

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Richmond, at the northeast corner of 25 Street SW and Richmond Road SW. The site consists of three consolidated parcels and is approximately 0.21 hectares (0.52 acres) in size and approximately 60 metres wide by 38 metres deep. This corner site is bound by 25 Street SW to the west and Richmond Road SW to the south, and a lane exists to the east that provides additional access to the site. The existing buildings on the site consist of two single-detached dwellings with rear detached garages.

Surrounding development is characterized by a mix of residential, commercial and institutional developments. Directly east of the subject site is a five-storey mixed use building under construction with commercial units at-grade facing Richmond Road SW. Further to the east and northeast of the subject site are office and commercial developments and a two-storey townhouse development. Directly north of the site is a three-storey seniors building (Menno Court- Bethany Seniors) and west of the site is the First Mennonite Church and semi-detached buildings.

South of the subject site, across Richmond Road SW, is the Viscount Bennett redevelopment site. A land use amendment for the redevelopment site was recently approved by Council and future uses on the site will include a new public park (Municipal Reserve) on the southeast corner of Richmond Road SW and 25 Street SW. A Direct Control District ([Bylaw 66D2025](#)) based on the Multi-Residential – High Density Medium Rise (M-H2) District was approved to accommodate multi-residential development of varying heights throughout the site.

The site is in proximity to several community amenities including: the Richmond-Knob Hill Community Association and Richmond School (Kindergarten - Grade 6) sites (300 metres - a five-minute walk), the Killarney-Glengarry Community Association site (375 metres - a six-minute walk), and the Richmond Shopping Centre (800 metres – an 11-minute walk).

Community Peak Population Table

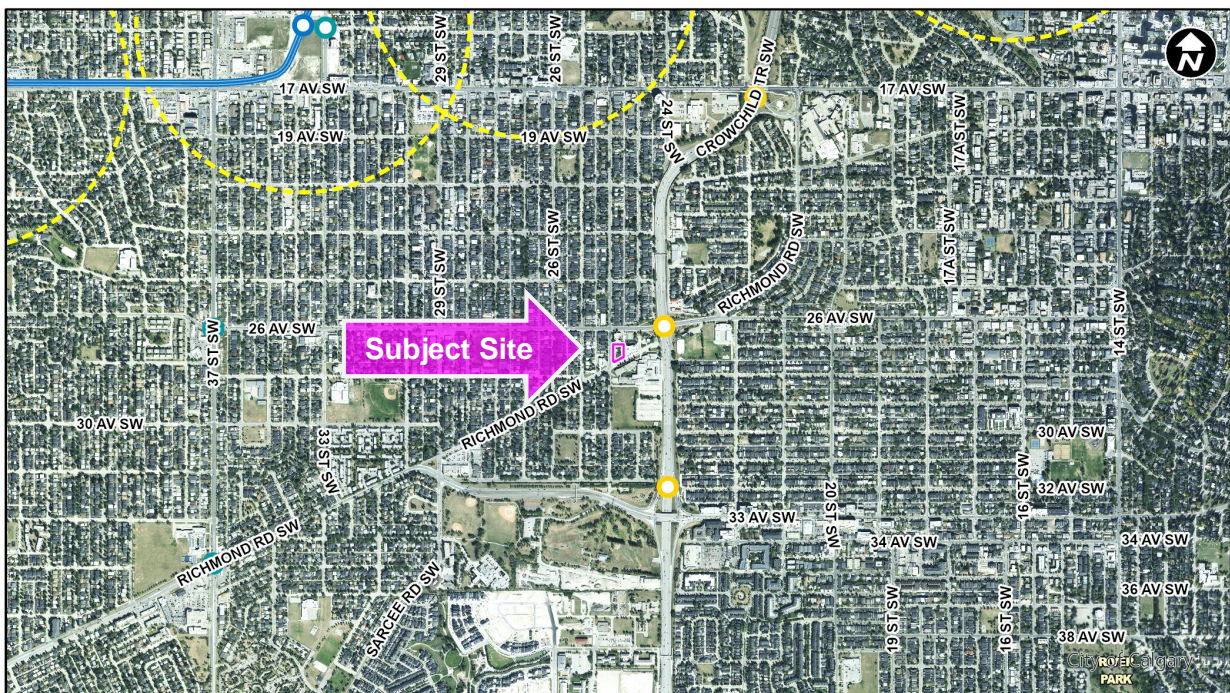
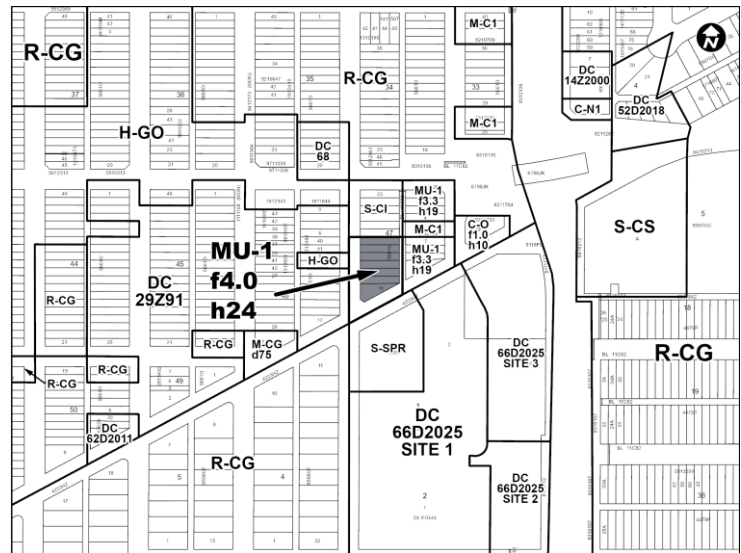
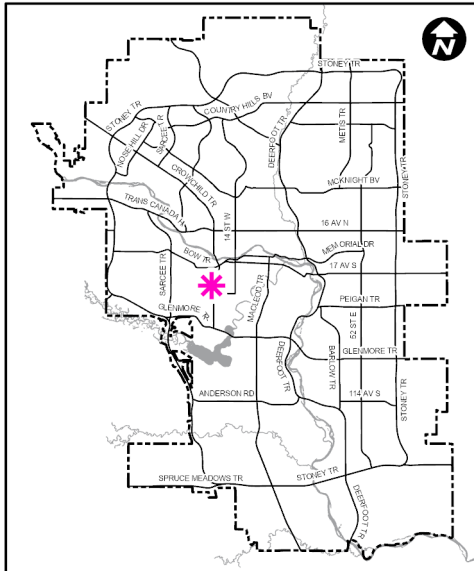
As identified below, the community of Richmond reached its peak population in 1968.

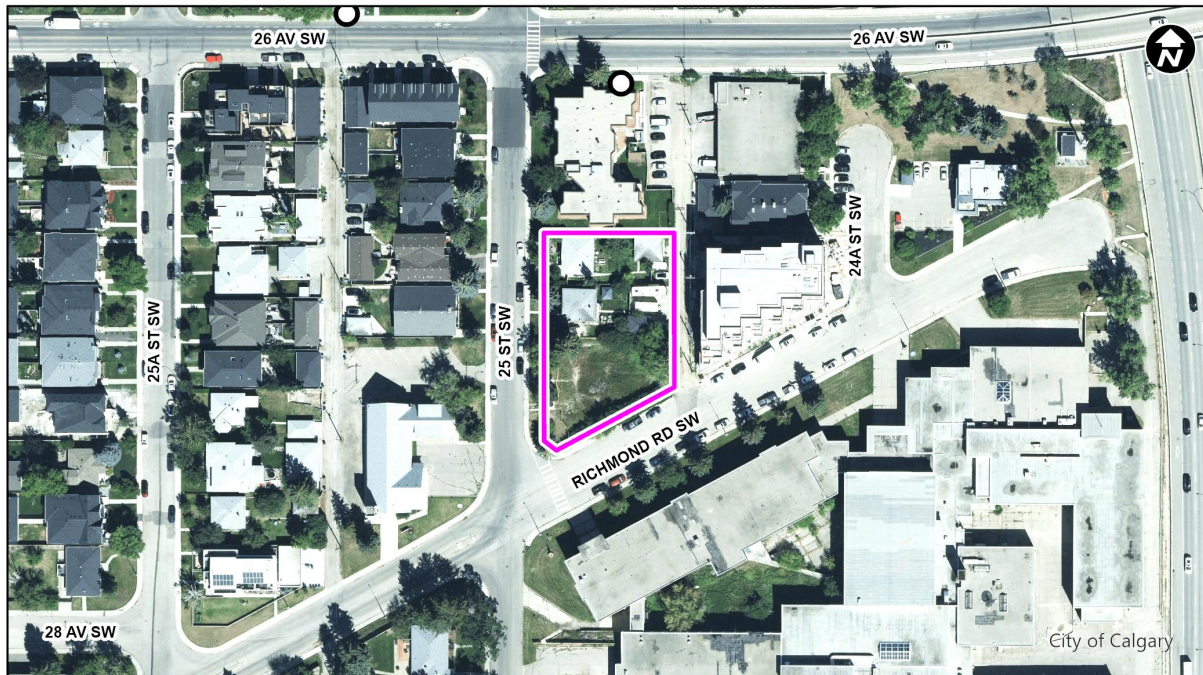
Richmond	
Peak Population Year	1968
Peak Population	5,080
2019 Current Population	4,962
Difference in Population (Number)	118
Difference in Population (Percent)	-2.32%

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

Land Use

The existing land use designation on the subject site is Residential – Grade-Oriented Infill (R-CG) District.

The R-CG District is intended to accommodate a range of grade-oriented development including single-detached dwellings, semi-detached dwellings, duplex dwellings, rowhouses and townhouses as well as secondary suites and backyard suites. The maximum building height is 11.0 metres (approximately three storeys).

The Mixed Use – General (MU-1) District is intended to accommodate both residential and commercial uses at grade and respond to the local context by establishing a maximum building height for individual parcels. The proposed MU-1f4.0h24 District would allow for a maximum floor area ratio of 4.0, which equates to a building floor area of approximately 8,458 square metres. The proposed maximum building height of 24.0 metres would allow for approximately six storeys with commercial uses at grade.

Development and Site Design

If approved by Council, the rules for the proposed MU-1f4.0h24 District would provide guidance for future development of the site, including building height and massing, setbacks, landscaping, parcel coverage and parking.

A development permit has been received by Administration and is currently under review. The proposed development is for a six-storey mixed-use building with 94 dwelling units and three live-work units facing Richmond Road SW. The ground floor height is sufficient to allow the opportunity to transition to commercial uses in the future.

Given the specific context of this corner site, key factors being considered during the review of the development permit application include the following:

- building design, at grade orientation of units, overall site planning and location of principle access and amenity spaces;
- site landscaping and amenity spaces, including landscaping along 25 Street SW and Richmond Road SW; and
- road network improvements to 25 Street SW and Richmond Road SW.

Transportation

The site is bound by Richmond Road SW to the south and 25 Street SW to the west, both are identified as collector roads. Primary vehicular access to the site will be from the adjacent lane located on the east side of the parcel. The parcel is within an existing Residential Parking Permit Zone, with restrictions to on-street parking along 25 Street SW and Richmond Road SW.

As part of the adjacent Viscount Bennett site redevelopment, upgrades to Richmond Road SW will include the addition of angled parking on the south side of the street. As part of this application, required upgrades to 25 Street SW include road widening along its eastern edge to create an appropriate width of roadway to ensure two travel lanes, two parking lanes and a treed boulevard adjacent to the subject site.

Active modes upgrades surrounding the subject site include a wider sidewalk standard along Richmond Road SW to match the adjacent sidewalk that was widened as part of the mixed-use development to the east. A future bikeway and multi-use pathway are also planned along the south side of Richmond Road SW. The City is in the process of upgrading 26 Avenue SW, creating better defined cycling lanes and upgrading the Always Available for All Ages and Abilities (5A) Network through the addition of multi-use pathways.

The subject site is within 200 metres (four-minute walk) of the MAX Yellow Bus Rapid Transit (BRT) Station on Crowchild Trail SW at 26 Avenue SW, which is part of the primary transit network. The Max Yellow (Route 304 – Woodpark/City Centre) serves Woodbine, Southland Leisure Centre, Heritage Park, Rocky View Hospital, Mount Royal University, Marda Loop and Downtown. This transit stop also serves Bus Route 20 (Heritage/Northmount) and Route 66 (Lakeview). Planned transit improvements include upgrades to northbound and southbound Crowchild Trail SW transit stations (at 26 Avenue SW). A transit plaza will also be added adjacent to the southbound transit station, which will be relocated to the end of Richmond Road SW. These improvements will facilitate connectivity to and from the BRT station to the surrounding community, including the subject site. The developer of this proposal has committed to a voluntary monetary contribution to The City to assist with these BRT transit station improvements. This contribution would help secure the budget required for the project, including the currently unfunded transit plaza, and may help provide further enhancements to the transit stations, plaza, and transit accessibility for the shared benefit of making the surrounding developments and community a more attractive and vibrant place to live.

In addition, Bus Route 6 (City Centre) runs regular service along 26 Avenue SW, with both eastbound and westbound stops located approximately 50 metres (less than one minute walk) north of the subject site.

A Transportation Impact Statement (TIS) was submitted for this application and accepted by Administration. The TIS compared the proposed increase in density of the subject site with the long term assessment contained within the Transportation Impact Assessment (TIA) undertaken as part of the Viscount Bennett redevelopment project. The TIS confirmed that the development scenarios and recommendations contained within the broader TIA remain valid, and that the proposed increase in density at the subject site would not have an impact on the long-term performance of the road network as assessed in the Viscount Bennett TIA.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Existing water, stormwater and sanitary sewers are available to service the subject site.

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 subject parcel is located within the Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Inner City Areas are primarily residential areas that include a mix of residential uses. The proposal aligns with the MDP goal of intensifying the Inner City areas and encouraging a transit-supportive land use framework by locating population growth within walking distance of the primary transit network and making efficient use of existing infrastructure.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). As part of the development permit application, the applicant has committed to providing ten percent of parking stalls (nine stalls) as electric vehicle (EV) ready stalls and the remainder as EV capable stalls. This supports Program F: Zero Emission Vehicles of the *Climate Strategy*. The developer's voluntary monetary contribution to assist with the 26 Avenue SW BRT transit station improvements helps support Program G: Mode Shift, increasing investment in the primary transit network. The proposed land use amendment aligns with Program H: Focus Land Use Planning to Prioritize Zero Emissions City Design by supporting higher density development near the primary transit network and active mobility networks.

Westbrook Communities Local Area Plan

This site is located in the [Westbrook Communities Local Area Plan](#) (LAP), which includes Richmond and surrounding communities. The subject site is within the 'Neighbourhood Connector' urban form category, characterized by a broad range of housing types along higher activity, predominantly residential streets. The building scale modifier applied to the site is 'Low',

which is defined as buildings of six storeys or less and typically consist of apartments, stacked townhouses, mixed use and industrial buildings. The proposal is in alignment with the applicable urban form category and building scale modifier for the subject site. The LAP also identifies the site within a 'Transit Station Area' which is intended to provide a concentration of private and public amenities that are supported by higher residential densities and high levels of pedestrian activity.