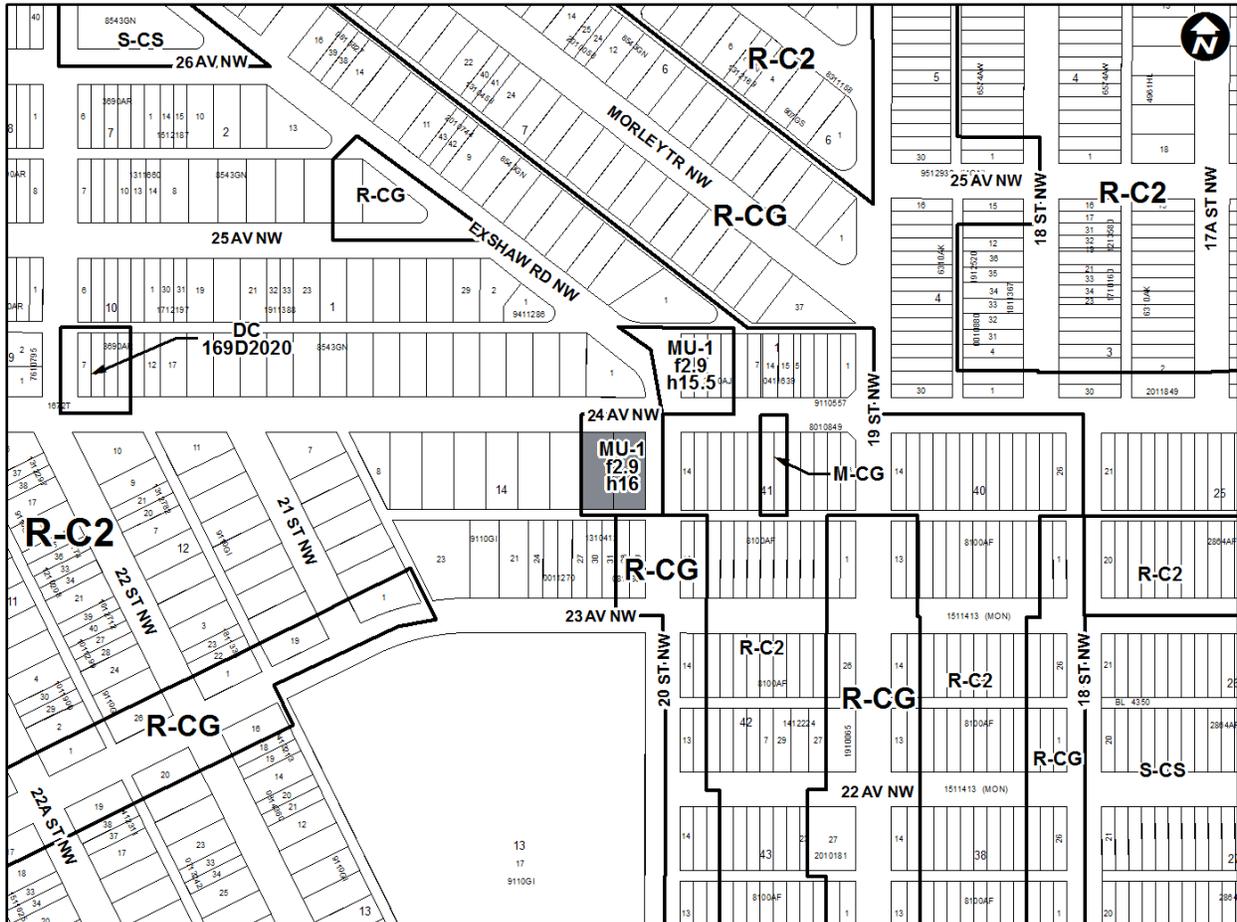
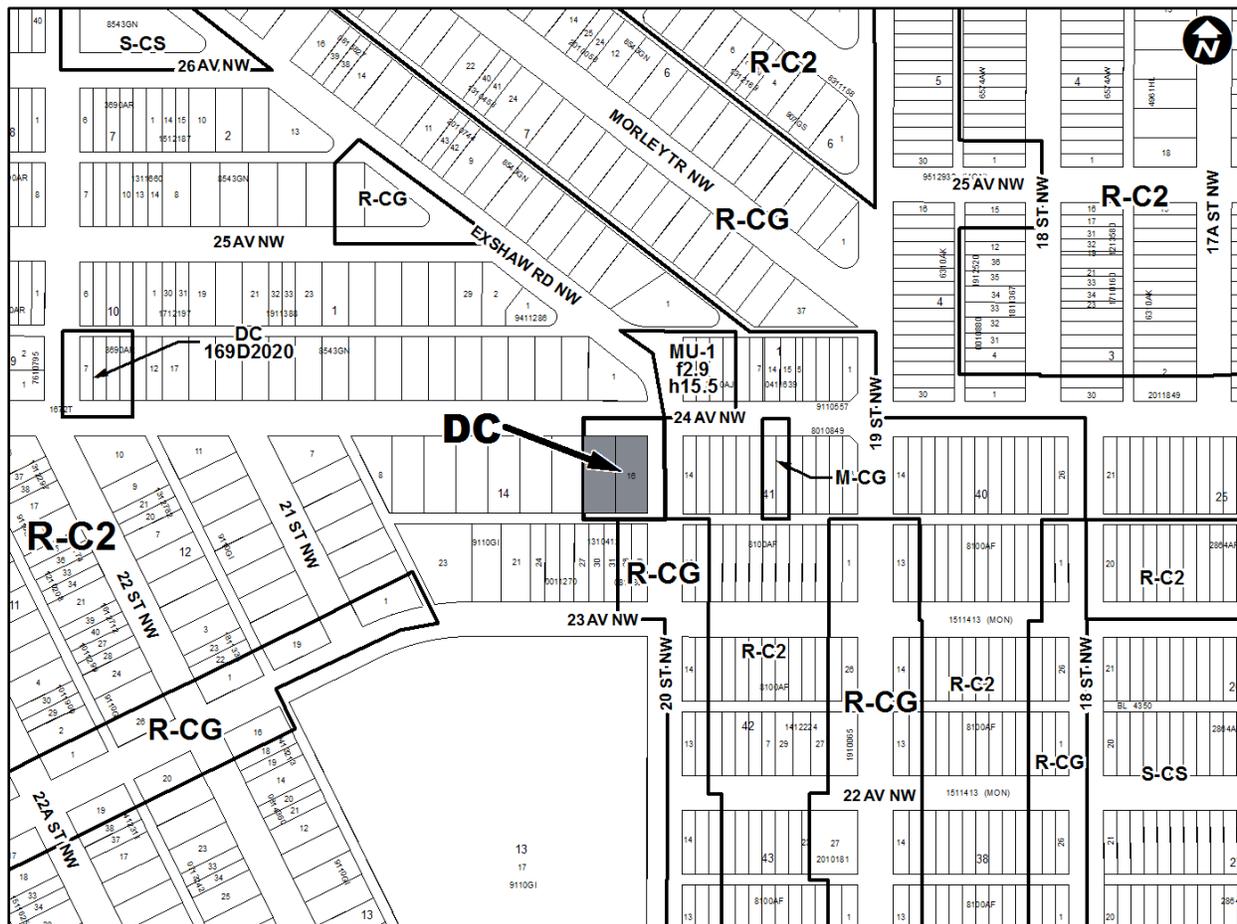


# Proposed Direct Control District – Site 2

1. 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



**SCHEDULE B****DIRECT CONTROL DISTRICT****Purpose**

- 1 This Direct Control District Bylaw:
  - (a) is for mixed-use and multi-residential development; and
  - (b) requires a minimum density be achieved to implement the transit oriented development vision for this area.

**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.

**Permitted Uses**

4 The **permitted uses** of the Mixed Use - General (MU-1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

5 The **discretionary uses** of the Mixed Use - General (MU-1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:

- (a) with the addition of:
  - (i) **Multi-Residential Development;** and
- (b) with the exclusion of:
  - (i) **Dwelling Unit.**

**Bylaw 1P2007 District Rules**

6 Unless otherwise specified, the rules of the Mixed Use - General (MU-1) District of Bylaw 1P2007 apply in this Direct Control District.

**Floor Area Ratio**

7 The maximum **floor area ratio** is 2.9.

**Density**

8 The minimum **density** is 150 **units** per hectare.

**Building Height**

9 (1) Unless otherwise referenced in subsections (2), and (3), the maximum **building height** is 16 metres.

(2) Where the **parcel** shares a **side property line** with a **parcel** designated as a **low density residential district** or M-CG District the maximum **building height**:

- (a) is 11.0 metres at the shared **property line**;
- (b) increases at a 45 degree angle to a depth of 5.0 metres from the shared **property line** or to 16 metres, whichever results in the lower **building height**; and
- (c) increases to 16 metres at a distance greater than 5.0 metres from the shared **property line**.

(3) Where the **parcel** shares a **property line** with a **lane** that separates the **parcel** from a **parcel** designated as a **low density residential district** or M-CG District the maximum **building height**:

- (a) is 7.5 metres at the **property line** that the **parcel** designated as a **low density residential district** or M-CG District shares with the **lane**; and
- (b) increases at a 45 degree angle to 16 metres.

**Motor Vehicle Parking Stall Requirements for Multi-Residential Development**

**10** The minimum number of *motor vehicle parking stalls* for a **Multi-Residential Development** is:

- (a) 0.75 stalls per *unit* for resident parking; and
- (b) 0.1 *visitor parking stalls* per *unit*.

**Reduction for Transit Supportive Development for Multi-Residential Development**

**11** The required number of *motor vehicle parking stalls* in Section 10 is reduced by 25.0 per cent when a **Multi-Residential Development** is located in a *building* located within 600.0 metres of an existing or approved capital funded *LRT platform* or within 150.0 metres of *frequent bus service*.

**Bicycle Parking Stall Requirements for Multi-Residential Development**

- 12** (1) The minimum number of *bicycle parking stalls – class 1* for **Multi-Residential Development** is 0.5 stalls per *unit*.
- (2) The minimum number of *bicycle parking stalls – class 2* for **Multi-Residential Development** is 0.1 stalls per *unit*.

**Reduction for Bicycle Supportive Development for Multi-Residential Development**

**13** The total number of *motor vehicle parking stalls* required by Section 10 for all of the *units* within the *development* is reduced by 0.25 *motor vehicle parking stalls* for each additional *bicycle parking stalls – class 1* provided in excess of the number of *bicycle parking stalls – class 1* required in Section 12 to a maximum of 25 per cent of the total number of *motor vehicle parking stalls* required by Section 10 for all of the *units* within the *development*.

**Relaxations**

**14** The *Development Authority* may relax the rules contained in Sections 6, 9, 10, and 12 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.