

# 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

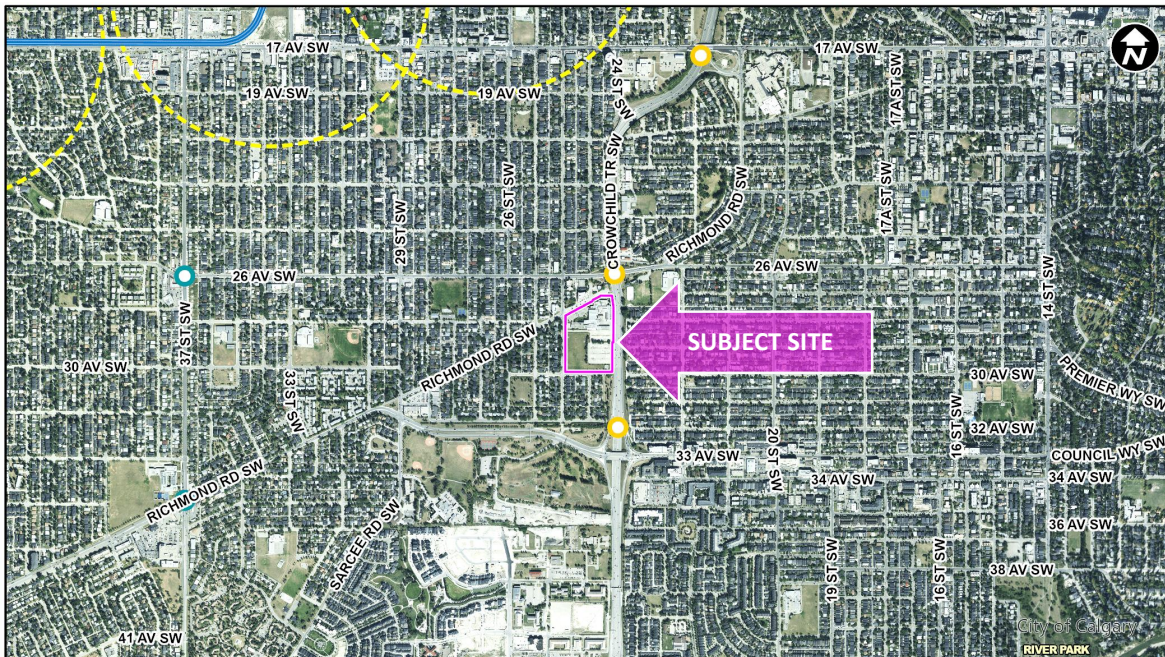
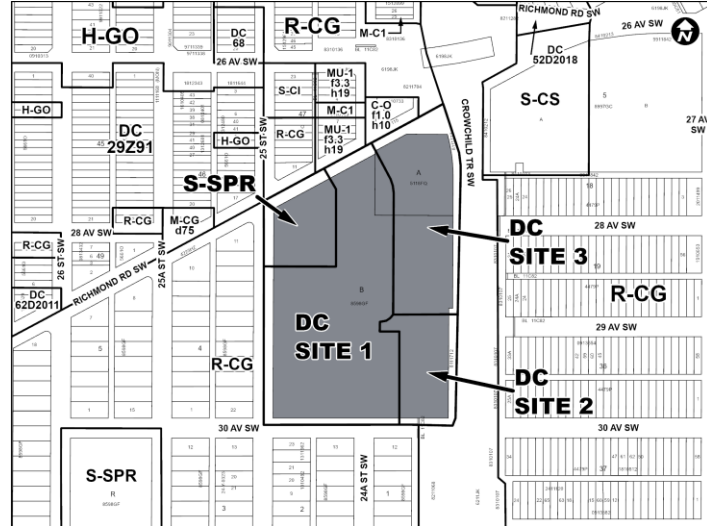
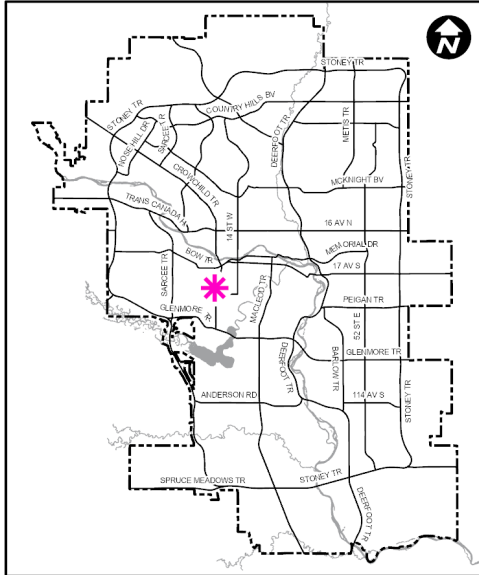
As identified below, the community of Richmond reached its peak population in 1968.

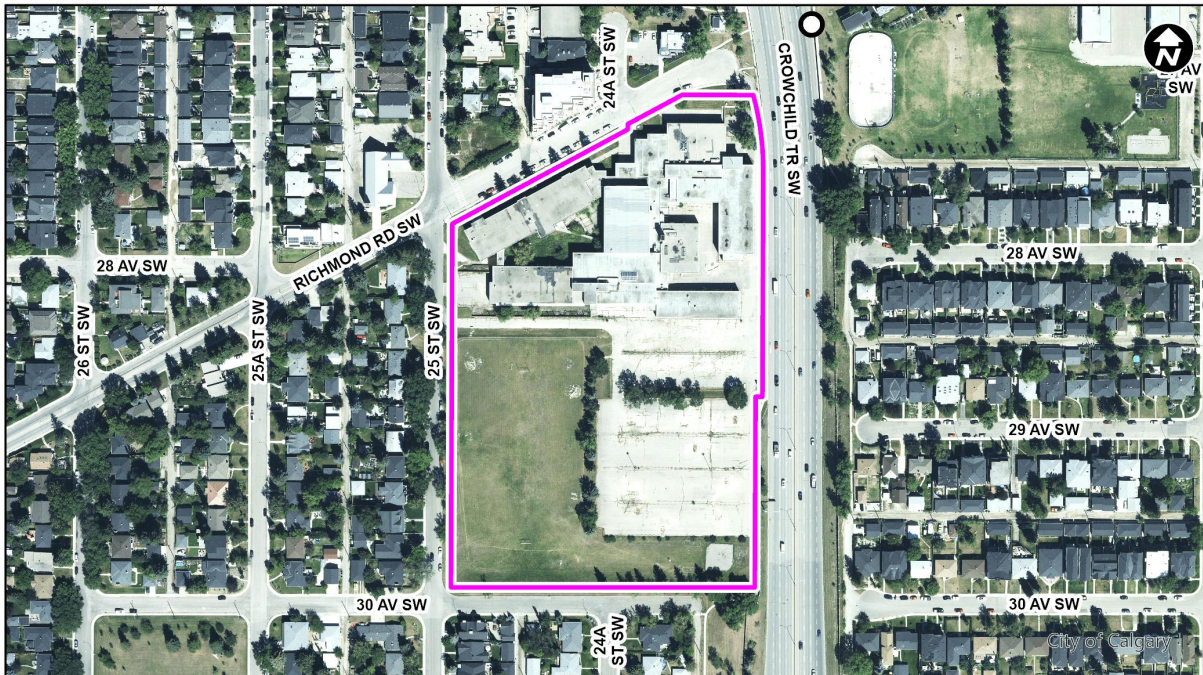
<b>Richmond</b>	
Peak Population Year	1968
Peak Population	5,080
2019 Current Population	4,962
Difference in Population (Number)	- 118
Difference in Population (Percent)	- 2.3%

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.