



Vern Hart
Brown & Associates Planning Group
(403) 692-4547

Dear Applicant:

RE: Detailed Team Review (DTR)

Land Use Amendment Number: LOC2023-0359

In order to evaluate the feasibility of the proposal and compliance with City policies, the Development Applications Review Team (DART) has completed a detailed review of your Land Use Amendment proposal received on **November 17, 2023**. Any issues identified as Prior to Calgary Planning Commission (CPC) will require further discussion or revision prior to a Development Authority recommendation to CPC.

A written response to the Prior to Calgary Planning Commission issues is required from the Applicant by the end of the sixty (60) calendar day response due date indicated in the attached DTR. Due to the scale and complexities of the application, a custom timeline, allowing additional time for the applicants to provide a response may be appropriate. Following the expiration of the response due date, the application may be inactivated subject to a thirty (30) calendar day timeline for a reactivation by the Applicant. The re-activation will include a re-activation fee. In the case of a non-responsive or incomplete application, the application will remain inactive and sent to storage.

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

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

Sincerely,

Mladen Kukic
Senior Planner



Detailed Review – Land Use Amendment

Application Number: LOC2023-0359
Land Use District: Multi-Residential - High Density High Rise District (M-H3);
Multi-Residential - High Density Low Rise District (M-H1);
Multi-Residential - High Density Medium Rise District (M-H2)
Site Address: 2505 RICHMOND RD SW
2519 RICHMOND RD SW
Community: RICHMOND
Applicant: BROWN & ASSOCIATES PLANNING GROUP
Date DTR Sent: February 8, 2024
Response Due Date: April 8, 2024

Development Applications Review Team

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

General Comments

The subject application proposes to redesignate the former Viscount Bennett School/Chinook Learning site from Residential – Contextual One Dwelling (R-C1) District to Multi-Residential – High Density Low Rise (M-H1), Multi-Residential – High Density Medium Rise (M-H2), and Multi-Residential – High Density High Rise (M-H3) Districts. The applicant has indicated that at the present time they do not intend to subdivide the parcel. The intent of the land use redesignation application, as identified in the Supporting Information Document, is to develop a total of 2,500 residential units in a variety of building forms. The scale of the buildings would vary, with lower buildings along 25 Street SW and 30 Avenue SW, increasing in height closer to Crowchild Trail SW and Richmond Road SW.

Administration has received 103 letters of opposition related to the subject application to date. Feedback and concerns are summarized in the Prior to Calgary Planning Commission conditions below. The most notable and common issues identified were related to traffic impacts, loss of open space, and the proposed scale and heights not being compatible with the surrounding context. Administration also received six letters of support and three letters where the individuals were neither in opposition nor in support of the application.

In addition to the community's comments, Administration has conducted a detailed review of the proposal and has identified areas where further information is required, and where the proposal should be amended to better address the relevant planning policies. Administration looks

forward to working collaboratively with the applicant to facilitate future redevelopment of this site in alignment with Council approved policies.

Administration's Comments on Policy Overview

Generally, the proposal would broaden the range of housing choices and types, providing greater development intensity on a site adjacent to the Primary Transit Network. While Council approved policies support increased intensity in this location and the initial proposal and supporting information has provided some detail on what is envisioned for the site, more information or revised information on how to support this increased density on the site is required to proceed with the application. As such, the proposal should be revised and resubmitted for further review prior to City Administration proceeding with a recommendation on the application. Administration comments include, but are not limited to:

Built Form and Uses

While the proposed land use districts provide a built form transition, where the tallest buildings proposed are closest to Crowchild Trail SW and Richmond Road SW, a more gradual transition in built form and scale to the surrounding communities is required to align with the policies of the Westbrook Communities Local Area Plan (LAP). Specifically, revisions are required to address the building scale transition to lower scale residential development, particularly along the western and southern frontages of the site.

The Westbrook Communities Local Area Plan (LAP) policies also envision commercial and mixed-use areas in close proximity to transit stations, including BRT stops. While the proposed M-H3 District along Richmond Road SW provides an opportunity for commercial uses at-grade, these would be limited in scope and size. Land use districts that provide greater commercial and retail opportunities would be better suited to support the Transit Station Area policies, particularly along Richmond Road SW and any proposed open spaces.

Open Space and Multi-Use Pathway

The supporting documents that were submitted propose privately owned publicly accessible open spaces and an on-site multi-use pathway connection. The size, location and provision of amenity space needs to support the level of density that is being considered for the site. To improve the usability of the proposed open space, the open space proposal needs to be amended to allow for generously sized, programmable open space(s) that are visible from the street, accessible to existing and future residents, and with limited shadow impacts. The design and programming of the open space should also consider feedback from the Urban Design and Open Spaces team as well as from the community.

While the proposed mid-block location of the multi-use pathway provides potential place making opportunities and addresses grade change challenges, a more linear and intuitive connection would also be needed to connect to the larger open space network.

Traffic Impact Assessment (TIA)

Updated modelling data has been provided to the applicant to be incorporated into the TIA to provide a more accurate picture of traffic impacts. The submitted TIA has identified that the biggest traffic impacts would occur at the intersections of 26 Avenue and 25 Street SW, and at the intersection of 29 Street and Richmond Road / 33 Avenue SW. Various infrastructure and development intensity scenarios will need to be explored and analyzed to determine the best approach to mitigating traffic impacts prior to resubmitting the application for review. This analysis may impact the proposed intensities for the site.

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Master Planning Exercise

While the supporting information submitted has provided some detail, more information is required to address the Comprehensive Planning Sites policies contained in the Westbrook Communities LAP (section 2.2.5). This would include a document or documents that provide a planning framework for the site, including how the proposal would be implemented through future development permit applications or commitments as required. This information is required to enable further review of the application by DART and the resubmission would be subject to further, more detailed comments for the next Detailed Review.

An outline plan, as referenced in the Municipal Development Plan (MDP), is a tool that can provide this framework as well as the accompanying details. The submission of an outline plan application is strongly recommended to provide additional details and meet the policies outlined in section 2.2.5 of the Westbrook Communities LAP.

Community Outreach

Given the proposed development intensity and potential impacts on the surrounding community, the applicant is strongly encouraged to undertake a robust community outreach program as part of this application. Please refer to the [Community Outreach Assessment](#) for guidance during the consultation process.

Relevant City Policies

Municipal Development Plan (MDP)

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

1.4.7 Outline Plan and Land Use Amendment Application

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

2.1.1 Creating a City Attractive to People

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

2.1.4 Ensuring Sustainable Municipal Finances – Focusing and Prioritizing Investments

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- a. Optimize the use of existing infrastructure.

2.2.2 A Transit-Supportive Land Use Framework

- a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Main Streets supported by the Primary Transit Network.
- b. Increase development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops, in areas deemed appropriate through the local area planning process and in accordance with the typology thresholds identified in Part 3.
- d. Underutilized commercial and brownfield sites near the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites.

2.2.4 Complete Communities

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

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

2.2.5 Residential Neighbourhoods

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

2.3.1 Housing

- a. Provide for a wide range of housing types, tenures (rental and ownership) and densities to create diverse neighbourhoods that include:
 - i. A mix of housing types and tenures, including higher-density and mixed-use residential developments.
 - ii. A range of housing choices for all stages of life, in terms of the mix of housing sizes and types to meet affordability, accessibility and lifestyle needs of different people and family types.
- b. Promote a broader range of housing choice for all ages, income groups, family types and lifestyles by:
 - i. Encouraging housing opportunities for low- and moderate-income households in all communities.

- e. Recognize and encourage affordable housing as an integral part of complete communities.
- f. Create affordable housing by encouraging:
 - ii. Affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services.
 - iii. Affordable housing serving families to locate in areas close to parks, schools, recreation facilities and commercial nodes.
 - v. Affordable housing units of different sizes and types within market residential developments.

2.3.2 Respecting and Enhancing Neighbourhood Character

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

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

2.3.4 Parks, Open Spaces and Outdoor Recreation

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

2.5.2 Transit

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

2.6 Greening the City of Calgary

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

- Creating a more compact urban form that uses less land and, therefore, reduces habitat loss and fragmentation and adverse impacts on wildlife, vegetation and water quality and quantity.
- Supporting mixed-use developments that provide opportunities for more local travel choices by walking, wheeling and transit.
- Facilitating economic energy-efficient buildings and creating opportunities for renewable energy generation that reduces dependence on fossil fuels.

3.5.1 General Policies for Developed Residential Areas

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

- b. Redevelopment within predominantly multifamily areas should be compatible with the established pattern of development and will consider the following elements:
 - i. Appropriate transitions between adjacent areas.
 - ii. A variety of multi-family housing types to meet the diverse needs of present and future populations
- k. New development adjacent to the public pathway system should maintain existing connections to pathways and/or provide new linkages.
- l. Encourage high-quality parks near high-density residential buildings to act as a local amenity and places for community gathering, with greater focus on site design qualities than the quantity of park space.

3.5.2 Inner City Areas

- a. Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study.
- b. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.
- c. Maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations.
- d. Buildings should maximize front door access to the street and principal public areas to encourage pedestrian activity.
- e. Encourage at-grade retail to provide continuous, active, transparent edges to all streets and public spaces.

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

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

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

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

2.2.5 Comprehensive Planning Sites

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

- b. Map 3: Urban Form identifies the lands to the west of Crowchild Trail SW, south of Richmond Road SW, east of 25 Street SW and north of 30 Avenue SW as a Comprehensive Planning Site. Development on this site should:
 - i. locate taller buildings on the north end of the parcel to minimize shadowing on the open space;
 - ii. reduce building scale closer to 25 Street SW to transition to the existing lower scale residential development;
 - iii. minimize driveway crossings of any new development by consolidating accesses and managing vehicle circulation on site; and,
 - iv. consider the future realignment of the MAX Yellow BRT.

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

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

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

Prior to Calgary Planning Commission

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

Planning

1. Submit a complete digital set of the amended plans in PDF format and a separate PDF response letter that provides a point-by-point explanation as to how each of the Prior to Calgary Planning Commission conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Calgary Planning Commission conditions as specified in the DR document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact the File Manager directly.
2. Provide an updated one-page applicant's submission letter to send to neighbours and to include in the report to Calgary Planning Commission and Council. The submission letter should include a summary of the proposed Direct Control (if necessary) and direction on where additional information for the proposal may be accessed.
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.

103 letters were received from the public in opposition to the proposal. 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.
- General concerns related to the limited community consultation prior to submission of the formal application.

- Lack of a document that provides a master planning framework for the site.

Additional comments from the community may continue to be submitted during the application process.

4. It is strongly recommended to submit an Outline Plan application to be reviewed in conjunction with the subject Land Use Amendment application. An Outline Plan submission will provide more details to Calgary Planning Commission, Council and City Administration on the implementation and timing of 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 this 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.

This Detailed Review reflects the scope of a land use amendment. Additional and more detailed comments are expected to be provided through the next Detailed Review upon submission of further information. This may include, but is not limited to regional pathway requirements, landscape concepts, storm-related infrastructure, programming and functions of the open space(s), revised road cross sections, utility assignments and landscape construction drawings.

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 on the northwest corner of the site that is accessible to the public and visible from a public street/sidewalk.
- Residential typologies along 25 Street SW and portions of 30 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 residential typologies in the central portions 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.
 - 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.
6. 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).

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.

7. 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.
8. 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.
9. Page 74 of the Supporting Information document indicates an area of proposed transit plaza over an existing portion of Richmond Road. Please advise whether a Road Closure application is desired as part of this Land Use Amendment application.

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

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

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- d) Complete purchase of the newly created titled area from RE&DS.
 - e) Consolidate with adjacent land through Alberta Land Titles.
10. Please confirm total parcel area and, if applicable, adjust plans and land use statistics table accordingly.
- Plans provided indicate 4.65ha, however our records and the land title areas show a total of 4.603ha.
11. 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.
12. 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.
13. 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:
- 1. generously proportioned and connected open space(s) that can support a variety of programming.
 - 2. open space that is located:
 - 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
 - 3. Consider public input and feedback on how open space is being proposed for the development.

Utility Engineering

14. 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.

NOTE: The sanitary servicing study shows some scenario analyses but does not provide recommendations for the best solution to downstream capacity issues.

15. 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.
16. Submit a servicing and site access concept plan to demonstrate how the proposed phases and land use districts will be able to provide the required number of primary and emergency access points as well as how servicing can be achieved during site development. The concept plan could also be reviewed as part of an outline plan application.

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

Mobility Engineering

17. Further analysis from the applicant is needed as part of the Transportation Impact Assessment (TIA) review, with separate comments have already been provided to the applicant's transportation consultant under separate cover. The following are the key areas of focus for further analysis:
 - Updated modeling forecasts to take into account future growth in the surrounding areas including differing levels of development intensity.
 - A focus on the intersections of 25 Street and 26 Avenue SW, as well as 29 Street and Richmond Road / 33 Avenue SW.
 - Further network scenarios to investigate potential mitigation options.
 - Further analysis of scenarios that evaluate the impacts of investment in transit and active modes infrastructure to support the proposed plan and potential mode shift.

It is noted that:

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

Advisory Comments

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

Planning

18. 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.
19. Any existing buildings shall be removed with the appropriate demolition permit.
20. 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.

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.

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.

21. 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.
22. 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.
23. 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.
24. At the development permit stage, opportunities to increase local food security through community gardens, greenhouses, and orchards, should be provided.

25. At the time of Development Permit, Administration expects that applicants follow the six elements of Urban Design, as indicated below, to ensure high quality design and overall success for the project.

The Elements of Urban Design - The Key Principles

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

Place - Recognize and enhance the unique character of the site by responding to local vision and policy, contributing innovative interaction between architectural and public realm design (building-street interfaces). Create unique sense of place defined by immediate neighbourhood context, history of the site, public realm and proximity to transportation infrastructure.

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

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

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

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

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

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

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

26. Construct all regional pathway routes (if applicable) within and along the boundaries of the plan area according to Calgary Parks- Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.

27. All proposed parks and Regional/Local Pathways and Trails must comply with the Calgary Parks- Development Guidelines and Standard Specifications: Landscape Construction (current edition).
28. The developer shall endeavour to retain city trees adjacent to the site as per the Tree Protection Bylaw (23M2002). At the formal Development Permit stage, a landscape plan with tree details shall be provided, as well as, required tree protection information.

Note: Tree protection information given as per the approved Development Permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca or call 311 for more information.

29. At Development Permit indicate all existing public trees within 6.0m of the development site. As per the Tree Protection Bylaw, provide the following information:
 - a. Tree species
 - b. Caliper of tree trunk (dbh)
 - c. Height of tree
 - d. Location of the centre point of the tree trunk
 - e. Scaled outline of the tree canopy dripline
 - f. Indicate whether the tree is to remain or to be removed
30. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at www.calgary.ca. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.
31. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree protection plan visit www.calgary.ca and search 'protecting trees during construction and development;' alternatively, call 311.
32. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. The Public Tree(s) adjacent to this development are to be evaluated. Applicants that are unfamiliar with tree protection or tree appraisal are advised to consult an arborist.
33. Tree plantings within City of Calgary boulevards and/or right of ways are subject to approval from Utility Line Assignment and Parks. No person shall plant trees or shrubbery on City Lands without prior written authorization from the General Manager, Parks and in the case of walkways, medians, boulevards, and road rights of way, without additional prior written authorization from the General Manager, Engineering.
34. All Historical Resources Act approvals are subject to Section 31 of the Act "a person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall

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forthwith notify the Minister of the discovery." The chance discovery of historic resources is to be reported to the contacts identified within Standard Conditions under the Historical Resources Act.

Provide any Historical Resources documentation for the site.

35. 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.
36. 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.

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.

Utility Engineering

37. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to, 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).
38. The developer is responsible for ensuring that the environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.

The developer is responsible for ensuring that appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Parks, and Alberta Health Services.

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

The developer is responsible for ensuring that all reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of

the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.

If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

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

The developer is responsible for ensuring that the development is in compliance with applicable environmental approvals (e.g. Alberta Environment and Parks Development Approvals, Registrations, etc), Alberta Energy Regulator approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

39. 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.
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.
41. Off-site levies, charges and fees are applicable.
42. 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.
43. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
44. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
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.
46. Storm is available:
- 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
47. At time of development the following requirements will need to be met for the location of the buildings onsite:
1. A primary hydrant shall be located a maximum of 45m from the Fire Department Connection (FDC), for each sprinklered building, and a maximum of 90m from the Principal Entrances to the primary hydrant in an unsprinklered building greater than 600m² or more than 3 stories in height.
 2. The principal building entrance to be within 15.0m of the fire access route for buildings greater than 600m² or more than 3 stories in height.
 3. The requirements for Part 9 buildings facing a street come from NBC(AE) (2019) Division B, 9.10.20.3. where it specifically states access for fire department equipment shall be provided to each building by means of a street, private roadway, or yard. The principal entrance of the buildings must be consistent and face the street or road the building is addressed from.

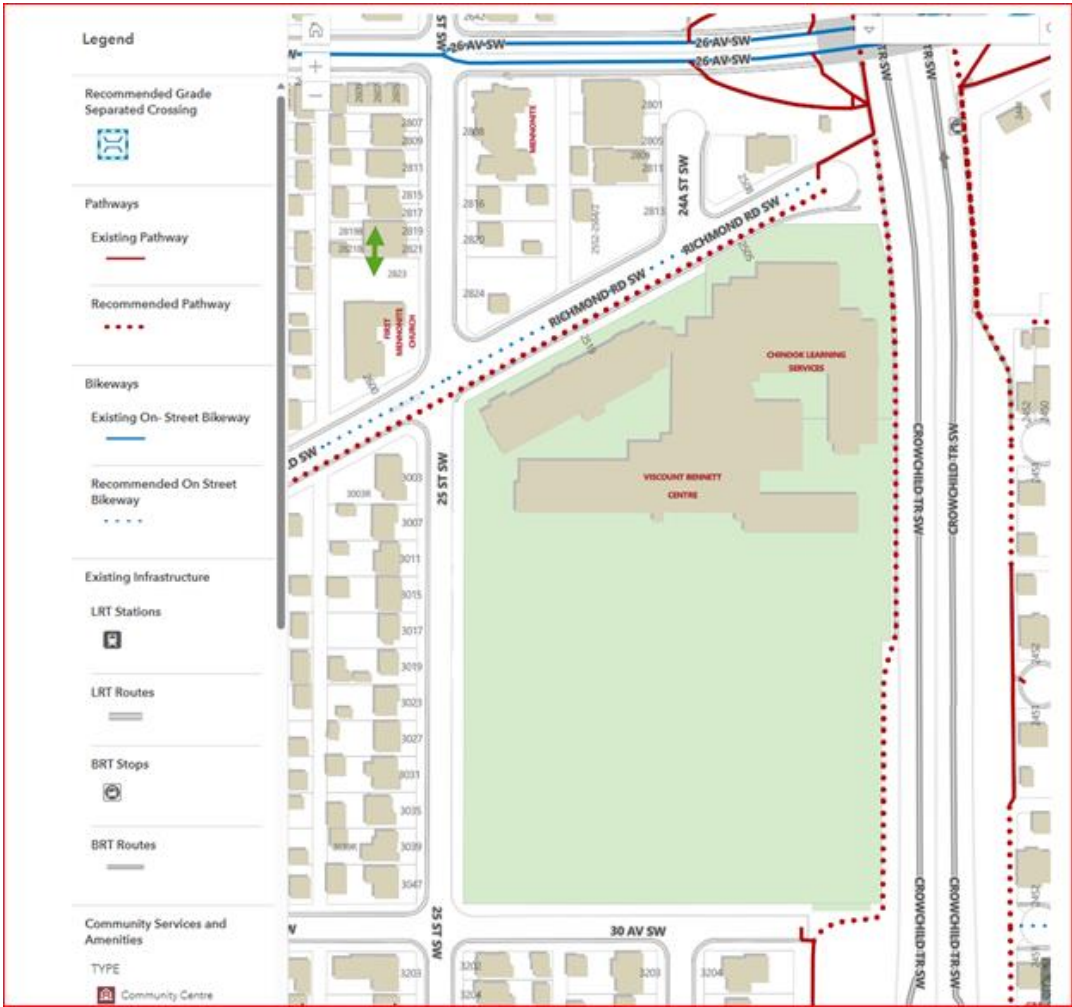
Mobility Engineering

48. The applicant is advised that review and approval / endorsement of the TIA findings will be required prior to approval of the Land Use.
49. The applicant is advised that the 26 Avenue - Mobility Improvements project is underway in close proximity to the subject site.

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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.

The applicant will demonstrate how the overall redevelopment project will provide connectivity to the enhanced 26 Avenue project as well as the 5A network and Transit stops. See Illustration below.



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

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.
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.
54. 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.

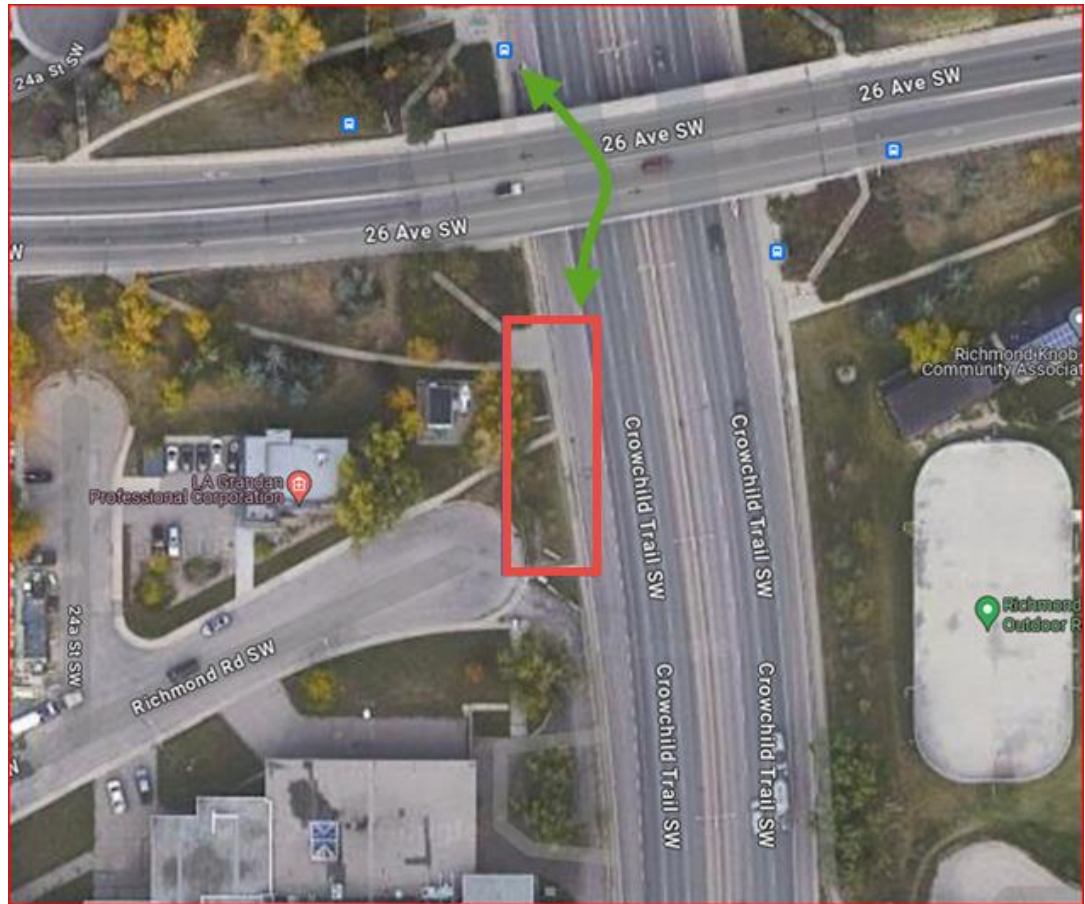
All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development will be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developers expense.

55. The developer is advised that currently the transit stops on Crowchild Trail SW are not capitially 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.

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. See illustration below.



56. The applicant is advised that at the appropriate time of redevelopment, it is anticipated that the southbound Crowchild Trail SW at 26 Avenue SW Station will be relocated south to the farside of the underpass to best meet the design standards of the MAX Station and in line with connectivity to and within the site and Richmond Road SW. The applicant is encouraged to contact Transit to discuss connectivity of the transit zone to the future redevelopment. See typical illustration below.



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.
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.
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.
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.
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.