

Westbrook LAP

Zoomed out to show relative to other “high activity” areas

Completely out of character with surrounding communities and neighborhoods.

Minto’s proposal has more intense urban scale than areas with the highest activity.



Westbrook Transit Station Area

Westbrook Station is located within a large site bounded by Bow Trail to the north, the 37 Avenue SW Main Street to the west, the 17 Avenue SW Main Street to the south and 33 Street SW to the east (Figure 13: Westbrook Transit Station Area). The station area extends beyond this site in all directions. The station is adjacent to many commercial services and public amenities, including the Nicholls Family Library, which is located within the station building itself. Westbrook Station also acts an important transit hub for the region with local, crosstown and BRT routes accessing the station. It also serves as a station for regional charter bus services to Banff and British Columbia. Westbrook Station is envisioned to be the focal point of the Westbrook Communities and is expected to have the highest levels of activity and development intensity.

The Core Zone is given a Neighbourhood Commercial urban form category and building scales ranging from Low to High to support the anticipated level of activity in this area. Park space should be pursued within the Core Zone in order to provide open space and amenities for residents and visitors to the area.

- r. Commercial uses are encouraged to be provided at grade throughout the core area and are required in key locations.
- s. A centralized park space, approximately 1.2 hectares in size, should be provided within the Westbrook Mall site to provide amenities for local residents.
- t. Development on the Westbrook Mall site should provide a network of internal streets and lanes that:
 - i. establishes a hierarchy of activity among streets, including streets that can accommodate transit access to Westbrook Station;
 - ii. locates higher activity commercial uses at grade on higher-activity streets;

- iii. locates residential uses and lower-activity commercial uses on lower-activity streets;
- iv. locates loading and servicing on lanes or low activity streets; and,
- v. provides safe and convenient pedestrian circulation through the area.
- u. Residential units may be located on the ground floor of buildings facing lower activity streets or public open spaces.
- v. Office uses are encouraged to be located closest to station access points, or along Bow Trail SW.
- w. Larger format retail uses should be encouraged to provide underground parking. Where surface parking is provided, parking areas should be small, landscaped and provided with convenient marked pedestrian access throughout.
- x. Large format retail uses may locate in the Core Zone where parking for the use is provided underground, and the use is located on the second floor or above.
- y. Large format retail may locate on the ground floor where blank facades are reduced through the use of smaller retail units or at-grade residential units to wrap the larger format retail use.
- z. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets. New surface parking areas should not be provided adjacent to the 17 Avenue SW Main Street, the 37 Avenue SW Main Street or 33 Street SW.
- aa. The minimum building height of new development in the Core Zone should be 6 storeys, except for commercial uses that generate a high degree of pedestrian activity such as grocery stores, food kiosks, restaurants and markets.

- ab. Uses that utilize and activate the space directly above the Blue Line LRT tunnel are strongly encouraged. Such uses may include, but are not limited to:
 - i. outdoor cafes;
 - ii. temporary structures and structures that do not require a permanent foundation;
 - iii. landscaped areas; and
 - iv. pedestrian plazas.
- ac. Surface parking lots located directly above the Blue Line LRT tunnel are strongly discouraged.

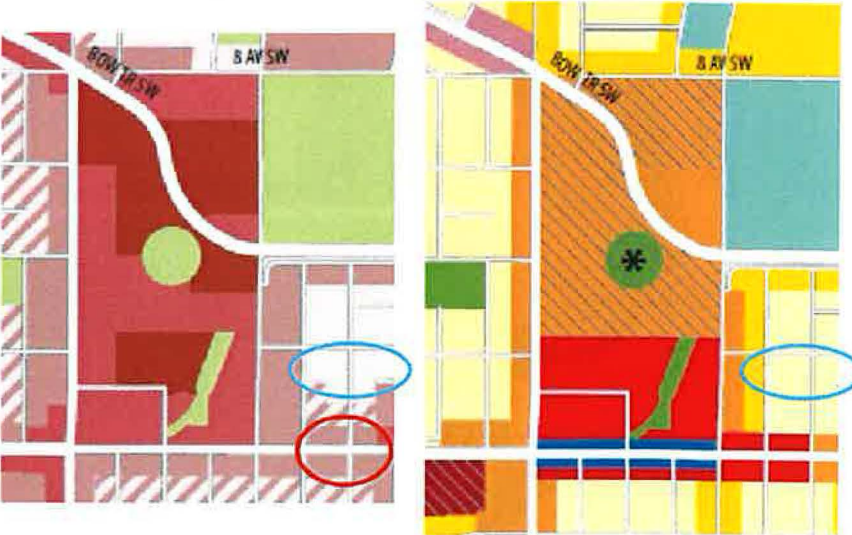


Legend
Westbrook Core Zone
Westbrook Transition Zone

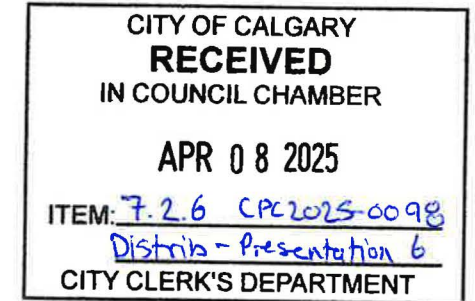
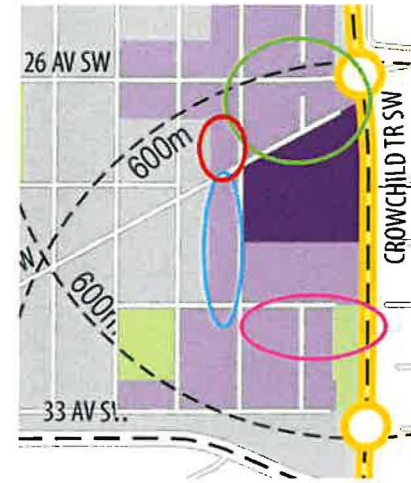
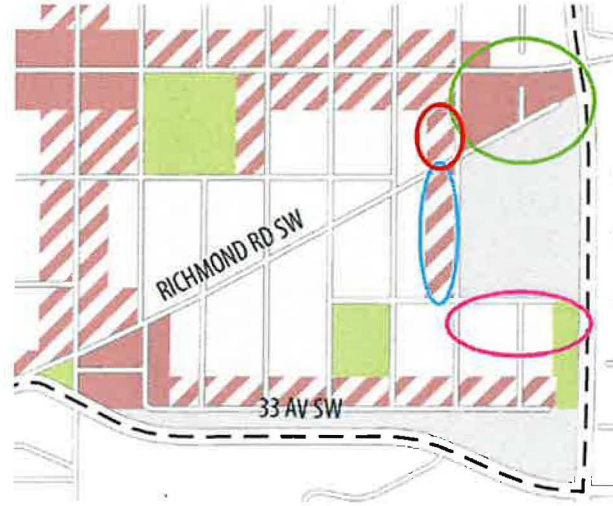
Figure 13: Westbrook Transit Station Area

Blue shows “Transition Zone” from Transit, “Neighbourhood Local” from Form, and “Limited” from Scale.

Red shows “Low” Scale even in “Core Zone”



Putting it together for the Viscount Bennett/Chinook Learning site (other examples in the appendix)



Blue shows “Transition Zone” from Transit, “**Neighborhood Local**” from Form, and “Low – Modified” in Scale.

- **Note: although designated as Low – Modified, there are 11 houses between Richmond and 30th Avenue, 8 are bungalows and 3 are two storey homes and could be reclassified as “Low” similar along 30th avenue.**

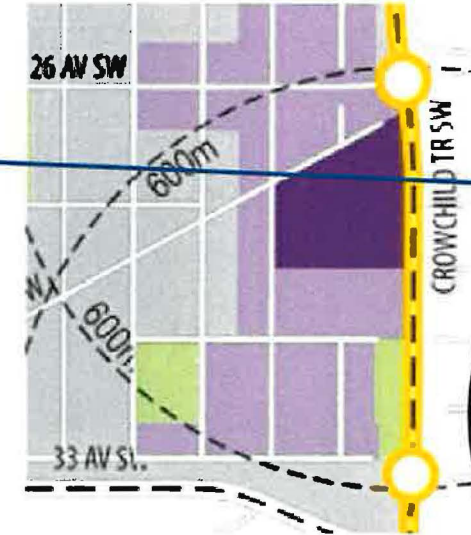
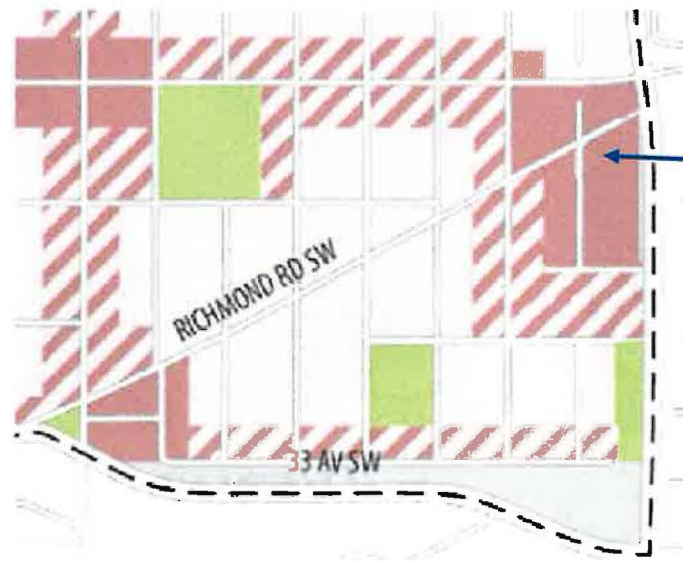
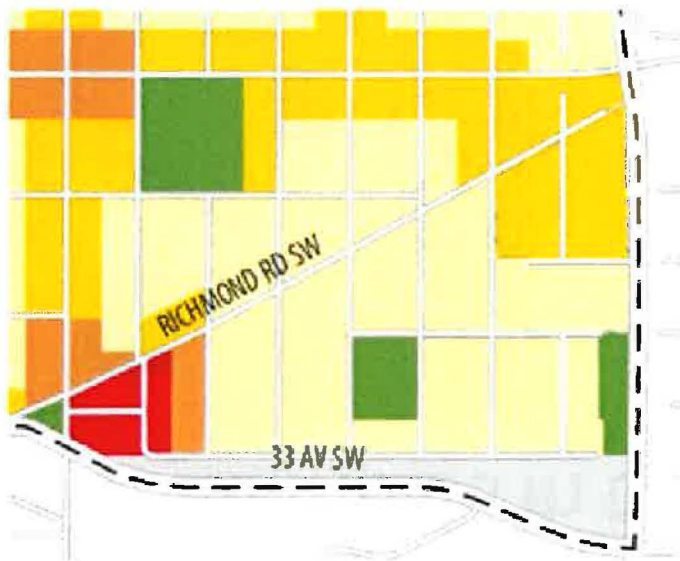
Green shows “Transition Zone” from Transit, “Neighborhood Connector” from Form, and “Low” in Scale.

Pink shows “Transition Zone” from Transit, “Neighborhood Local” from Form, and “**Limited**” in Scale

Red shows “Transition Zone” from Transit, “Neighborhood Connector” from Form, and “Low – Modified” in Scale

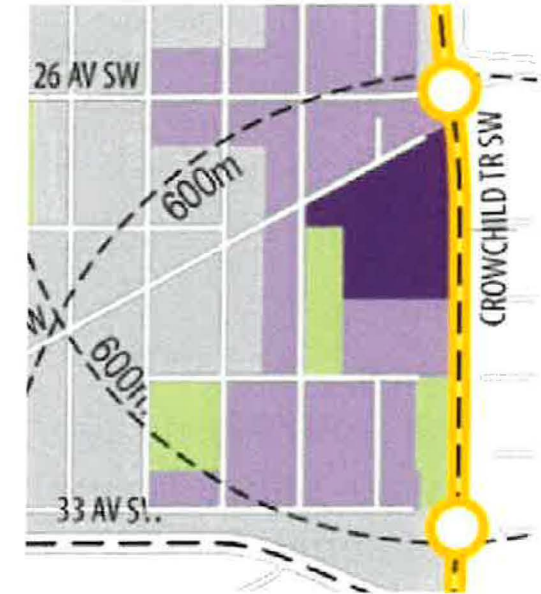
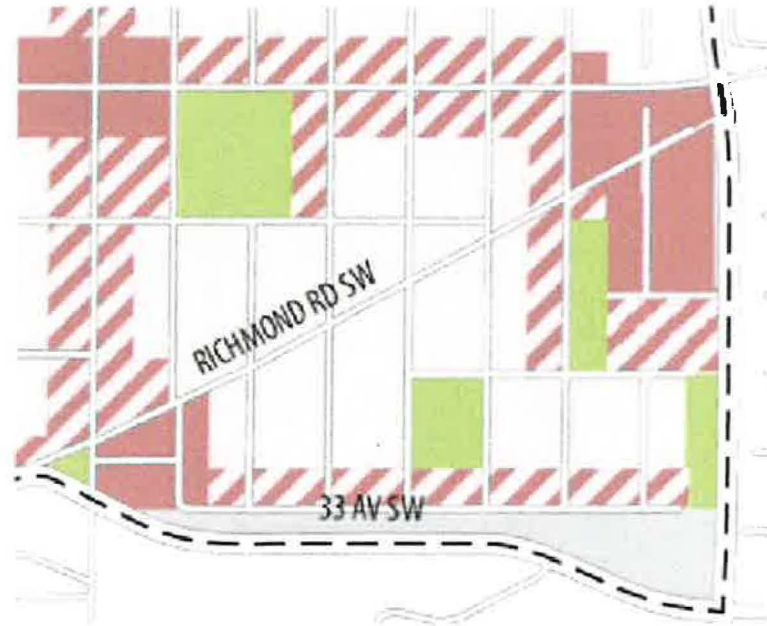
Key Take Away and What it could look like per Westbrook LAP

1. Even in the highest activity areas like the Westbrook Mall Core Transit Zone has “Low” building scale applied.
2. Transit Transition zone can mean “Low-Modified” building scale.
3. Applying this to the Viscount Bennett/Chinook Learning site should result in only Low and Low-Modified, and as a result 3-6 storeys across the entire site. **The following per Westbrook LAP 2.2.5 Comprehensive Planning Sites**
 - i. Locate **the tallest buildings on the north of parcel** to minimize shadowing on open space
 - ii. Reduce building scale closer to 25th Street SW to **transition to the existing lower scale residential development.**



Site access at the north end further limits traffic safety and congestion issues raised by the community

What it could look like per LAP (maintaining some green space)





Zoomed out this alternative blends seamlessly with the Westbrook LAP and is much more reasonable.

This alternative still allows the city to achieve their density goals in a much more practical way while considering the feedback from the larger Westbrook Community. (next slide)

What We Heard	What We Did
Citizens cite traffic safety concerns including dangerous intersections, speeding/cutting through communities, and unsafe pedestrian crossings.	We have heard concerns about traffic volume and safety in the Westbrook Communities area and have added objectives and implementation options in Chapter 3 of the Westbrook Communities Local Area Plan that prioritize investment in pedestrian, cycling and vehicular safety.
Citizens shared concerns that increased growth and density will bring an increase in crime in the area.	To respond to concerns about safety, crime, parking, traffic volume and congestion in the Westbrook Communities area, we have added objectives and implementation options in Chapter 3 of the Westbrook Communities Local Area Plan that prioritize investment in pedestrian, cycling and vehicular mobility and safety.
Citizens shared concerns over the loss of community feel/character as a result of increased densification.	For many communities in the Westbrook area, new growth is simply a recovery of previous population loss. Some communities have lost nearly 37% of their population. Allowing gradual growth in these communities means they can recover the populations they had lost. The Plan allows for greater growth in key areas: transit stations, Main Streets and Activity Centres, meaning that neighbourhood areas will see gradual growth and change. This approach balances the need for more growth in the community with concerns over community change.
Citizens shared concerns about specific locations in the plan area that have been proposed for 4+ storey growth.	Multiple changes to the concepts were made based on community feedback including: areas around the Shaganappi Point and 45 Street LRT Stations and the 26 Avenue and Richmond Road Bus Rapid Transit stations (MAX Teal) have been reduced in scale based on feedback.
Citizens expressed that they wanted to see small-scale 3+ unit homes on main streets only	We have added policies to the Plan to support small scale 3+ unit homes in areas that are on Main Streets or separated by a lane from a Main Street. These policies can be found in Section 2.2.1.6 of the Plan.
Citizens expressed that they wanted to see to see small-scale 3+ unit homes near transit/LRT only	We have added policies to the Plan to support small scale 3+ unit homes within transit station areas. These policies can be found in Section 2.2.1.6 of the Plan.

Citizens expressed concern in regard to privacy and shading and the proposed small-scale 3+ unit homes

Based on feedback received, we have updated policies in the Plan to support small scale 3+ unit homes that are designed to complement the surrounding context and that consider the impacts of the building envelope on access to sunlight and shade and the protection of existing, healthy trees or landscaping. These policies can be found in Section 2.2.1.6 of the Plan

3 years
to create the Westbrook
Communities Local Area Plan

4 phases
of public
participation

31 public
engagement
events

23 community
association
sessions

12 working
group
sessions

8 landowner/
development
industry sessions



152 days
of online engagement

44K+
engagement packages
& booklets mailed

2.1M+
advertisements displayed

51K+
instances of involvement

3.6K+
instances of
direct engagement
participation

9K+
contributions submitted

PLEASE DON'T TREAT US DIFFERENTLY AND DISCARD THE CONSIDERATIONS THAT WENT INTO THE WESTBROOK LAP!!

Closing

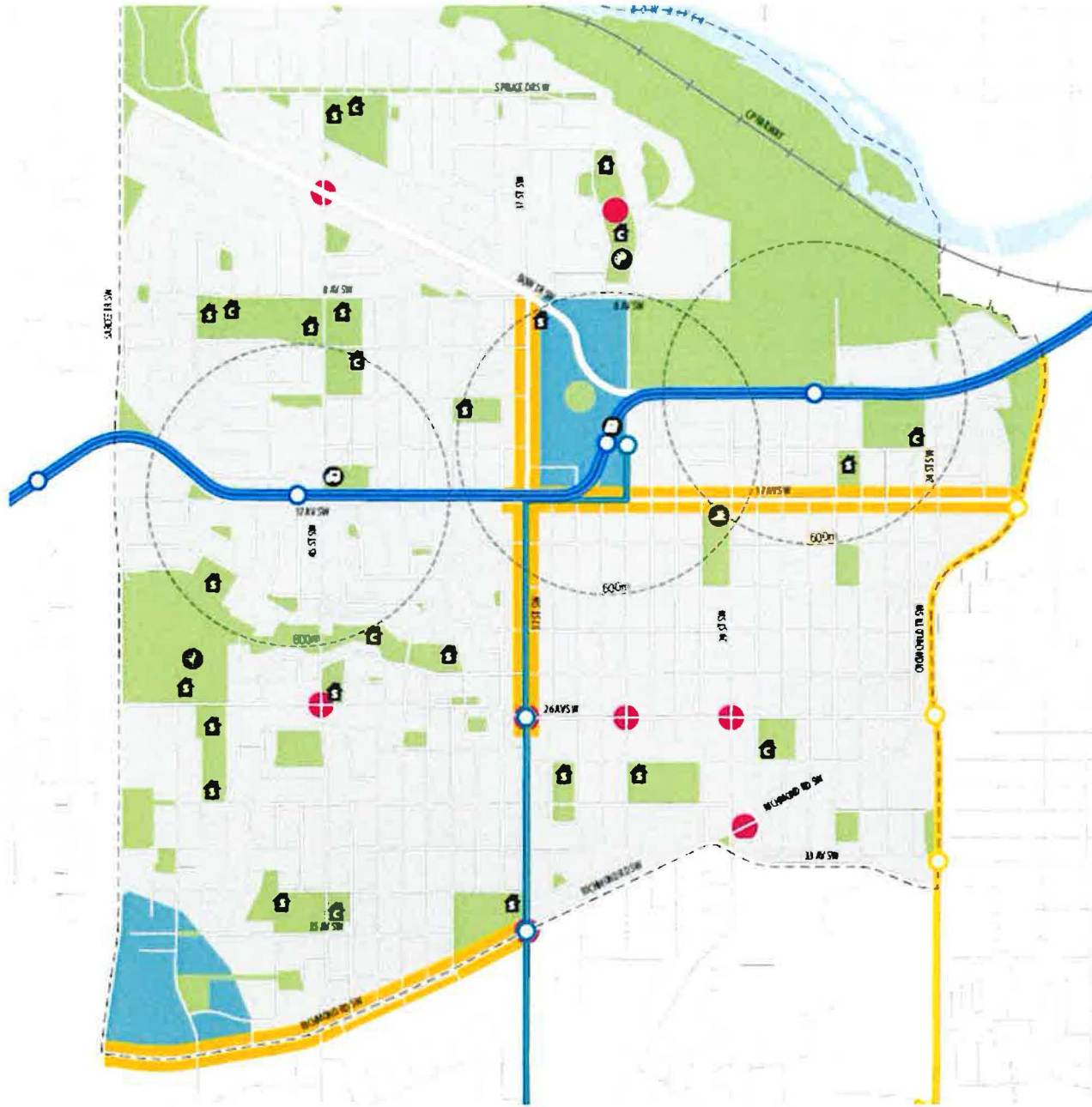
By examining the City's MDP and Westbrook LAP I hope I have shown that Minto has grossly misinterpreted the intent of both documents by showing examples of other areas in similar form and scale as well as differentiating characteristics.

Minto is simply concerned with maximizing the number of units they can develop to increase their profitability to the greatest extent with no enhancement to the community.

I am not opposed to development but this proposal is not a good fit for the community. Transitions of building scale is much too aggressive and density is way too high.

I urge Council to use the intent of the MDP and Westbrook LAP, including feedback from countless community members via “what we heard”, and **Vote NO** and **reject** Minto's Land current use application/amendment and use of Direct Control and M-H2 which exceed the MDP and Westbrook LAP.

Appendix – reference info



Main Streets

Portions of 37 Street SW, 17 Avenue SW and Richmond Road SW are identified as Neighbourhood **Main Streets** in the **Municipal Development Plan**. The **Municipal Development Plan** includes general policies and development intensity targets for Neighbourhood **Main Streets**.

Activity Centres

The Westbrook transit station area and the Richmond Square shopping area are shown as Community **Activity Centres** in the **Municipal Development Plan**. The Plan identifies eight Neighbourhood **Activity Centres**. Two are located along Richmond Road SW at 29 and 37 Streets SW, four are located along 26 Avenue SW at 29, 33, 37 and 45 Streets SW, one is located at 45 Street SW and Bow Trail SW, and one is located along Spruce Centre SW (Map 2: Community Characteristics). The **Municipal Development Plan** includes general policies for **Activity Centres**.

Public Transit Infrastructure

The Westbrook Communities include three Blue Line Light Rail Transit (LRT) stations: Shaganappi Point, Westbrook and 45 Street Stations. MAX Teal Bus Rapid Transit (BRT) runs along 37 Street SW with stations at 26 Avenue SW and Richmond Road SW and connects Westbrook Station and Mount Royal University to the south. **MAX Yellow BRT runs along the Westbrook Communities' eastern boundary of Crowchild Trail SW with stations at 17 Avenue SW, 26 Avenue SW and Richmond Road SW/33 Avenue SW**, connecting with Mount Royal University, Rockyview Hospital and communities further south with the Greater Downtown. Bus routes also provide connections throughout the area and to citywide destinations such as hospitals and post-secondary institutions. Westbrook Station is particularly important as it acts as a transit hub for city destinations, as well as regional destinations such as Banff and British Columbia.

LAP does not identify the Viscount Bennett / Chinook Learning area as a Main Street, not an Activity Center and closest one is more than 600m away, Public Transit shows one BRT, not multiple such as in other High Activity Areas.



- The portion of Richmond Road **east of 37th street** is not **considered a Main Street**.
- Even the portion that is considered a main street it is **not envisioned as high activity commercial corridor**.

Richmond Road SW

Richmond Road SW, west of 37 Street SW is identified as a **Neighbourhood Main Street** in the Westbrook Communities, and the street serves as the southern boundary of the Plan. The street is important within the Westbrook Communities, connecting destinations within the Plan Area such as the 51 Street SW/ Richmond Road SW Community Activity Centre and the commercial area at 37 Street SW and Richmond Road SW to other destinations just outside the Westbrook Communities such as Richmond Green Golf Course and associated recreation area, the 3/34 Avenue SW Main Street in Marda Loop and West Hills shopping centre.

While Richmond is identified as a **Main Street**, it is not envisioned as a **high activity commercial corridor**. The mix of parcel orientations (fronting lots, flanking lots and parallel service roads), the large distances between **pedestrian crossings** and large sized commercial parcels makes street-fronting **retail** difficult along this corridor. Rather the **Main Street** is envisioned more as a **primarily residential corridor** with commercial activity located at key nodes (37 Street, 51 Street) in commercial developments that are more internally focused.

Development on sites greater than 1 hectare along the Richmond Road SW Neighbourhood **Main Street** should provide safe and convenient **pedestrian** connections from Richmond Road SW to building entrances.

2.5.1 Neighbourhood Main Streets

Portions of 37 Street SW, 17 Avenue SW and Richmond Road SW are identified as **Neighbourhood Main Streets** in the **Municipal Development Plan**. The **Municipal Development Plan** includes general policies and development intensity targets for **Neighbourhood Main Streets**.

These streets serve as **important commercial areas** and **gathering places** for the **Westbrook Communities**. 17 Avenue is a well-established commercial area consisting of a mix of **retail**, restaurant, personal service, medical, recreational and institutional uses and serves as a main commercial draw for the area. 37 Street, in contrast, is a developing commercial corridor, with only select commercial opportunities closer to 17 Avenue SW and 26 Avenue SW. 37 Street, however, serves as an important transit, cycling and **pedestrian** corridor, and is envisioned to evolve into a mixed residential and commercial street in the future.

The following policies apply to all development that has frontage on the area's **Main Streets**. These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public realm** while supporting medium to high levels of pedestrian activity.

2.1.1 Future Growth Concept

The future growth concept set out in this Plan envisions accommodating growth and change in key strategic areas as identified in the **Municipal Development Plan**. The Plan is further informed by planning and technical analysis, as well as community engagement conducted in the drafting of this Plan. Policies in this section provide the direction to realize the vision and core values of the Plan.

The Plan envisions Westbrook Station as the central node within the Westbrook Communities, with the highest levels of activity, supported by a range of commercial and residential uses. These activity levels will be supported through well-designed buildings with higher building scales than the surrounding communities, as well as a high-quality public realm and street experience. This area will be where the greatest number of people visit, shop and recreate, enjoying shops and restaurants with wide sidewalks and pedestrian areas such as plazas. Given the significant amount of investment required to realize future redevelopment around Westbrook Station, this area will showcase a higher standard of low-carbon technology and climate-resilient buildings and site designs that will serve as a catalyst for climate action across the Westbrook Communities.

Main Streets, other **Community Activity Centres**, **Neighbourhood Activity Centres** and two other LRT Stations serve as secondary areas of growth and activity for the local population. Similarly, these areas will have a high-quality public realm and street experience, as well as higher building scales than the surrounding communities.

Other corridors, such as 29 Street SW, 45 Street SW, 26 Avenue SW and Bow Trail SW, as well as portions of 17 Avenue SW and 37 Street SW that are not identified as **Main Streets**, serve as areas of growth and activity, but generally have a more residential character than the **Main Streets**, **Activity Centres** and **transit station areas**.

The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. These two maps form the basis for guiding and enabling where growth could occur and are intended to be interpreted together to determine the appropriate type and scale of development. All development should generally comply with the maps and policies from the Plan.

These two maps indicate where future growth and activity will be focused in the Plan Area and define the general function for different parts of the Westbrook Communities. The specific urban form categories and building scales are described in relation to the overall vision in the policy sections that address each of the distinct geographic parts of the Westbrook Communities Plan Area.

Map 3: Urban Form illustrates the general location of urban form categories and the block pattern in the Westbrook Communities. Together these elements describe the primary community functions/land uses (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas) and policy consideration for the Westbrook Communities. Urban form categories can respond to the local context through additional policy guidance.

Map 4: Building Scale illustrates the general building height and massing within the Plan Area which supports the primary functions shown in Map 3: Urban Form.

17 Avenue Transit Station Area

17 Avenue transit station area includes two MAX Yellow BRT stops located on either side of Crowchild Trail SW, the western station located underneath the 17 Avenue SW overpass and the eastern station located south of 17 Avenue SW. (Figure 17: 17 Avenue Transit Station Area). The western portion of the transit station area, west of Crowchild Trail SW, is in the Westbrook Communities Local Area Plan, while the east portion is in a future local area plan. The Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local Urban Form Categories have been applied to the area to reflect the mix of commercial and residential character of the area. The HMCS Tecumseh site, while located directly adjacent to the transit station, is not included in the transit station area, as it is not within municipal planning jurisdiction.

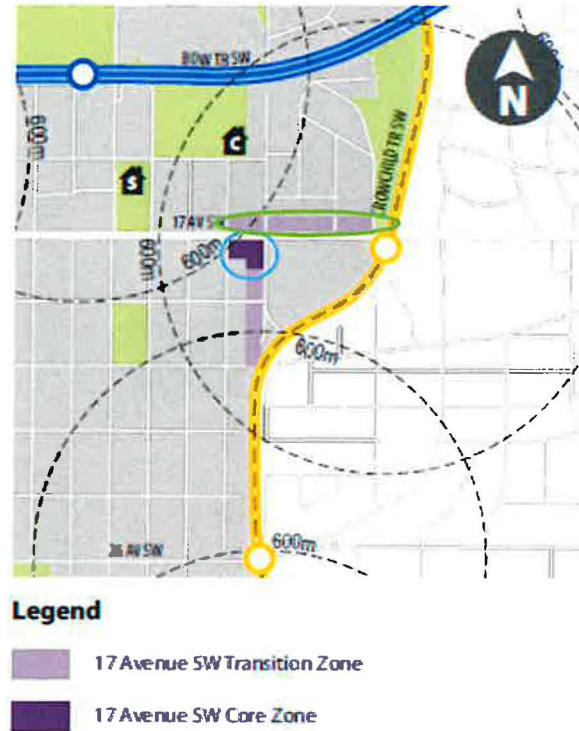


Figure 17: 17 Avenue Transit Station Area



Blue shows “Core Zone” from Transit, “Commercial” from Form, and both “Low” and “Mid” in Scale.

Green shows “Transition Zone” from Transit, “Flex” from Form, and “Low – Modified” in Scale.

26 Avenue/37 Street Transit Station Area

26 Avenue transit station area includes two MAX Teal BRT stops located at the northeast and southwest corners of the 37 Street and 26 Avenue SW intersection (Figure 15: 26 Avenue/37 Street Transit Station Area). A commercial strip mall is located on the SW corner of the station location, with existing low-density residential development located on the NW, NE and SE corners. The 37 Street SW corridor is identified as a Neighbourhood Main Street with the Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local Urban Form Categories located in the transit station area.

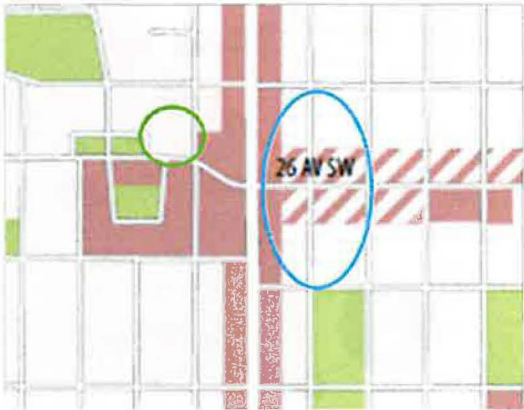
- ah. Redevelopment of the SW commercial strip adjacent to the station should relocate vehicle access to reduce conflict with transit operations and pedestrian movement.
- ai. Pedestrian connections to at-grade commercial spaces in the station area from transit stops should be convenient, universally accessible and safe.
- aj. Signal and intersection improvements should be installed to facilitate easy access between the transit stops and adjacent developments.
- ak. Commercial uses at grade are encouraged to face 37 Street SW or 26 Avenue SW.



Legend

- 26 Avenue SW Core Zone
- 26 Avenue SW Transition Zone

Figure 15: 26 Avenue/37 Street Transit Station Area



Blue shows “Transition Zone” from Transit, “Flex” from Form, and “Low – Modified” in Scale.

Green shows “Transition Zone” from Transit, “Connector” from Form, and “Limited” in Scale.

This Transit Core Zone is serviced by a Main Street and Teal BRT, as a result “Low” up to 6 has been applied.

26 Avenue/37 Street Transit Station Area

26 Avenue transit station area includes two MAX Teal BRT stops located at the northeast and southwest corners of the 37 Street and 26 Avenue SW intersection (Figure 15: 26 Avenue/37 Street Transit Station Area). A commercial strip mall is located on the SW corner of the station location, with existing low-density residential development located on the NW, NE and SE corners. The 37 Street SW corridor is identified as a Neighbourhood Main Street with the Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local Urban Form Categories located in the transit station area.

- ah. Redevelopment of the SW commercial strip adjacent to the station should relocate vehicle access to reduce conflict with transit operations and pedestrian movement.
- ai. Pedestrian connections to at-grade commercial spaces in the station area from transit stops should be convenient, universally accessible and safe.
- aj. Signal and intersection improvements should be installed to facilitate easy access between the transit stops and adjacent developments.
- ak. Commercial uses at grade are encouraged to face 37 Street SW or 26 Avenue SW.



Legend

- 26 Avenue SW Core Zone
- 26 Avenue SW Transition Zone

Figure 15: 26 Avenue/37 Street Transit Station Area



Blue shows “Transition Zone” from Transit, “Flex” from Form, and “Low – Modified” in Scale.

Green shows “Transition Zone” from Transit, “Connector” from Form, and “Limited” in Scale.

This Transit Core Zone is serviced by a Main Street and Teal BRT, as a result “Low” up to 6 has been applied.

2.2.5 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private infrastructure, such as internal publicly-accessible private streets, that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community.

Policy

Site, Building and Landscape Design

- 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.

Comprehensive Planning Sites

- 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.

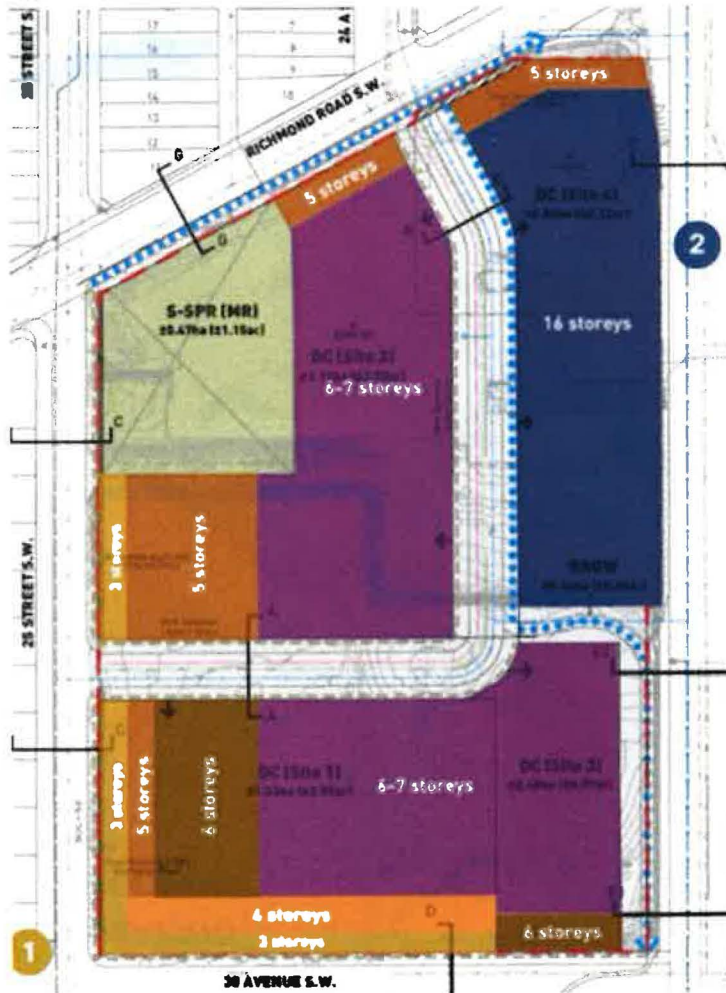
Massing Concept



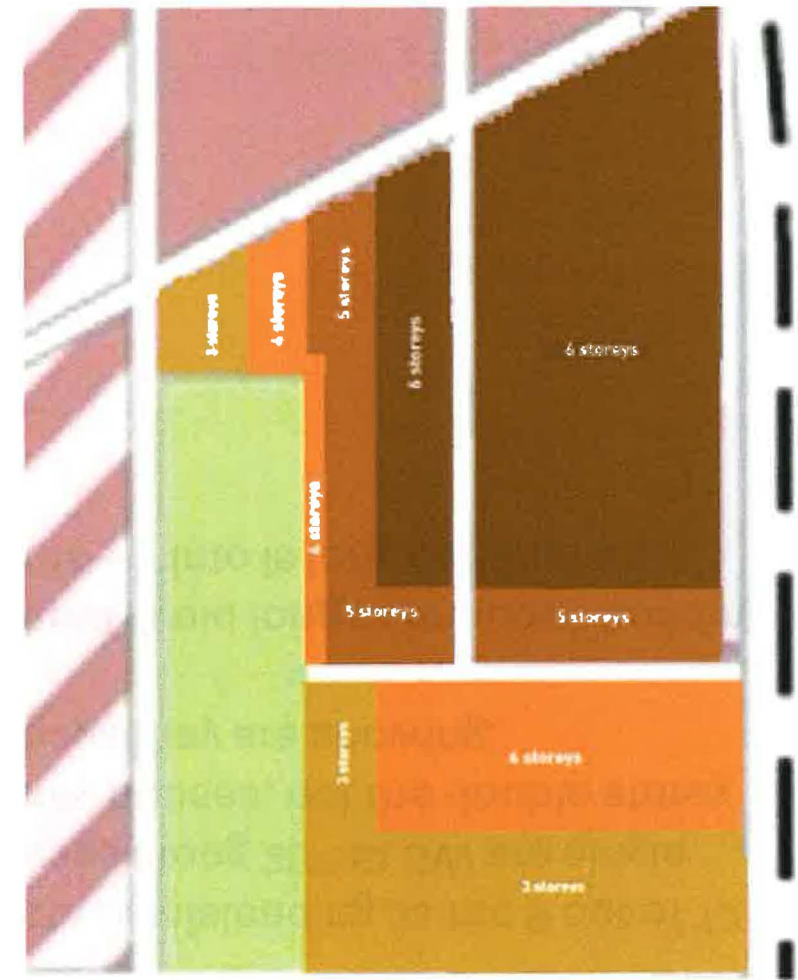
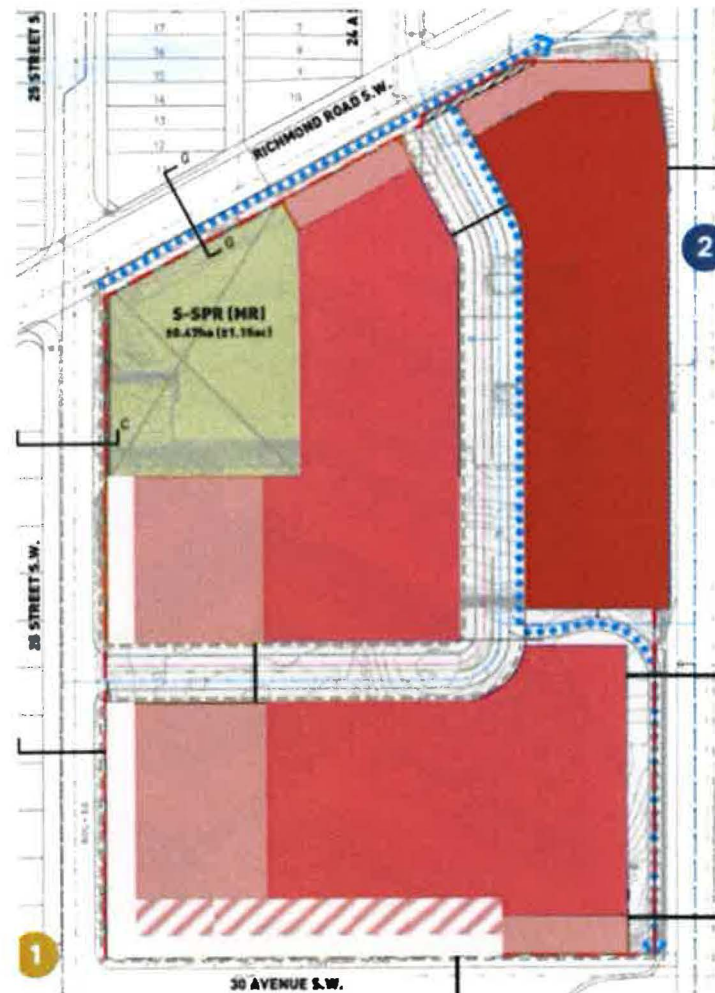
Minto is misleading as the 9 out of 12 houses along 25th St SW are single storey houses, not the double storey houses they are showing.

Should avoid long continuous building forms – Minto is long continuous

Minto's Plan



A reasonable alternative



5.3.3

Minto’s proposal greatly exceeds the indicators or goals set out by the MDP.

Indicators

Influencing	Metric	Target
Downtown growth	Increase in Greater Downtown population	2030: 62,000 total residents 2050: 100,000 total residents
Ecological network	Increase in the area that is protected and connected and is part of the ecological network	In development
Park access	Per cent of housing units within 400 metres of a multifunctional park	2030: 65% 2050: 75%
Transit-oriented growth	Per cent of housing units within 600 metres of a rapid transit station	2050: 50%
Transportation mode split	Mode share for walking, wheeling, and transit	2030: 40% walking/ wheeling/transit 2050: 60% walking/ wheeling/transit
Urban expansion	Per cent of net new housing units built in redeveloping areas	50%, annually and cumulatively

Land use districts / zones

M-C1

Multi-Residential - Contextual Low Profile District (M-C1)

M-C1 is a multi-residential designation in the developed area that is primarily for 3 to 4 storey apartment buildings and townhouses. Land Use Bylaw - M-C1

Purpose

595 The Multi-Residential — Contextual Medium Profile District:

- (a) is intended to apply to the Developed Area;
- (b) has Multi-Residential Development that will typically have higher numbers of Dwelling Units and traffic generation than low density residential dwellings and the M-CG and M-C1 Districts;
- (c) provides for Multi-Residential Development in a variety of forms;
- (d) has Multi-Residential Development of medium height and medium density;
- (e) has Multi-Residential Development where intensity is measured by floor area ratio to provide flexibility in building form and Dwelling Unit size and number;
- (f) allows for varied building height and front setback areas in a manner that reflects the immediate context;
- (g) is in close proximity to, or adjacent to, low density residential development;
- (h) is typically located at community nodes or transit and transportation corridors and nodes;
- (i) provides outdoor space for social interaction; and
- (j) provides landscaping to complement the design of the development and to help screen and buffer elements of the development that may have impacts on residents or nearby parcels.

Density

- 590 (1) The maximum density for parcels designated M-C1 District is 148 units per hectare.
- (2) The maximum density for parcels designated M-C1 District followed by the letter "d" and a number indicated on the Land Use District Maps:
- (a) is the number expressed in units per hectare; and
 - (b) the number after the letter "d" must not exceed the maximum density referenced in subsection (1).

Building Setbacks

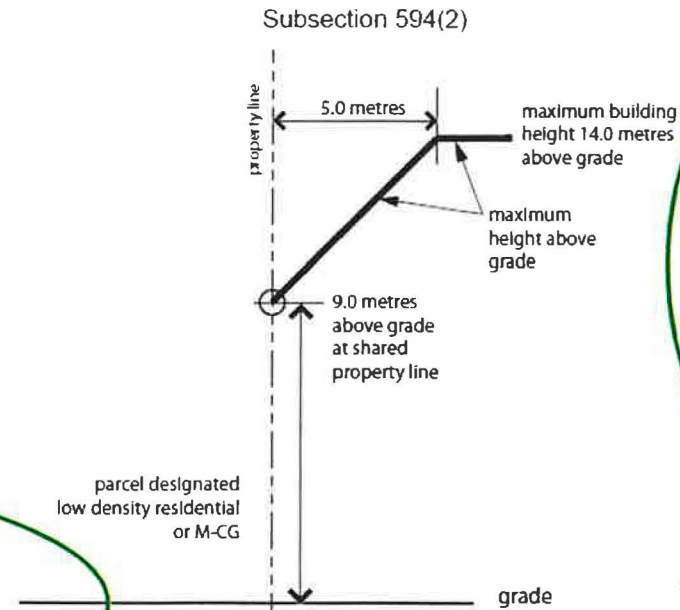
- 602 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of:
- (a) the contextual multi-residential building setback; or
 - (b) 3.0 metres.
- (2) The minimum building setback from a property line shared with a street for a street-oriented multi-residential building is a minimum of the contextual multi-residential building setback less 1.5 metres.
- (3) The minimum building setback from a property line shared with a lane is 1.2 metres.
- (4) Unless otherwise referenced in subsection (5), the minimum building setback from a property line shared with another parcel is 1.2 metres.
- (5) The minimum building setback from a property line shared with another parcel for a street-oriented multi-residential building is zero metres when the adjoining parcel is designated:
- (a) C-N1, C-COR1, CC-X or CC-COR District; or
 - (b) M-CG, M-C1, M-C2, M-H1, M-H2, M-H3, M-X1, M-X2, CC-MH or CC-MHX District and contains four or more Dwelling Units.

M-C1

Building Height and Cross Section

- 594 (1) Unless otherwise referenced in subsections (2) and (3), the maximum **building height** is **14.0 metres**.
- (2) Where the **parcel** shares a **property line** with a **parcel** designated with a **low density residential district**, M-CG or H-GO District, the maximum **building height**:
- is **9.0 metres** measured from **grade** at the shared **property line**; and
 - increases proportionately to a maximum of **14.0 metres** measured from **grade** at a distance of **5.0 metres** from the shared **property line**.
- (3) Where the **parcel** shares a **property line** with a **street**, the maximum **building height** is:
- 10.0 metres** measured from **grade** within **3.0 metres** of that shared **property line**; and
 - 14.0 metres** measured from **grade** at a distance greater than **3.0 metres** from that shared **property line**.
- (4) The maximum area of a horizontal cross section through a **building** at **12.0 metres** above **average grade** must not be greater than 40.0 per cent of the maximum area of a horizontal cross section through the **building** between **average grade** and **10.0 metres**.
- (5) The following diagrams illustrate the rules of subsections (2), (3) and (4):

Subsection 594(2)



Subsection 594(3)

