city. **FAIL**
6. Provide environmental stewardship, education, programs and services. **TBD**
7. Liaise with various stakeholders, citizens, industries, and other levels of government to ensure the provision of high-quality open space and recreational opportunities for Calgarians **FAIL**



RKHCA

ENGAGEMENT

LACKING!!!

2501Richmond has **failed** to provide adequate Engagement with the community throughout the application process as submitted to the City of Calgary.

- City 3 x DTRs have repeatedly highlighted 2501Richmond is required to do BETTER engagement
 - 2501Richmond has failed to comply with City's request
- Multiple examples of 2501Richmond unresponsive to community members questions or concerns

2501Richmond has failed to engage in any meaningful dialogue by **“asking”** of what could be developed on the site and have defaulted to **“telling”** what will be developed

2501Richmond communication has been limited to:

- Virtual information sessions to limit dialogue
- Project website (2501Richmond.com) provided erroneous information to community
 - Incomplete critical documentation and reports
 - Illegible representations of Outline Plans distributed to Richmond community
- In Person sessions hosted in hazardous locations, and inconvenient to the community stakeholders



RKHCA

Footnotes

1. Data derived from CalTRACS database from City of Calgary
2. Traffic counts are incorporated in TIA performed by Bunt & Assoc. for Sarina Homes project related to Richmond Green development – January 2025
3. Email from Storm Purdy to File Manager on December 11, 2024 and subsequent conversations with Lawrence Wong on December 17, 2024
4. Calgary Transit Ridership

Route	2019	2020	2021	2022	2023	2024
20	6,797	1,870	3,093	4,130	4,197	4,752
66	-	495	646	701	1,047	1,202
304	-	784	1,438	2,401	2,591	2,942

Data provided by CTS

5. Transportation Modal Splits

Mode	2018	2019	2020	2022
Walk	16%	15%	20%	13%
Bike	1%	1%	3%	2%
Transit	9%	9%	3%	4%
Car	74%	74%	75%	81%

Data provided by CTS



RKHCA

FOOTNOTES

CONT'D

6. MDP policy requires 2 HA/1000people. Latest City calculations use Stats Can 2021 population data and community Green Space is now below the MDP metric.

7. From City of Calgary Open Space Plan 2003 which forms part of the MDP Plan 2020



RKHCA

Part E CA comments (Part1) on first DTR.

Richmond Knob Hill Community Association

LOC2023-0359 Viscount Bennett Submission August 29, 2024



Overall, we are opposed to the submission.

The submission itself is rather helter-skelter, lacking in detail and sufficient background information. The circulation package we received consists of 5 pages, one of which is an Outline Plan? As a result, we find it very difficult to properly evaluate and comment on the proposal at this time.

However, we offer the following comments regarding the key elements.

1) Engagement- woeful and inadequate. We have and continue to refer to the RB Bennett Project as a model of a proper process. We have communicated this to the File Manager and Minto (inwriting) regarding our expectations-

Also on engagement, the community organizes and hosted a planning workshop in June because Minto wouldn't do this. This was an all-day session attended by 35 members of the community several of whom were from neighbouring communities. The session resulted in producing 4 redevelopment options. It was conducted by 4 professional planners. We are in the final stages of preparing a report. We plan to follow-up with a second session the condense the 4 options into a single option in the near future.

2) Comprehensive Planning Site This project was identified in the Westbrook LAP as a Comprehensive Planning Site because of its importance and complexity. This designation requires that the planning process is done to a higher standard than what is normally required. It also a requirement that an Outline Plan/Master Plan be produced. The Planning Team determined that an Outline Plan must be done. The Outline Plan is one page which hardly meets the requirement.

3) Density – far too much density for this site and location particularly given the site is effectively at a dead end with only one way in and one way out. The current proposal of 1500 plus units is approximately 150 Units Per Acre (UPA). What we're looking for is approximately 40 UPA (plus or minus). This is the level of density discussed in the MDP for an established neighborhood. See RB Bennett with a UPA range of 34 to 48 UPA

The unit counts needs to be capped and tied to land use designations. This is the number the city uses to evaluate the project and is the number for discussion. This can't be open to

major changes at the DP stage as there is no requirement for further evaluation by the city or discussion with the community. We have 2 current projects where a plan was submitted and now the applicant wants to significantly increase the unit count. The two are Rutland Park- 60% increase and Glenmore Landing – near doubling from 4200 units to 8,000 units.

There needs to be certainty in terms of what's being built and therefore evaluated. This can't be open ended and left to the DP stage where there are no requirements for evaluation and engagement. There is a lack of trust in the community that the developers will adhere to generalized density estimates if not strictly & explicitly limited at this stage.

4) Build Form- need to match and follow MDP- low rise, low density development with maximum height of 16 meters and buildings of 4 or 5 stories. We have attached the Proposed and Land Use Plan- Highlights from the RB Bennett Plan.

Link: [RB Bennett Open House 24x36 2024-06-19-For Website 1-compressed.pdf](#)

5) Green space- need large contiguous space fronting on 2 roadways. The proposed 1 acre park is not adequate and the location is bad- safety issues with traffic at a major intersection and significant elevation change in a north/south direction in the northwest. This site currently has approximately 9 acres of open space of which about 6 is green space. It is proposed that there be a space of approximately 4 acres (30+ percent of the site) be located in the south west corner of the site which is flat and easily accessible area which contains a hill which has been used for tobogganing. RB Bennett has exactly this form of green space which is 31% of the site. And yes, it is possible for the city to make this happen. The city could purchase 3 acres, probably at a cost of several million dollars. This amount is relatively insignificant when compared to the value of the project which will be many hundreds of millions of dollars. This would also comply with the metric of 2 Hectare per thousand people as stated in the MDP. It would provide less than half the open space that exists today and would be a huge benefit to both the community and the residents of the project. The SW location includes the extensively used hill (tobogganing) while the rest of the site could be used the way it is with little or no work. It is currently a football field, including goal posts. See RB Bennett slide.

6) Transportation -serious concerns regarding volumes, dated state of existing roadways, upgrades for significant increases in volumes, base level calculations, parking issues, traffic flow, etc. We have several pages of questions that were unanswered as of Aug 27 that we hope will be addressed in the next week.

7) Infrastructure Looking for a better understanding of the state and capacity of existing infrastructure, in particular water and sewer. We would like to know effective capacity of

the 75 year old pipes & their increased likelihood of failure when thousands of new residents begin using them. We have requested additional information on Aug 27.

In summary, we don't believe there has been good compliance with the requirements of the Feb 8, 2024 DTR and that the planning team needs insure that there is a proper response to all the questions that were raised.

There is work to be done before this can proceed to CPC.

On Behalf of The Board of the Richmond Knob Hill Community Association,

Kevin Widenmaier

President, RKHCA

Part F Community Redevelopment Plan Jan 2025

Richmond Knobhill Community Redevelopment Proposal January 16, 2025

Viscount Bennett Redevelopment Report

for Open House held December 5, 2024

Consolidate 5 Design options into 1

Community position

An open house was held by the Richmond Knobhill Community Association on Thursday December 5, 2024 at Richmond Knobhill Community Hall to present information regarding what the community preferences were for redevelopment of the Viscount Bennett site. Several board members and one planner were in attendance to answer questions.

The objective of the exercise was to consolidate 5 options into one single option based on the opinion of the community.

A questionnaire was provided along with renderings of the 5 options under discussion

Minto has been unwilling to conduct this type of in-person engagement despite numerous requests from the CA and concerned citizens. The city says they can't require Minto to do this.

The options were;

Option 1: produced by a small group in October, 2023 and presented to Minto and the City Planning Team

Options 2 through 4 were generated at a planning workshop held by the community in June 2024. A report on the workshop was prepared and presented to Minto and the City Planning Team

Option 5: Mintos 3rd application

Minto has now made 3 applications which are all fundamentally the same. (November 2023, July 2024 and October 2024). They are defined by 3 high rise/high density land use designations (150 Units per acre or more) and 1 acre of green space.

A report has been prepared to provide the results of what the community is interested regarding development of the Viscount Bennett site.

The Open House Report will be presented to Minto (applicant) and the City Planning Team for their consideration and discussion.

Key findings

- an overwhelming majority of 86% selected either Options 1, 2 or 3 which are fundamentally the same
- density of approximately 40 units per acre (UPA) which allows for about 460 units or about 900 people which is deemed appropriate for the site and not the Minto density of around 150 UPA (or more)
- lower density aligns with MDP and reduces impact relating to infrastructure, traffic, parking and green space
- built form- keep to a maximum of 4 to 5 stories (16 metres maximum) Generally higher density close to Crowchild Trail . Townhouses along Richmond Road
- green space- looking to retain at least 4 acres in south west corner as a single contiguous site . This aligns with MDP requirement

Workshop Summary June 9th, 2023

What We Heard

Provide open space There is a strong desire to maintain and enhance existing green spaces, with residents valuing parks and outdoor recreational areas for families, children, and dogs.

Manage density and height Concerns are raised about the potential impact of increased density and tall buildings on the neighborhood's single family/bungalow character, views, shadowing and parking availability.

Consider traffic and parking

Residents are worried about the potential traffic congestion and parking issues that may arise due to additional housing and density.

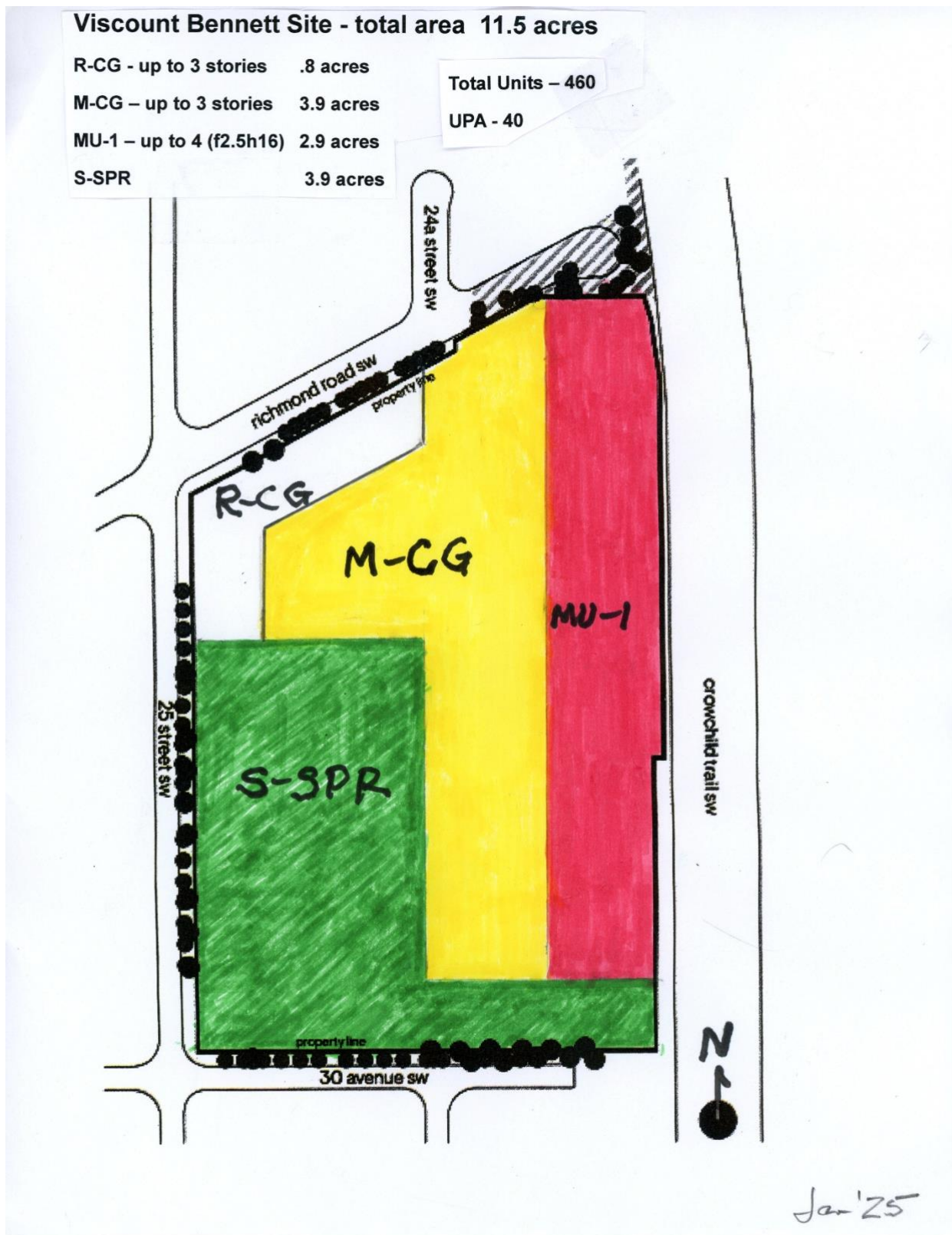
Engage with the community

Continuous engagement with residents and stakeholders throughout the planning process is seen as essential to address concerns and include community preferences

Compliment local businesses

While some welcome new businesses, others express caution to avoid creating additional traffic and don't believe there is a need for more retail. Also oversaturating the area and potentially harming existing businesses.

Proposed Land Use-consolidation



Open House December 5, 2024

Results

Attendance

15 in-person, most of whom were from Richmond Knobhill, a few from Killarney/Glengarry and 1 from South Calgary

Community origin

Richmond 26 (70%)

Killarney 9 (24%)

South Calgary 2 (5%)

(numbers don't add to 100 due to rounding)

Responses

A total of 37 questionnaires were submitted (questionnaire attached)

Summary for each option (detailed option was provide for each option at the open house)

Option 1 through 3 called for around 400 units (approx 45 UPA) with large 4 acre park space

Low to mid rise built form of 4 to 6 stories

Option 4 was mainly a single family dwelling option with around 3 acres park space

Option 5 was Mintos high density UPA of 150 to 300) proposal with a number of thousands of units, high rise built form and 1 acre park space in the North West corner of the site. Of note, **NO ONE, ZERO PEOPLE** selected this option.

Engagement Process

The Richmond Knobhill Community Association believed it was imperative to seek community input regarding the redevelopment of the Viscount Bennett site. It was our further expectation that Minto would do this as part of their engagement process.

This was not done and so the community association organized and hosted a workshop in June 2023. This resulted in 3 community options plus a prior option generated in October 2023. Another option was done in the fall of 2023 for a total of 4 community options.

The community association held an open house in December to consolidate these options including the Minto application into a single option that the community will submit.

The objective overall objective of this engagement process is to provide a preferred design option on behalf of the community which can be used in decision making and inform the Viscount Bennett Redevelopment Master Plan motivated by locally driven goals and ideas. Feedback will also inform the development of conceptual plans that consider phasing to incorporate open space, decommissioning of the existing school building and transition to residential development, and the future residential development of the remaining portion of the site within the contextual fabric of the community.

The CA became aware of the R B Bennett Redevelopment Project early in 2024. The Engagement process developed by the city was used for this project. The engagement model used for this site was the guide we used for our process. We have continued to reference this project with Minto and the city and in particular the Engagement process, unfortunately to no avail

Questionnaire Results

What we asked

This section includes the results from the questions asked during the open house and in the online survey. The engagement questions were framed around the following two topics:

1. Size and location for Green Space
2. Density/Housing Typologies

-a copy of the questionnaire is included below

What we heard-Open House December 5, 2024

Q1 Preferred Option

Option 1 (Nov '23)	9	24%
Option 2 (Workshop)	14	38%
Option 3 (Workshop)	9	24%
Option 4 (Workshop)	5	14%
Option 5 (Minto 3 rd app)	0	0%
Total	37	100%

No one (Zero) selected the Minto submission- Option 5.

Everyone, 100% of respondents, wanted lower density of 40 UPA or less and a minimum of 4 acres green space.

The majority of respondents who selected Options 1, 2 & 3 want a significantly lower density of around 40 UPA – NOT a high rise community and a 4 acre contiguous greenspace in the south west corner bordering 30 avenue and 25 street.

Attributes for these 3 Options are very similar. Specific concerns which were raised are highlighted in the comments section. These options call for low to mid-density with a large green space area.

Q2 Likes and dislikes Also Q 6, 7, 8 (see likes and dislikes from sheets at open house below)

Summary of comments- these are direct quotes from the questionnaire

Density

-say no the current application until the density can be reduced below 50 UPA

-The current submission by the developer for approx. 1500 units and 135 UPA is unacceptable density and loss of green space. There will be tremendous traffic, noise , crowding and utility impacts. The community will not accept more than 50 UPA

-it is imperative that we limit the amount of density Minto is proposing as it will create an unliveable environment in the community. The tranquility and ease of movement is why people love living in Richmond. Clearly the Minto team does not understand the community well because what they have proposed is unrealistic

- want project with low density built form which is more compatible to the neighbourhood and keeps density down to a level that could work better for traffic
- accept increasing density but want it to still be a desirable and pleasant place to live-both existing and new residents need pleasant place to live
- Low UPA (40) seems reasonable
- decreasing density significantly from Minto's proposal will help reduce traffic and infrastructure problems
- interest in seniors housing, assisted living, low rise, diversity of housing types
- I like mixed housing options of mid and low w/estate villas to meet a variety of needs
- continuation of the move to family homes with some multi. This area has become more family oriented. New development should follow this trend
- will contribute to alleviate housing issue, we develop an unproductive site
- keep development at an appropriate density given transportation limitations
- Minto proposal is far too high density. Currie Barracks is 20 UPA, Minto is 150 UPA with no amenities. This has always been a community asset and should be developed to enhance the community, not destroy
- sadly there will be very few single family homes left
- firmly opposed to apartments higher than 26 metres The site does not have the means to accommodate large apartment buildings. Additionally, this type of building is completely out of character with the neighbourhood. There are no large apartments anywhere in this area.
- apartments up to 6 stories Yes, higher than 26 Metres No
- a, b, and c only up to 4 stories

Green Space

- maintain the existing public area greenspace that currently exists It would be better for the community to be on the south and west perimeters
- 4 acres or greater, single large contiguous space on western and southern sides of site along 25th street and 30th avenue

- comfortable with the proposed size (4 acres) but should be bigger
- ideally SW quadrant of the site (currently is green space)
- looking for large, contiguous green space in south west corner
- large greenspace
- maximize greenspace- at least 3.5 acres- not located in NW corner
- like mix of residential and green space and commercial- keep greenspace where it has been traditionally
- large contiguous space-not nooks and crannies On perimeter as interior may deter others from using it

Traffic/parking

- traffic congestion- lack of emergency egress
- they need to spend more time understanding how the traffic will pen everyone in
- traffic access is already bad
- road infrastructure does not support a large influx of vehicles flow
- bad- a lot of traffic flow issues as there is not enough egress to and from this site- more noise, dust, etc
- 26 ave will become so busy
- traffic is the major issue that is not addressed.
- there is not sufficient transit (no C train access). The roadways do not have capacity to accommodate that number of residents. There is no place for that number of residents to park
- What is missing from Minto's proposal and the options shown is a publicly available traffic study along with parking, cycling and pedestrian safety impacts on the surrounding neighbourhoods. The missing study requires to be managed by a third party and paid by Minto (as they are the ones who are instigating the change) Regardless, any traffic study needs to include the proposed development on the corner of 33rd avenue and 29 street and the eight way intersection on 29 street between 33 avenue and Richmond Road

Infrastructure

- traffic congestion
- concerns regarding state and capacity – water, sewer , electrical
- pressure/strain on existing infrastructure (utilities, roadways, etc)
- Option 3 it appears to place a moderate stress on the existing infrastructure (roads, sewage, electricity, schools) due to the moderate increase in population.

Small scale retail

- too much retail as it is- don't need anymore
- no business-it creates traffic
- business will only add to traffic problems
- local services and a café would be nice but not at the expense of the neighbourhood. It needs to be done right
- interested in small businesses-green grocer, bank, coffee shop, doctor, dentist, etc
- businesses that people will walk to instead of driving-non-profits, daycare

Other

- loss of identity, reduction of green space, trees, wildlife
- redevelopment should reflect existing development
- if Richmond did careful planning with developers and city, it would be wonderful to see this community have beautiful, stand-out architecture with a true prairie style
- Minto's goal is to make money, not build community. Why don't they demonstrate true leadership and enrich community instead of cookie-cutter development that could go anywhere in the city
- community not trying to be NIMBYist and refuse to evolve but want to grow in an organic, responsible way that serves current and future residents. We want vibrant, healthy, strong neighbourhoods, not just housing units. We want neighbourhoods built on a human scale-with blanket upzoning, it's going to be a ghetto/slum
- provide pleasant environment and safe vibrant community

-I am not opposed to redevelopment. However, it needs to be in step with the neighbourhood and fair to current residents. My biggest concerns are traffic, parking, neighbourhood character and construction noise

- an assisted living complex along with a few blocks of townhouses would make a good compromise on the site. It would increase the “beds” in the neighbourhood whilst adding a minimum number of vehicles not the local residential roads.

-an influx of people isn't a bad thing but it needs to be in moderation

-Increased development should occur in the Westbrook area and not in the RC-1 zoned Richmond community

Q3 Park Space – size and location

1.Size

3 or 4 acres 37 (100%)

2.Location

Contiguous/perimeter 30 (81% of 2)

Multiple locations 7 (19% of 2)

3.Quadrant or other

SW location 33 (89% of 3)

NW location 0 (0% of 3)

Other (for multiple) 4 (11% of 3)

-total number of responses is 37

There is an overwhelming majority of the community who want to maintain the current level of greenspace of approximately 4 acres (100%) and like wise in the current location in the southwest quadrant (89%). The site design could allow for at grade access on the east side of the green space. At grade access could also be created on the west side if deemed necessary.

This quantity of greenspace complies with the MDP requirement of 2 Ha per 1000 people assuming a UPA of approximately 40 resulting in approximately 450 units (about 1000 people).

Q4 Housing Forms

Note: most respondents selected several choices so numbers don't total

1. Single/semi-duplex	36
2. Townhouse/row	35
3. Apt up to 4 storey	30
4. Apt up to 6 story	21
5. Other	2

The majority of residents are interested in housing forms of 4 to 5 stories or less (low to mid-rise development). There is some willingness to accept 6 stories with the qualification that they be located adjacent to Crowchild Trail. Two people indicated interest in a tower (up to 12 stories) in the north west corner of the site.

Sensible transitioning to 25 street and 30 avenue is an issue. Overall, a reasonable UPA of around 40 UPA needs to be accepted regardless of housing form. The UPA also limits impact regarding infrastructure including water, electricity, roads, parking which are concerns voiced by the community, concerns which are raised in the comments.

Respondents are accepting that development will occur but want to retain the sense of community for Richmond Knobhill as well as neighbouring communities of Killarney and Rutland Park

Q5 Small Scale Retail

Yes 17 (46%) No 20 (54%)

The majority have said no to small scale retail on the site. Many qualified by stating first that it will create more traffic and second that we already have everything we need within a number of blocks.

Those that said yes also had qualifications: adequate parking which may be problematic, identify businesses that don't exist nearby and things such as a coffee shop catering to locals.

Concepts- Likes & Dislikes Sheet at open house

-this is from a sheets with Likes/Dislikes (on the top) that was at the table for each option

Concept 1 Likes

- nice green space- good ratio to build area
- more likely to be considered given current proposal

Concept 1 Dislikes

- not enough details
- large green space all in one area unlikely
- need to provide some pedestrian appeal through out the housing
- park size at location not acceptable
- where's the traffic study
- where's the infrastructure study
- pressure on existing infrastructure (utilities, roads) given volume of residents
- impact to traffic volume
- large footprint – one massive build vs many varied builds to meet high density

Concept 2 Likes

- if “C” is single homes then good for homes facing 25th St
- acceptable land costs per residence

Concept 2 Dislikes

- plan needs to be easier to read no idea what is meant by C or boxes or low- is that seniors or services
- too many residents for available roads and street parking

Concept 3 Likes

- mix of housing options to meet a variety of residential needs
- toboggan hill maintained
- larger green space(contiguous)

Concept 3 Dislikes

- not creating a community feel between present community residents and the new build

- agree with above Too much park to be acceptable to developer
- Too many residents in what is likely to end up rental (or at least 40% rental)

Concept 4 Likes

none

Concept 4 Dislikes

- I doubt Minto will even consider this option not dense enough to be worthwhile
- needs more mixed housing
 - Apartment condos on bottom corner
 - 3 to 4 storey townhouses
 - Single family on 30 ave and 25th st
- boring design
- why do all the options have the park in the same place no sports on a hill other than now a very short toboggan run
- And the city will never go for option 4
- land costs \$621,000 per unit- no economics (Assume total land and service \$18 million
- it looks like a post-war housing project, design is uninspired
- unrealistic given current proposal from Minto, doesn't sufficiently address city housing crunch concerns to be supported by council
- not everyone wants or can afford a single family unit- "middle housing is important

Concept 5 Likes

None

Concept 5 Dislikes

Too massive in every way : building size, influx of residents, traffic volume given current community population, infrastructure and building heights

Combo questionnaire (for survey and open house Dec 5)

Dec 2

1. Based on your review of the 4 options and Minto application, which option do you prefer?

2. What do you like about the concept you chose? Any dislikes

3. Open space:
 - a) What size of greenspace is appropriate (currently approx. 4 acres)
 - b) Do you prefer a single ,large contiguous space or a number of smaller spaces
 - c) Where should the park be located- perimeter (quadrant) or interior on the site

4. The following are various housing forms that would accommodate the growing community and optimize existing infrastructure. Please choose which ones you would prefer to see in this space. You may select more than one option.
 - a) Single family/ Semi-detached/duplex
 - b) Townhouse/rowhouse
 - c) Apartment – Up to 4-storeys, up to 6 storeys
 - d) Apartments higher than 26 metre

5. Are there any new housing choices/forms that were not mentioned but would contribute to the uniqueness of Richmond Knobhill? (*non-mandatory)

6. Would you like to see some small-scale retail on the site?

Yes _____ No _____

If yes, what type of businesses would best compliment existing community services?

7. What impacts will redevelopment have on our community – good and bad

8. How do you see Richmond Knobhill evolving in the next 30 years

9. In considering the objectives of this initiative, do you have any additional comments that you would like to share.

Thank you

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