

Richmond Rd SW

Active projects

Active Main Streets projects

Main Streets engagement events

Active projects

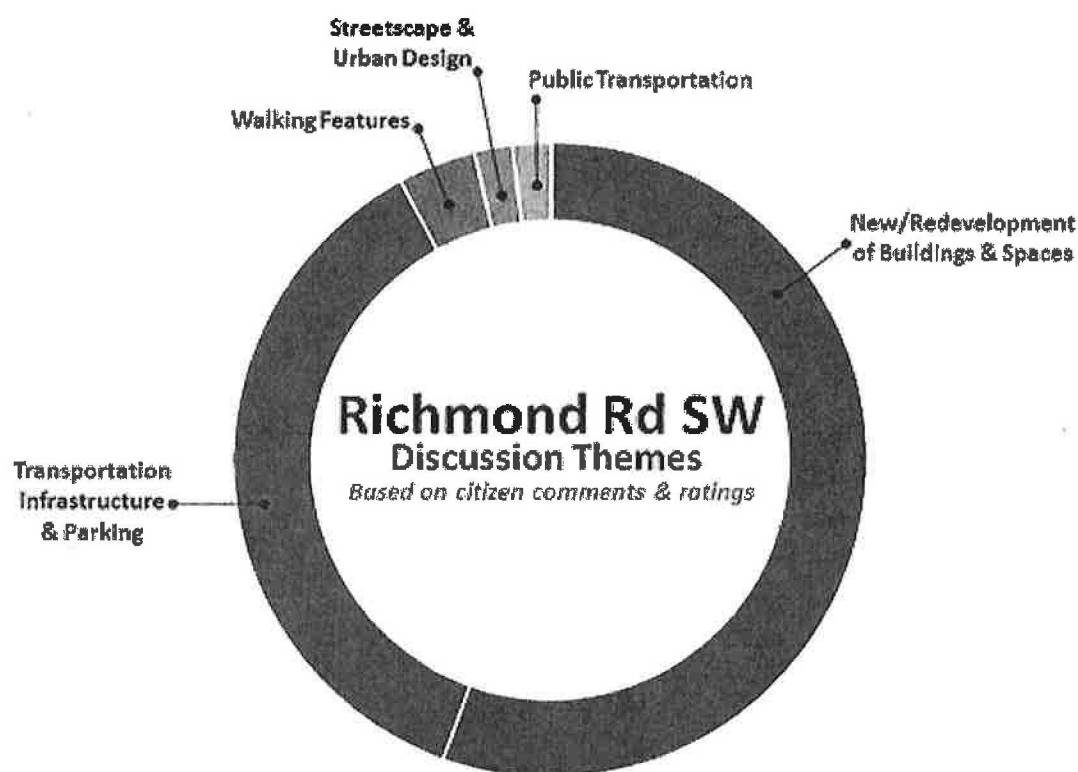
Get involved

The Richmond Road main street goes from Sarcee Trail to 37 Street SW between the communities of Glamorgan and Glenbrook.

About



What we've heard



Top comments (ranked in order of citizen rating)

Opportunities

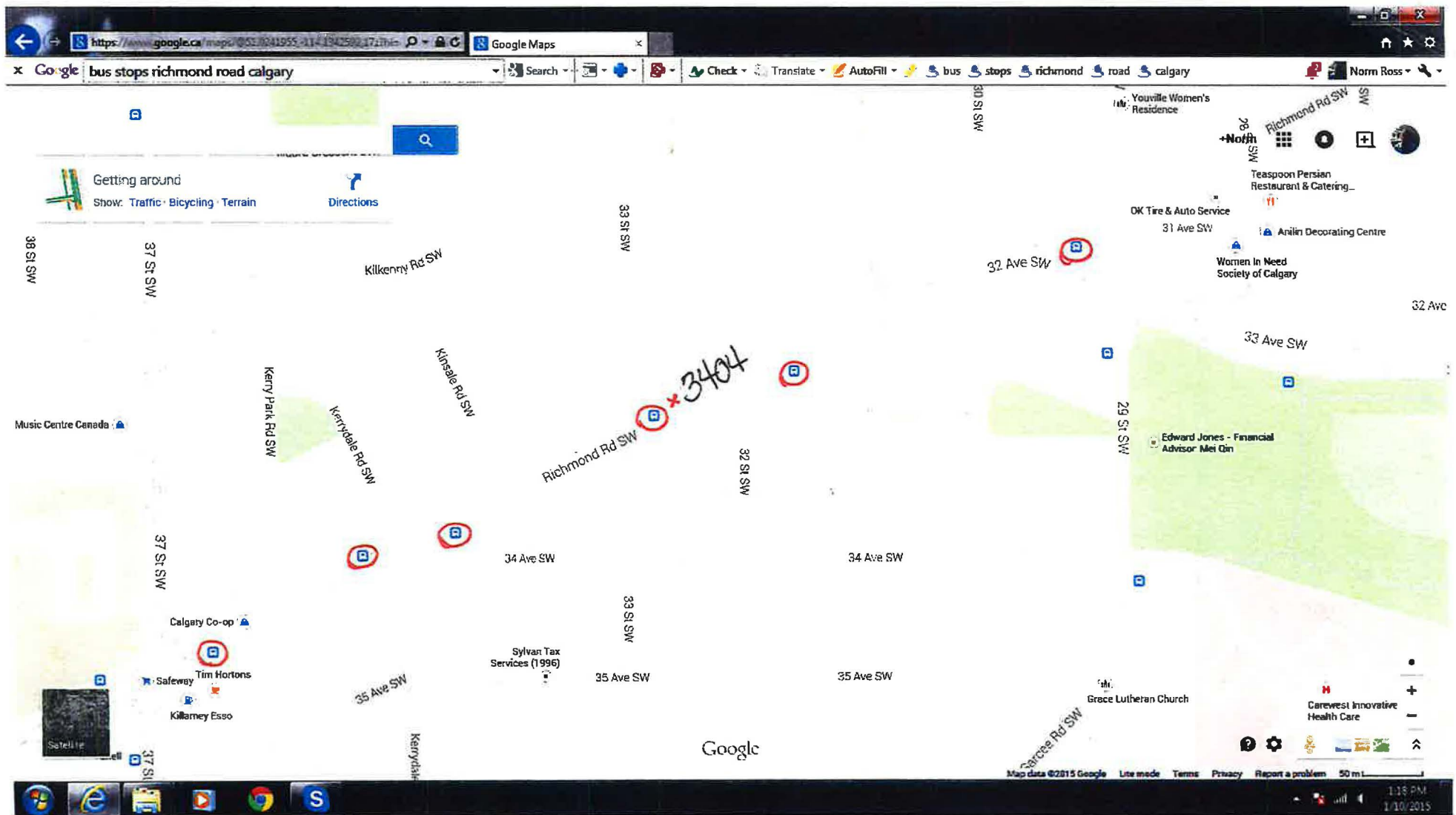
1. Focus density on larger sites (ends of main street) with low to medium rise residential buildings
2. Traffic calming along Richmond Road - this is needed to create a more pedestrian friendly environment
3. Walkability is very important - Richmond Road should be made more aesthetically pleasing and safe.

Issues

1. Transportation concerns - new development and construction of a ring road
2. Loss of transit, not enough transit, poor links to downtown
3. Transit along Richmond Road to Marda Loop - there is no public transit along Richmond Road/33 Avenue between 37 Street and 14 Street SW

Outcomes

1. Safe and vibrant main street sidewalks
2. High quality public realm elements



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

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



*
3404

PHOTOGRAPH OF RICHMOND ROAD AT 3404 RICHMOND ROAD SW

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

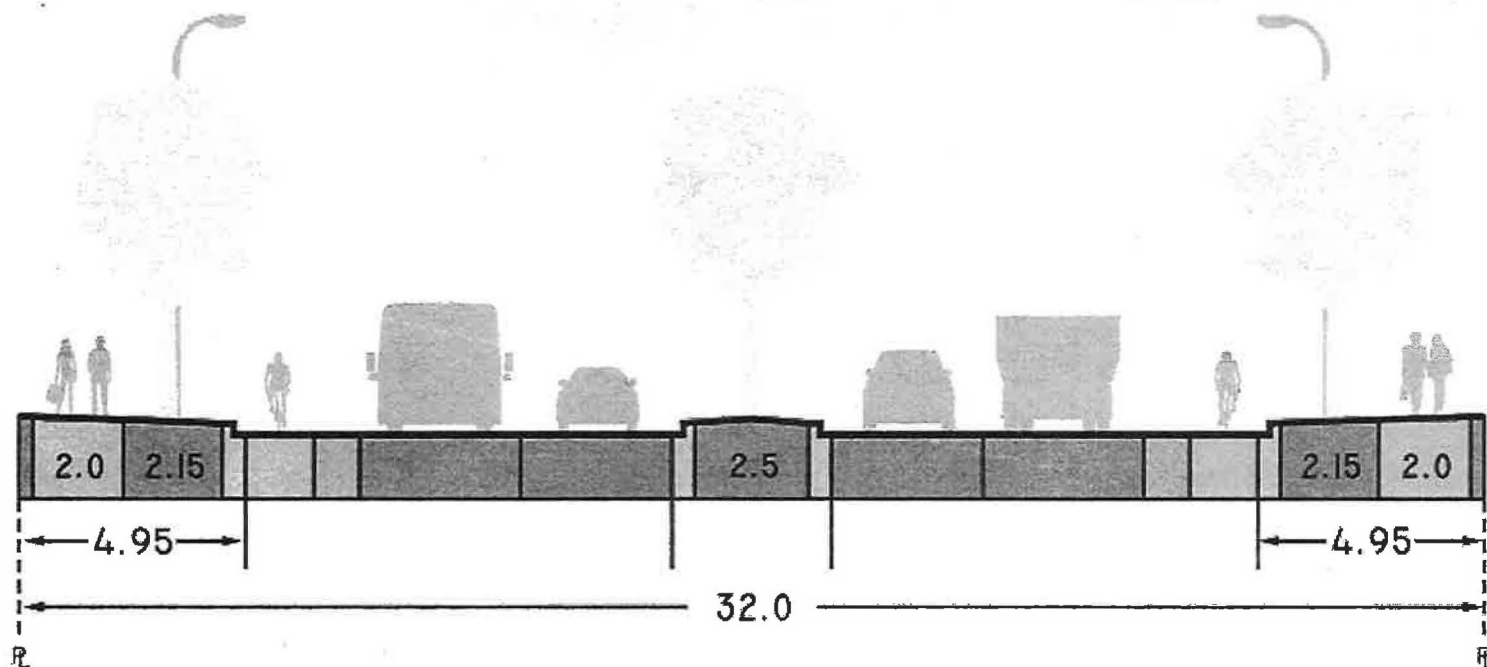
THE PROPOSED BY-LAW STATES THAT RICHMOND ROAD IS CLASSIFIED AS AN “ARTERIAL STREET”. IT CLEARLY DOES NOT COMPLY WITH THE CITY’S DEFINITION OF ‘ARTERIAL STREETS’ WHICH REQUIRES SUCH ROADWAYS TO BE 36m WIDE OVERALL WITH BIKE LANES OR ITS DEFINITION OF ‘LOCAL ARTERIALS’ WHICH ARE TO BE A MINIMUM OF 32 m 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

Figure 5.3-4: Local arterial street

Arterial Streets		
Local Arterial		
Daily Traffic Volume (vehicles)	Number of Lanes	Right-of-way Requirement
15,000 - 20,000	4	32.0 m (min)

* 18,000 vehicles

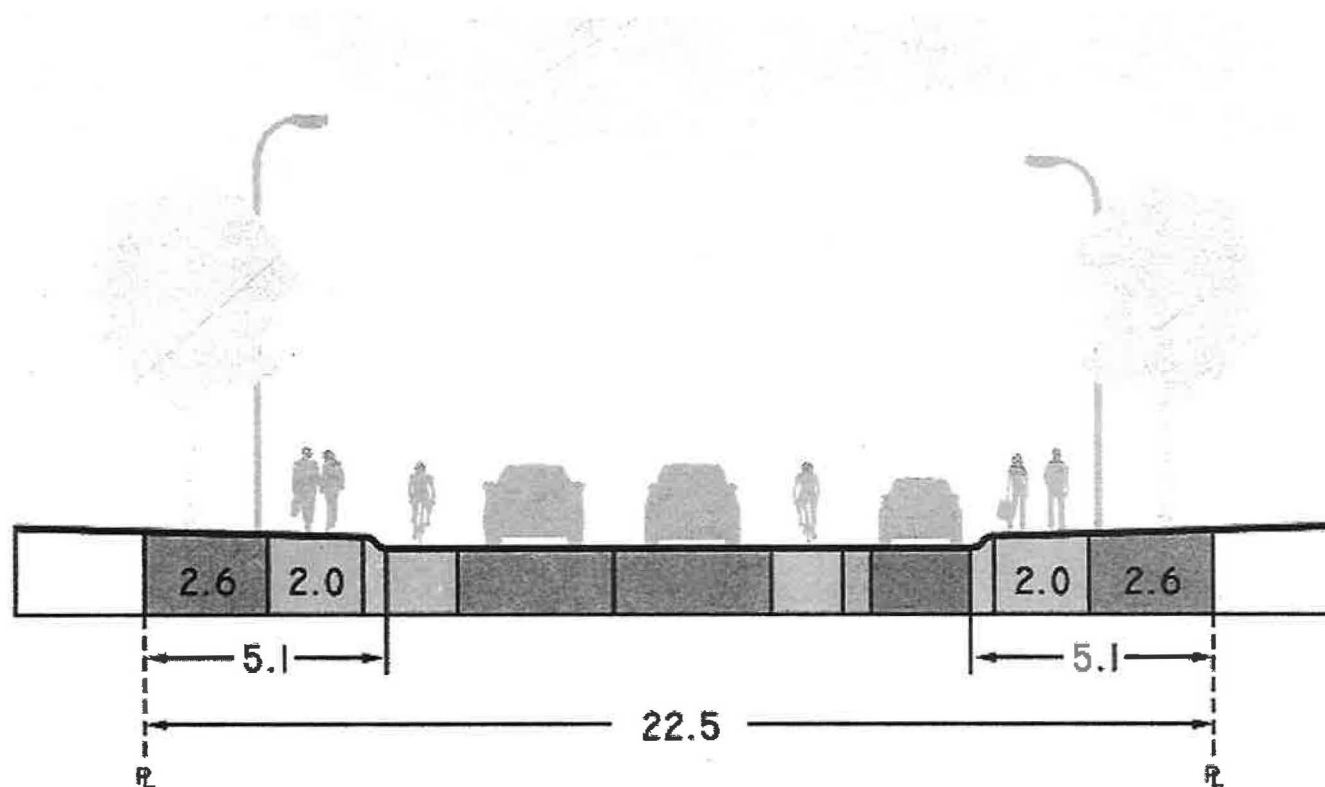


LEGEND					
	VEHICLE TRAVEL LANE		BICYCLE LANE		GREEN INFRASTRUCTURE
	CURB AND GUTTER		BICYCLE BUFFER		EASEMENT
	SIDEWALK OR MULTI-USE PATHWAY		PARKING LANE		

BOW TRAIL IS AN EXAMPLE OF ARTERIAL STREET

Figure 5.3-9: Collector street

Local Street		
Collector Street		
Daily Traffic Volume (vehicles)	Number of Lanes	Right-of-way Requirement
2,000 – 8,000	2	22.5 m



LEGEND					
	VEHICLE TRAVEL LANE		BICYCLE LANE		GREEN INFRASTRUCTURE
	CURB AND GUTTER		BICYCLE BUFFER		EASEMENT
	SIDEWALK OR MULTI-USE PATHWAY		PARKING LANE		

Where are the Accidents?

Traffic Director Naz reported on the three most dangerous intersections in Killarney. Drumroll please...

#3) 26th ave and 25th street, just coming off of the flyover. The combination of the blind approach from the north, crosswalk, bike lanes, and people picking up speed coming off of the flyover is a combination that means disaster.

#2) 29th st and 26th ave. If you travel 26th ave during rush hour, you know this spot: The lights at the 7-Eleven. Again, the combination of high volumes in both directions, bike lanes, and lack of left-turn lanes all add up to accidents.

And the winner is...

#1) 29th st (Sarcee Road) and Richmond Road. Is this one any surprise? There's a bend in the road with a blind light. Blind driveways entering into the lane heading eastbound. Lane constriction heading westbound just after the intersection. A merge lane entering in at the same spot. Richmond Road crossing over 29th before the merge. The short entrance into the mall. The host of problems with this intersection are myriad, and it's no surprise where it ended up on the list. The upside? Now that the 108 bus stop is no longer active on the island, this intersection could be reimagined to be much more effective, and much safer. Traffic circle anyone?

POLICY AMENDMENT AND LAND USE AMENDMENT
KILLARNEY/GLENGARRY (WARD 8)
NW CORNER OF RICHMOND ROAD AND 33 STREET SW
BYLAWS 1P2015 AND 7D2015

MAP 7C

APPENDIX II

LETTERS SUBMITTED

From: KNH
To: Civitarese, Dino
Cc: "Steve Norris"
Subject: LOC2014-0096 3404 Richmond Road SW
Date: Friday, July 04, 2014 11:53:00 PM

Dino:

You have received several notes from residents who would be closely affected by the proposed 6 unit development at 3404 Richmond Road SW eloquently outlining the difficulties with parking and traffic that currently exist at the corner of 33rd Street and Richmond Road. On paper, this site appears to be close to public transit, however there are real problems in actually accessing transit. Transit does not run along Richmond Road between 29th and 37th Street so the only points of access are at 29th Street or at 37 Street. 29th Street and Richmond Road being a high accident location. In winter, facing the challenge walking four blocks on sidewalks that are seldom cleared and icy with splashback, then crossing a busy intersection, most people will choose to drive wherever they need to go. Public Transit is seen as a practical alternative only when it is an easy alternative. This means that to make the development viable, adequate parking for residents and their visitors must be located on site.

The Development Committee of the KGCA strongly support increased density in the neighbourhood and embrace initiatives that build homes that are affordable, in a walkable hub, and that have good access to public transit. Consequently most members are supportive of the proposal to rezone this corner parcel to allow six units. However the residents who use 33rd Street and who live in the vicinity of the proposed development do not support the proposal. The Community Association, by its nature, exists to speak for residents, therefore because of the parking problems the KGCA does not support the current proposal for six units on the parcel.

Thank you to Steve Norris at Sarina homes for presenting the proposal to the Development Committee. We would be happy to continue the discussion for density greater than the current zoning, taking into consideration extra parking on site. We also offer to organize a joint meeting with Sarina Homes and affected residents so that any issues can be resolved together.

Regards,

Keren Houlgate
Director, Development
Killarney Glengarry Community Association
403-807-2075

D. Civitarese/ R. Dillon