

x = 3404 Richmond Rd  
 O = All the bus stops that have been removed

RECENTLY SIX BUS STOPES BETWEEN 37<sup>TH</sup> STREET AND 29<sup>TH</sup> STREET HAVE BEEN REMOVED MAKING THE DISTANCES TO THE NEAREST TRANSIT STOPS AT LEAST 30% GREATER THAN THE 400 METER GUIDELINE (THEY ARE 550, 550 AND 700 METERS AWAY)

<p><b>CITY OF CALGARY</b>  <b>RECEIVED</b>          IN COUNCIL CHAMBER</p> <p><b>JAN 12 2015</b></p> <p>ITEM: <u>CPC2015-007</u>  <u>Distribution</u></p> <p>CITY CLERK'S DEPARTMENT</p>
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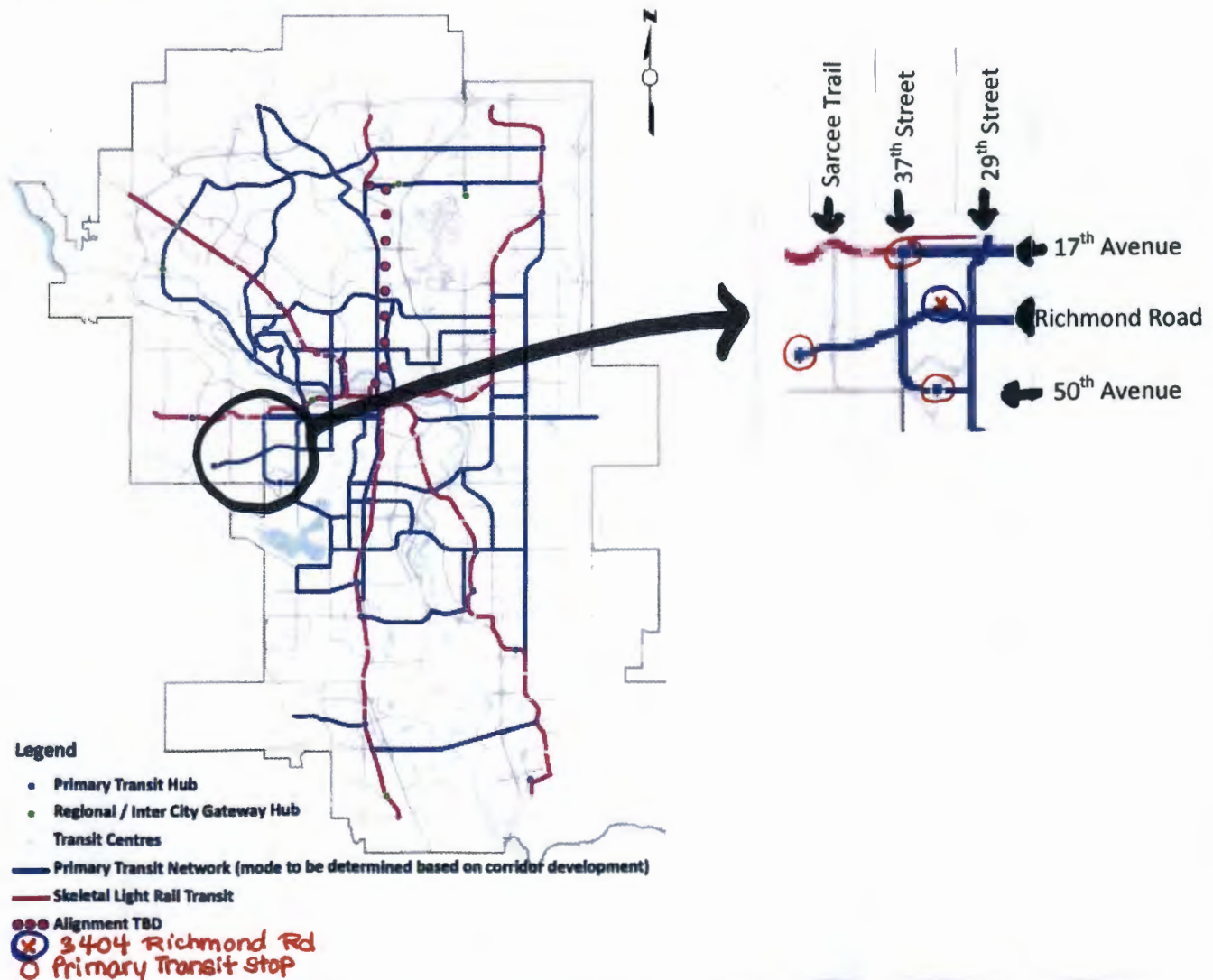
**Phase three** of RouteAhead involved developing the strategic plan itself. The RouteAhead plan consists of six sections:

- Section 1: The 30-year Vision for Public Transit in Calgary
- Section 2: About RouteAhead
- Section 3: The RouteAhead for the Customer Experience
- Section 4: The RouteAhead for Calgary Transit's Network
- Section 5: The RouteAhead for our Finances
- Section 6: What's Next

The plan includes visions, directions and strategies to address the future customer experience, network/capital plan, and funding of public transit in Calgary.

A Primary Transit Network, illustrated in Figure 4, will be developed in phases over the next 30 years. This core network will feature high frequency, longer span of service, speed/directness, service reliability, and increased transit capacity.

**Figure 4. Primary Transit Network**



THE NEAREST EXISTING OR PLANNED PRIMARY TRANSIT STOPS ARE AT LEAST THREE TIMES GREATER THAN THE 600 METER GUIDELINE (THEY ARE 1.8 AND 2.2 KM AWAY WITH ONE PLANNED WEST OF SARCEE TRAIL ACCORDING TO THE "TRANSITWAYS AND THE ROUTEAHEAD FOR CALGARY TRANSIT" POSITION PAPER OF 2013 PAGE 6)





**PHOTOGRAPH OF RICHMOND ROAD AT 3404 RICHMOND ROAD SW**

**ROADWAY IS APPROXIMATELY 12 m IN WIDTH – NOTE, NO BIKE LANES**

THE PROPOSED BY-LAW STATES THAT RICHMOND ROAD IS CLASSIFIED AS AN “ARTERIAL STREET”. IT CLEARLY DOES NOT COMPLY WITH THE CITY’S DEFINITION OF ‘ARTERIAL STREETS’ WHICH REQUIRES SUCH ROADWAYS TO BE 36m WIDE OVERALL WITH BIKE LANES OR ITS DEFINITION OF ‘LOCAL ARTERIALS’ WHICH ARE TO BE A MINIMUM OF 32 m WIDE WITH BIKE LANES. EVEN IF CLASSIFIED AS A “COLLECTOR” STREET IT’S UNDER THE MINIMUM WIDTH OF 29m FOR A ‘PRIMARY COLLECTOR’ AND ALSO UNDER THE MINIMUM WIDTH OF 22.5 m FOR A ‘COLLECTOR STREET’ WITH NO ALLOWANCE FOR BIKE LANES. ALTHOUGH THERE IS A PARKING LANE, IT’S UNPLOWED MAKING IT NOT AN IDEAL PLACE TO PARK (AS EVIDENT IN THE PHOTOGRAPH)

SOURCE: COMPLETE STREETS POLICY APPROVED BY COUNCIL NOVEMBER 3, 2014, PAGES 106, 108, 112, 113



**THERE ARE PRESENTLY THREE TALL CONIFERS AND 13 BUSHES ON THE SITE OF 3404 RICHMOND ROAD SW. RESIDENTS IN THE AREA HAVE BEEN DILIGENT IN INSTALLING NEW TREES ON THEIR YARDS IN SUPPORT OF THE "NEIGHBOUR WOODS" PROGRAM RUN BY THE CITY OF CALGARY.**



### Proposed Location Criteria for Multi-Residential Infill

In order to assist in the evaluation of land use amendment applications and associated local area plan amendments, the following criteria shall be applied and reported on in Administration reports to Calgary Planning Commission. These criteria are not meant to be applied in an absolute sense to determine whether or not a site should be recommended for approval. In general, the more criteria an application can meet, the more appropriate the site is considered for multi-residential infill development (all other things being considered equal). The following table represents a proposed checklist for preferred conditions to support land use amendments in low density residential areas. It is to be used in the review and evaluation of land use amendment applications for the following districts or direct control districts based on the following districts:

Multi-residential - Contextual Grade-Oriented (M-CG) District  
Multi-residential - Contextual Low Profile (M-C1) District  
Multi-residential - Contextual Medium Profile (M-C2) District

Criteria	Subject Site	Comments	Our Comments
1	On a corner parcel.	Corner developments have fewer direct interfaces with low density development.  Corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment.	
2	Within 400m of a transit stop.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.	The distances to the nearest transit stops are actually 30% greater than the 400m guideline (550m, 550m and 700m). There are no transit stops on the north side of Richmond Rd. where this property is!
3	Within 600m of an existing or planned Primary Transit stop or station.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.	The nearest existing or planned Primary Transit stop is three times the 600m guideline (1.8 km and 2.2km with one planned west of Sarcee Trail)
4	On a collector or higher standard roadway on at least one frontage.	Minimizes traffic on local streets.	Richmond Road doesn't meet the criteria for a Collector or Arterial Road
5	Adjacent to existing or planned non-residential development or multi-dwelling development.	Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings.	
6	Adjacent to or across from existing or planned open space or park or community amenity.	Creates an appropriate transition between low density and other land uses.	It does not meet this criteria
7	Along or in close proximity to an existing or planned corridor or activity centre.	Creates an appropriate transition between low density and other land uses	
8	Direct lane access.	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.	The lane behind the proposed development is narrower than the standard width of 18ft. It is unpaved and unmaintained making it difficult to negotiate parking and driving.

The proposed development at 3404 Richmond Road S.W. barely meets 50% of the proposed location criteria for multi-residential infill