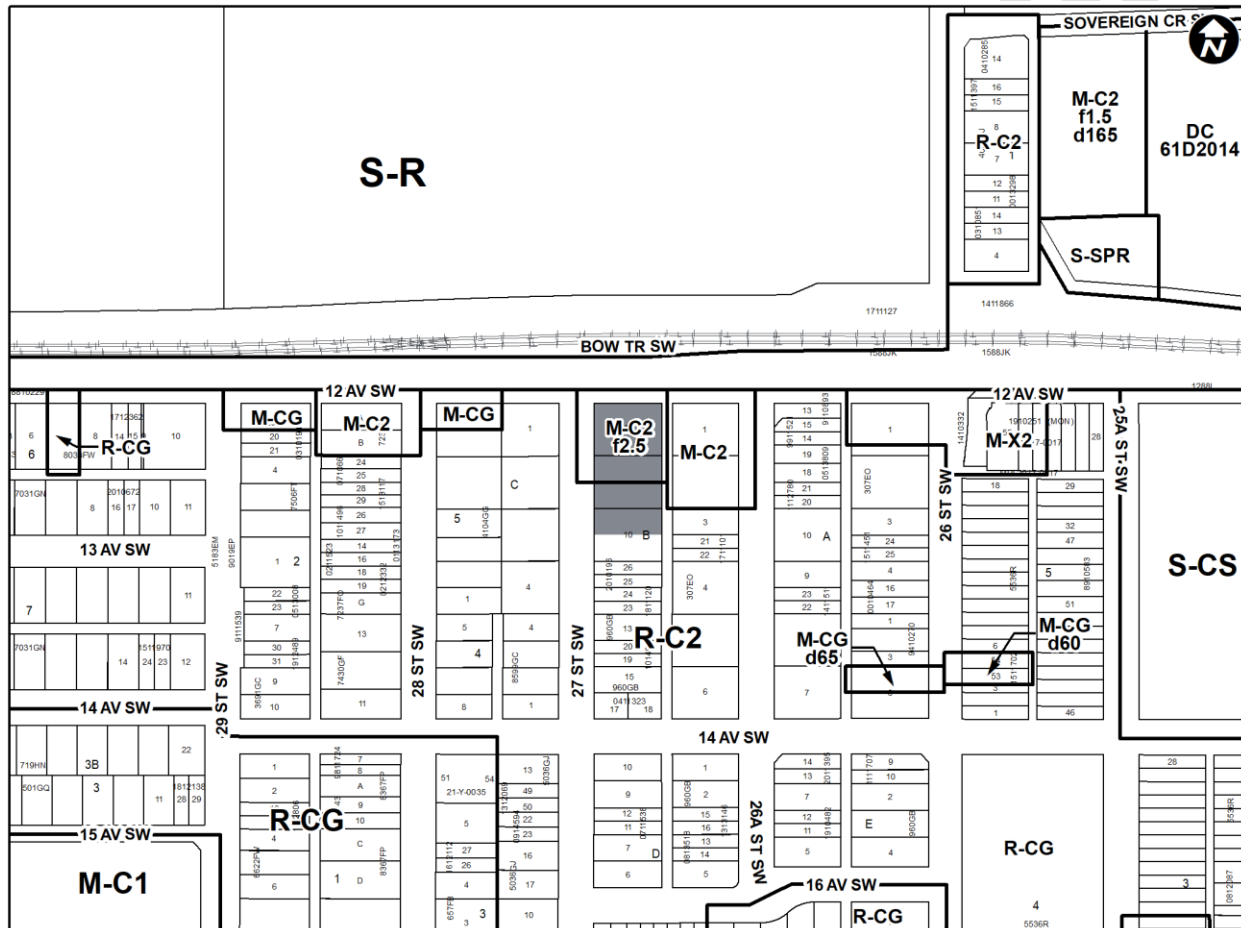


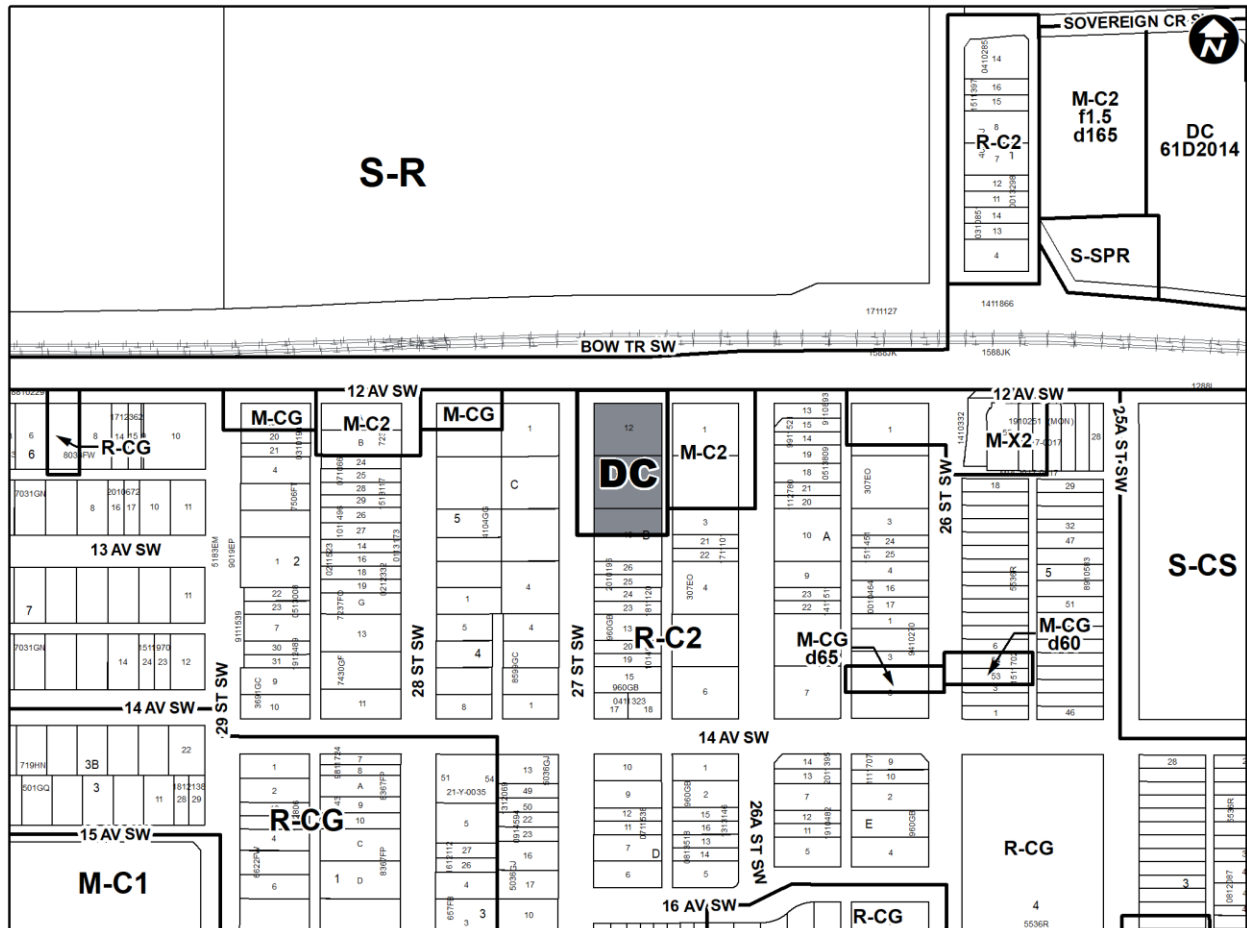
# Proposed Direct Control District

- 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 replacing it with 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



### SCHEDULE B



### DIRECT CONTROL DISTRICT

**Purpose**

- 1 This Direct Control District Bylaw is intended to:
  - (a) accommodate transit supportive multi-residential development in close proximity to the Shaganappi Point LRT Station;
  - (b) establish site-specific requirements for motor vehicle parking; and
  - (c) require a built form where building height steps down from 12 Avenue SW to the low-density residential development.

**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.

**General Definitions**

- 4 In this Direct Control District Bylaw,

- (a) “**electric vehicle**” means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle’s batteries.
- (b) “**electric vehicle parking stall - capable**” means a **motor vehicle parking stall** capable of supporting a minimum of 40 Amps at 208 Volts or 240 Volts for **electrical vehicle** charging which must include the installation of distribution panels, electrical capacity, and wall and floor penetrations to accommodate future charging cabling, and may include **electric vehicle** energy management system.
- (c) “**electric vehicle parking stall**” means a **motor vehicle parking stall** with all necessary equipment for the purpose of transferring a minimum of 40 Amps at 208 Volts or 240 Volts electrical power for **electric vehicle** charging purposes installed and fully operational. The equipment may serve one or more **motor vehicle parking stalls** provided that each **electric vehicle** is able to access the charging infrastructure independently and all **motor vehicle parking stalls** can charge simultaneously.

**Permitted Uses**

- 5 The **permitted uses** of the Multi-Residential – Contextual Medium Profile (M-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

- 6 The **discretionary uses** of the Multi-Residential – Contextual Medium Profile (M-C2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

**Bylaw 1P2007 District Rules**

- 7 Unless otherwise specified, the rules of the Multi-Residential – Contextual Medium Profile (M-C2) District of Bylaw 1P2007 apply in this Direct Control District.

**Floor Area Ratio**

- 8 The maximum **floor area ratio** is 3.2.

**Setback Area**

- 9 The depth of all **setback areas** must equal to the minimum **building setbacks** required in Section 10 of this Direct Control District Bylaw.

**Building Setbacks**

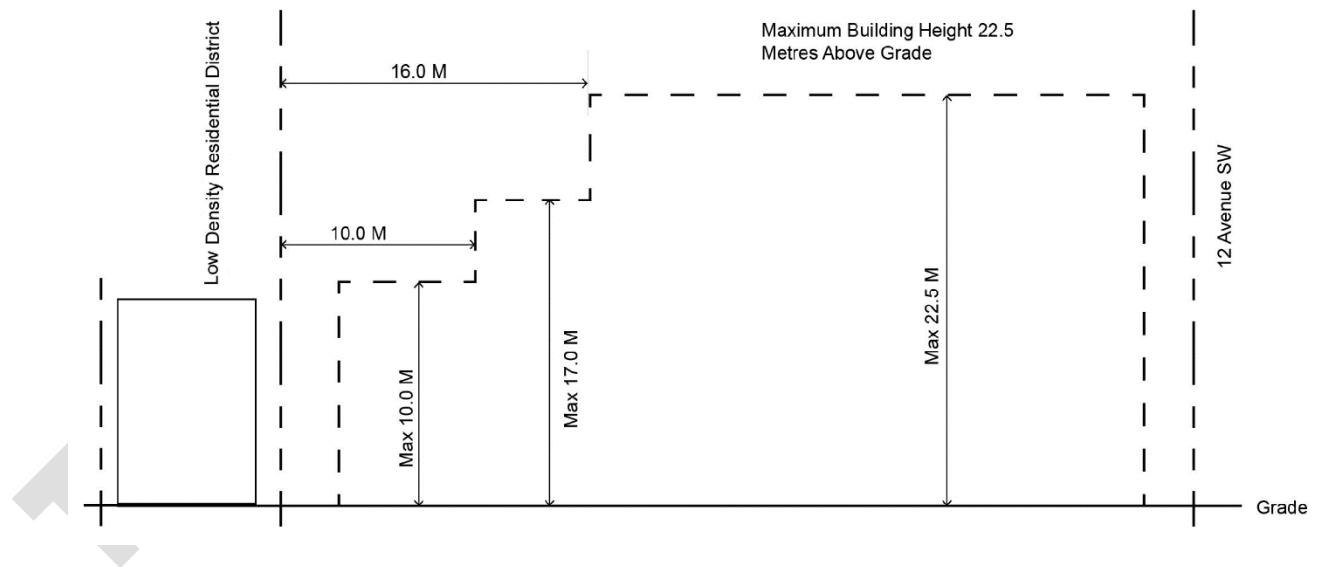
- 10 (1) The minimum **building setback** from a **property line** shared with a **street** is 3.0 metres.

- (2) The minimum **building setback** from a **property line** shared with another **parcel** that is designated as a **low density residential district** is 3.0 metres.
- (3) The minimum **building setback** from a **property line** shared with a **lane** is 1.2 metres.

### Building Height and Cross Section

- 11 (1) Unless otherwise provided in subsection (2), the maximum **building height** is 22.5 metres.
- (2) The maximum **building height** is:
- (a) 10.0 metres within 10.0 metres of the **property line** of a **parcel** designated as a **low density residential district** that is not separated from the **development parcel** by a **lane**; and
  - (b) 17.0 metres between 10.0 metres and 16.0 metres from the **property line** of a **parcel** designated as a **low density residential district** that is not separated by a **lane**.
- (3) The following diagram illustrates the rules of Section 11:

Illustration 1: Building Height in Section 11.



### Motor Vehicle Parking Stalls Requirements in Multi-Residential Development

- 12 (1) The minimum number of **motor vehicle parking stalls** for **Dwelling Units** and **Live Work Units** is 0.5 stalls per **unit**.
- (2) The minimum number of **visitor parking stalls** for each:

- (a) **Dwelling Unit** is 0.15 stalls per *unit*, and
  - (b) **Live Work Unit** is 0.5 stalls per *unit*.
- (3) A minimum of 80.0 per cent of required **motor vehicle parking stalls** referenced in subsection (1) must be “**electrical vehicle parking stall – capable**”.
- (4) The minimum **motor vehicle parking stall** requirement referenced in subsection (1), must include a minimum of 2.0 “**electric vehicle parking stalls**”.

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

- 13 The minimum number of **bicycle parking stalls** for **Dwelling Unit** and **Live Work Unit** is:
- (a) 0.75 **bicycle parking stalls – class 1** per *unit*, and
  - (b) 0.1 **bicycle parking stalls – class 2** per *unit*.

#### **Relaxations**

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