

**Proposed DC Direct Control District**

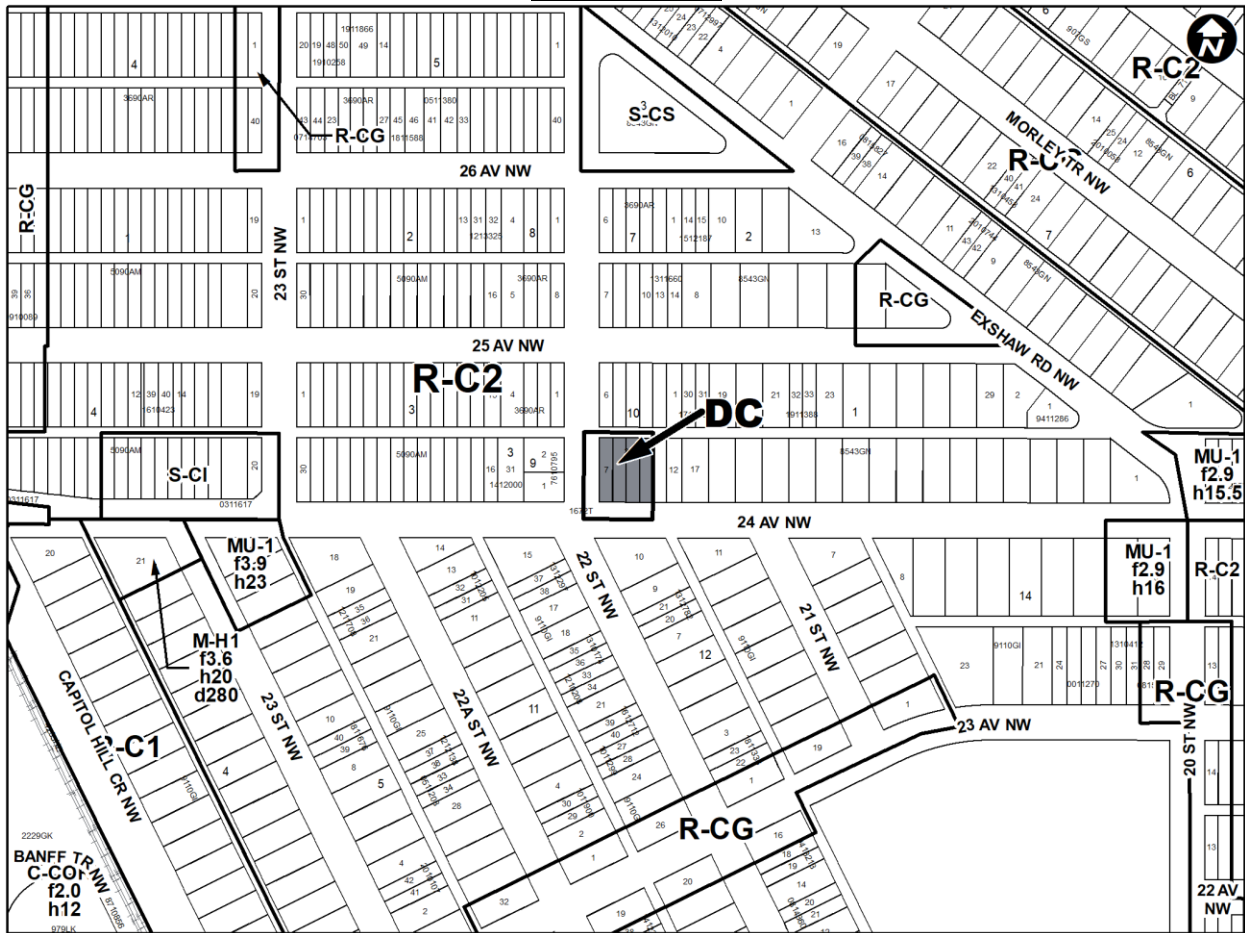
- The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".

**SCHEDULE A**



### Proposed DC Direct Control District

#### SCHEDULE B



#### DIRECT CONTROL DISTRICT

##### Purpose

- 1 This Direct Control District Bylaw is intended to:
  - (a) provide for street-oriented multi-residential development; and
  - (b) establish a built form where the building façade above grade may be stepped back.

##### Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

##### Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

## Proposed DC Direct Control District

### Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

### Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District Bylaw.

### Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 apply in this Direct Control District Bylaw.

### Setback Area

- 7 The depth of all **setback areas** must be equal to the minimum **building setbacks** required in Section 8 of this Direct Control District Bylaw.

### Building Setbacks

- 8 (1) Unless otherwise provided in subsection (2), the minimum **building setback** from a **property line** shared with a **street** is 3.0 metres.
- (2) The minimum **building setback** from a **property line** shared with a **street** for a **street-oriented multi-residential building** is zero metres.
- (3) The minimum **building setback** from a **property line** shared with a **lane** is 3.0 metres.
- (4) The minimum **building setback** from a **property line** shared with another **parcel** is 1.2 metres.

### Building Height

- 9 (1) Unless otherwise provided in subsection (2), (3), (4) or (5), the maximum **building height** is 23.0 metres.
- (2) Where a **parcel** shares a **property line** with 24 Avenue NW, the maximum **building height** is reduced to 12.0 metres measured from **grade** within 2.5 metres of that shared **property line**.
- (3) Where a **parcel** shares a **property line** with 22 Street NW, the maximum **building height** is reduced to 12.0 metres measured from **grade** within 3.5 metres of that shared **property line**.
- (4) Where a **parcel** shares a **property line** with a **lane**, the maximum **building height** is reduced to 12.0 metres measured from **grade** within 5.0 metres of that shared **property line**.
- (5) Where a **parcel** shares a **property line** with another **parcel**, the maximum **building height** is reduced to 12.0 metres measured from **grade** within 4.0 metres of that shared **property line**.

## Proposed DC Direct Control District

### Motor Vehicle Parking Stall Requirements

- 10** Where a **building** contains three or more **units**, the minimum **motor vehicle parking stall** requirement for each **Dwelling Unit** and **Live Work Unit** is:
- (a) 0.38 stalls for resident parking; and
  - (b) 0.07 **visitor parking stalls**.

### Bicycle Parking Stall Requirements in Multi-Residential Development

- 11** Where a **building** contains three or more **units** in a **Multi-Residential Development** the minimum number of **bicycle parking stalls** is:
- (a) 1.0 stall – class 1 per **unit**; and
  - (b) 0.1 stalls – class 2 per **unit**, with a minimum of 2.0 stalls.

### Reduction for Transit Supportive Multi-Residential Development

- 12** Section 560 of Bylaw 1P2007 does not apply in this Direct Control District.

### Relaxations

- 13** The **Development Authority** may relax the rules contained in Sections 6, 7, 8, 9, 10 and 11 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.