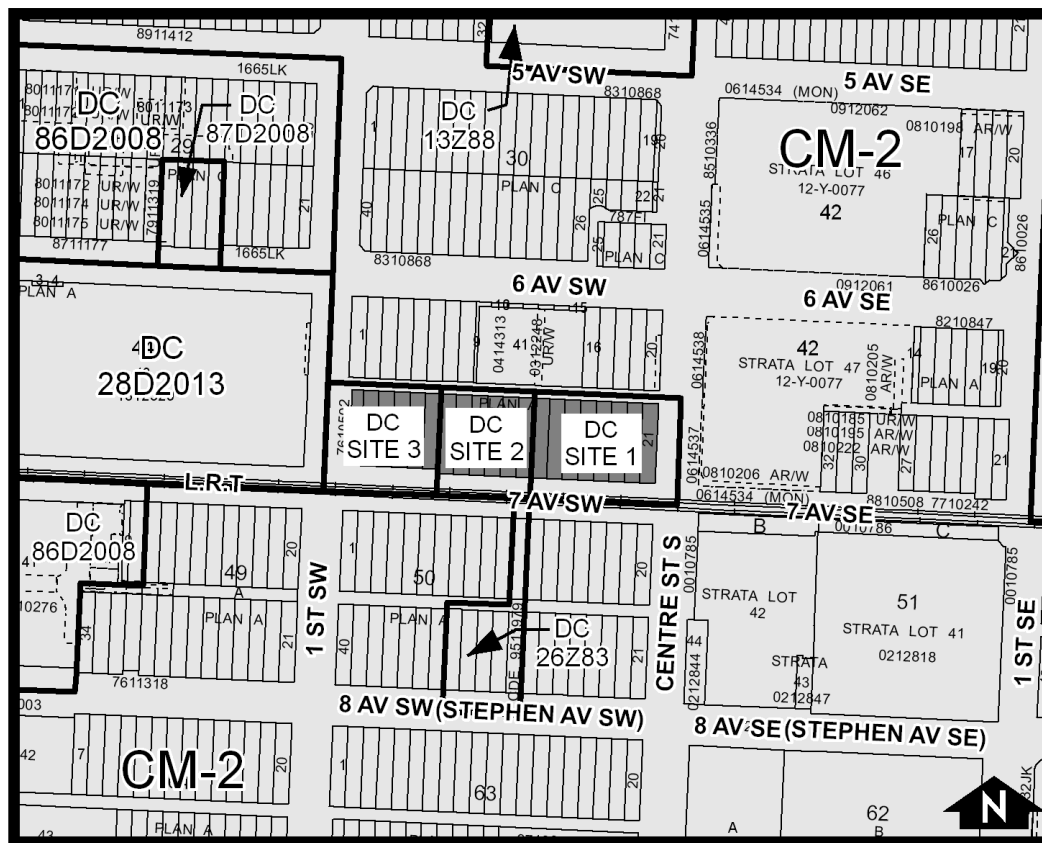


LAND USE AMENDMENT	ITEM NO: 01	
	FILE NO:	LOC2013-0053
	CPC DATE:	2013 November 21 2013 November 07
	COUNCIL DATE:	2014 January 13
	BYLAW NO:	5D2014

**DOWNTOWN COMMERCIAL CORE**  
(Ward 7 - Councillor Farrell)



**RECOMMENDATION:**

**CALGARY PLANNING COMMISSION RECOMMENDATION TO COUNCIL:**

That Council:

1. **ADOPT** the proposed redesignation of 0.59 hectares  $\pm$  (1.45 acres  $\pm$ ) located at 100, 114, 120, 124 and 130 – 7 Avenue SW (Plan A, Block 43, Lots 21 to 40) from CM-2 Downtown Business District **to** DC Direct Control District to accommodate mixed use development, in accordance with the Corporate Planning Applications Group recommendation; and
2. Give three readings to the proposed Bylaw.

**Moved by: J. Sturgess**

**Carried: 5 – 0**

**PROPOSAL:**

To redesignate 0.59 ha  $\pm$  (1.45 ac  $\pm$ ) located at 100, 114, 120, 124 and 130 – 7 Avenue SW (Plan A, Block 43, Lots 21 to 40) from CM-2 Downtown Business District to DC Direct Control District to accommodate mixed use development.

(Map 15C)

**APPLICANT:**  
Dialog

**OWNER:**  
Telus Communications Inc  
100 - 7 Avenue SW (Art Central) Inc

**CURRENT DEVELOPMENT:** Office / Telephone Exchange / Retail

**ADJACENT DEVELOPMENT:**

**NORTH:** Office – Hanover Place

**SOUTH:** Retail / Surface Parking Lots

**EAST:** Vacant Land - Bow South Block

**WEST:** Office – Brookfield Place (under construction)

**SUMMARY OF CIRCULATION REFEREES**

**ENVIRONMENTAL  
MANAGEMENT**

Not Applicable

**URBAN DESIGN  
REVIEW PANEL**

Not Applicable

**COMMUNITY  
ASSOCIATION  
(Calgary Downtown  
Association)**

Support this application

**PLANNING EVALUATION**

**Introduction**

This application seeks to re-designate the existing CM-2 land use designation for the south section of this city block to a Direct Control District to accommodate office, residential and amend the CM-2 bonus density table to include additional public benefits.

The DC would also secure the existing obligations on the site, relating to the development of the Len Werry building comprising parking, Colonel Walker Park and a +15 Bridge across 7 Avenue SW.

The Direct Control District would be divided into 3 sites comprising the Len Werry office building, the former A.G.T. Exchange Building and Arts Central. According to the applicants, Site 1 of the subject lands (Arts Central) would be developed, for primarily residential purposes. No redevelopment of Sites 2 or 3 is contemplated at this time.

The specific land use provisions of the proposed Direct Control District are based on the CM-2 Downtown Business District of Part 10 of Land Use Bylaw 1P2007. The applicant seeks to utilize the general rules of CM-2, including the maximum 20 FAR, but seeks to provide additional bonus incentives to provide greater flexibility to support this particular project.

### **Site Context**

The block is located between 6 and 7 Avenues and Centre and 1 Street SW. Both 6 and 7 Avenues are major transportation corridors for pedestrians, public transport and vehicular traffic with 7 Avenue SW being a dedicated transit corridor.

### **Proposed Land Use District**

The purpose of the Direct Control District is to allow for the redevelopment of the block in accordance with the aims of the Centre City Plan, to ensure that existing obligations are maintained and to provide for additional density bonus standards that provide public benefits.

The maximum density proposed would remain at 20 FAR in accordance with the requirements of Part 10 of the Land Use Bylaw. However, by including additional bonus initiatives, the applicant believes the proposal can better respond to their business philosophy, the constraints of the site and the specific needs of the development.

The additional bonus incentives proposed are:

a) Additional Bicycle Parking Stalls up to a maximum of 1.0 F.A.R.

Additional bicycle parking stalls is the provision of supplementary bicycle parking stalls – class 1 and associated change room facilities in addition to the minimum required bicycle parking stalls – class 1 of the development. The additional bicycle parking stalls – class 1 and associated facilities provided may be integrated into the stalls and facilities required by the development with no physical separation.

b) Community Support Spaces up to a maximum of 2.0 F.A.R.

Cultural support space is an internal space that provides accommodation for one of the various branches of creative activity concerned with the production of imaginative designs, sounds or ideas. Cultural support space is intended for activities that do not require public accessibility, e.g. administration, rehearsal space, storage.

c) District Energy Connection Ability up to a maximum of 0.5 F.A.R.

District energy connection ability is the preservation of site areas from physical obstructions that would preclude or make unviable a connection to district energy infrastructure in the future.



d) Dwelling Unit Mix up to a maximum of 2.0 F.A.R.

Dwelling unit mix is the construction of units containing 3 or more bedrooms.

e) Environmental Roof up to a maximum of 0.7 F.A.R.

An environmental roof is a roof that is designed to retain stormwater on site, prevent compacting of soil or to contain plants.

f) Electrical Vehicle Charging up to a maximum of 1.0 F.A.R.

Electric vehicle charging stations are purpose built, electrical outlets located in, or adjacent to, selected motor vehicle parking stalls designed to provide battery recharging ability to electric vehicles using the stalls.

g) Exceptional Design up to a maximum of 1.0 F.A.R.

Exceptional design is such that it incorporates architectural and urban design features and/or technologies that are deemed by the Development Authority to significantly enhance through visual and functional impacts the character of the urban environment.

h) Green Wall up to a maximum of 1.0 F.A.R.

A green wall is an indoor vertical, soft surfaced landscaped area.

i) Innovative Public Amenity up to a maximum of 1.0 F.A.R.

An innovative public amenity is a building feature that has not been considered under any of the other incentive items in this table, but which is determined by Development Authority to provide a benefit to the public.

j) Public Art – On Site up to a maximum of 1.5 F.A.R.

Public art is publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a development. It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist.

k) Transit Enhancements up to a maximum of 0.5 F.A.R.

Transit enhancements is the construction of structures either as part of a building or as a separate structure that provide shelter from the elements to transit service users and that provide an amenity and design standard exceeding standard transit facilities.

l) District Energy Connection up to a maximum of 2.5 F.A.R.

District energy connection is the connection to a district energy system and the utilization of its thermal energy in the development.

m) On-site Cogeneration Facility up to a maximum of 2.0 F.A.R.

An on-site cogeneration facility is equipping a building with combined heat and power or combined heat, power and cooling machinery to serve the building.

### **Legislation & Policy**

The site is located within the CM-2 Downtown Business District, which provides for predominantly commercial development with a comprehensive system of grade and +15 level amenities.

The Centre City Plan (2007) provides the policy framework for the downtown and seeks to enhance it as the primary office location through the provision of high quality public realm and supporting amenities and services.

### **Site Layout & Building Design**

The site layout as it exists today would not be altered until such time as a Development Permit is approved.

The proposed Direct Control District references the rules of CM-2, which would therefore be used to evaluate any future Development Permit application.

### **Site Access & Traffic**

A Transportation Impact Study was submitted with the application and determined that in respect of the existing conditions, all movements at the key intersections are currently operating within an acceptable capacity.

The study demonstrated that the redevelopment of the site would be likely to cause delays to vehicles exiting the site via the laneway during the afternoon peak period, due largely to the increased pedestrian volumes crossing the lane. All other movements at the intersections were expected to operate within acceptable capacity parameters.

Additional analysis within the study confirmed that the operation of the lane could be improved if a right out only movement were enforced and this option would be considered in the Development Permit application.

### **Parking**

The parking policies for the Downtown reinforce land use policies, with the intention of strengthening the sustainment of the downtown as an active centre expressed through high density employment and residential development. This is achieved through mobility management strategies that support a pedestrian orientated environment by reducing the demand for vehicle access and long stay parking while promoting other transportation modes.

The proposed land use supports the Downtown Parking Strategy by reducing the parking levels for the retail uses at grade and +15 and the residential units on the basis of the location and the proximity to alternative transportation choices.

The parking required in association with the Len Werry building development has been addressed in the Direct Control District as either being provided or as a cash-in-lieu financial contribution.

### **Site Servicing for Utilities**

All relevant public deep main utilities (water, sanitary and storm) exist adjacent to the development site, within the public road rights-of-way for the purposes of development servicing.

The ultimate development site servicing requirements will be determined at the future development permit and development site servicing plan (DSSP) circulation processes.

### **Environmental Site Assessment**

An Environmental Site Assessment (ESA) was not required for the purposes of the application scope.

### **Community Association Comments**

The Calgary Downtown Association supports the land use application and commends the effort and thought already put into the project.

### **CONCLUSION:**

The proposal is supported for the following reasons:

1. The land use provisions of the DC Direct Control District Bylaw conform to the general policy directions of the Centre City Plan
2. DC Direct Control District Bylaw provides for compatible land use and densities within the Downtown.
3. The additional bonus incentives proposed in the DC Direct Control District Bylaw meet the criteria set out in the Centre City Plan (2007) and would represent positive public benefits within the Downtown.

### **CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION:      **APPROVAL****

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.59 hectares  $\pm$  (1.45 acres  $\pm$ ) located at 100, 114, 120, 124 and 130 – 7 Avenue SW (Plan A, Block 43, Lots 21 to 40) from CM-2 Downtown Business District **to** DC Direct Control District to accommodate mixed use development with the following guidelines:

#### **1      Purpose**

This Direct Control District is intended to:

- (i) allow for the redevelopment of the site in accordance with the aims of the Centre City Plan;
- (ii) ensure that existing and outstanding development obligations are secured through a Development Agreement; and

- (iii) provide for additional density bonus standards that provide public benefits.

## **2 Compliance with Bylaw 1P2007**

Unless otherwise specified, the rules and provisions of sections 1-4 of Part 1, sections 21(1), (2) and 22 of Part 2 and Part 10 of Bylaw 1P2007 apply to this Direct Control District.

## **3 Reference to Bylaw 1P2007**

Within this Direct Control District, a reference to a section of Part 10 of Bylaw 1P2007 is deemed to be a reference to the section as existed on the date of the passage of this Direct Control District Bylaw.

## **4 General Definitions**

In this Direct Control District,

- (a) (i) “bicycle parking stall” means an area approved as bicycle parking stall – class 1 or bicycle parking stall – class 2 that is equipped to store a bicycle and must include a device:
  - (a) specifically designed to park a bicycle;
  - (b) designed to allow a bicycle frame and both wheels to be secured;
  - (c) designed to support the bicycle frame and both wheels; and
  - (d) that is anchored to a hard surface or fixed structure.
- (ii) “bicycle parking stall – class 1” means a bicycle parking stall in a secured or controlled area.
- (iii) “bicycle parking stall – class 2” means a bicycle parking stall in an unsecured or uncontrolled area.
- (b) “Fitness Centre” means a use:
  - (i) where space, equipment or instruction is provided for people to pursue physical fitness or skills relating to physical activities; and
  - (ii) that may include the incidental sale of products relating to the service provided;
  - (iii) requires a minimum of 5.0 motor vehicle parking stalls per 100.0 square metres of gross floor area.
- (c) “Private amenity space” means:
  - (i) a balcony, deck or patio; and
  - (ii) where the private amenity space is a deck or patio, have no minimum dimension of less than 1.2 metres; and

- (d) "Common amenity space" means space that:
- (i) is provided for active or passive recreation, located within or outside of a building;
  - (ii) is accessible by and from all Dwelling units;
  - (iii) has a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
  - (iv) is located at or above grade.

## **5 Permitted Uses**

- (1) The following uses are permitted uses in this Direct Control District:
- Home occupations - Class 1
  - Power Generation Facility, Small-scale
  - Signs - Class 1; and
  - Special function - Class 1
- (2) Notwithstanding any other requirement of this Bylaw, proposed or existing uses of a site shall be permitted uses on that site if they:
- (a) are included in the list of discretionary uses in Section 42.3(4) of Part 10 of Bylaw 1P2007; and
  - (b) have been approved on or before October 10, 1984, by a development permit that has not expired.

## **6 Discretionary Uses**

The following uses are discretionary uses in this Direct Control District:

- Accessory food services
- Amusement arcades
- Billiard parlours
- Child care facilities
- Commercial schools
- Drinking establishments
- Dwelling units
- Entertainment establishments
- Essential public services
- Financial institutions
- Fitness centre
- Gaming establishment - bingo
- Grocery stores
- Hotels
- Laboratories
- Liquor stores
- Mechanical reproduction and printing establishments
- Medical clinics
- Offices

Outdoor cafes  
Parks and playgrounds  
Personal service businesses  
Private clubs and organizations  
Private schools  
Public and quasi-public buildings  
Public and separate schools  
Radio and television studios  
Restaurants-food service only  
Restaurants-licensed  
Retail food stores  
Retail stores  
Signs – Class 2  
Special function - class 2  
Take-out food services  
Universities, colleges, and provincial training centres  
Utility Building; and  
Veterinary clinics

## **7 Bylaw 1P2007 District Rules**

Unless otherwise specified, the rules of the CM-2 Downtown Business District of Part 10 of Bylaw 1P2007 apply in this Direct Control District.

## **8 Location of Uses**

(a) The following uses must not be located on the ground floor of a building:

Billiard parlours  
Dwelling units  
Laboratories  
Offices  
Private clubs and organizations; and  
Public and quasi-public buildings

(b) In addition to the uses listed in subsection (a), the following uses must not be located on the second floor of a building immediately adjacent to the +15 walkway system:

Entertainment establishments  
Essential public services  
Gaming establishment - bingo; and  
Radio and television studios

## **9 Discretionary Use Rules**

### **Gross Floor Area**

All development, regardless of density, shall provide all Bonus Group A features of the Bonus Density Incentive Table to the satisfaction of the Approving Authority. The maximum gross floor area, calculated using the Bonus Density Incentive Table, attached to this Bylaw, shall be:

- (a) 7 F.A.R., which shall not be refused on the grounds of density only, where all Group A features of the Bonus Density Incentive Table are provided to the satisfaction of the Approving Authority;
- (b) 15 F.A.R. where:
  - (i) in addition to provision of all Group A features, Group B features of the Bonus Density Incentive Table of a type, location, and design required by and acceptable to the Approving Authority are provided; and
  - (ii) Bonus initiatives B16-B22 Green Building Features set out in the Bonus Density Incentive Table may be used in combination may not exceed 2.5 F.A.R.
- (c) 20 F.A.R. where, in addition to provision of all Group A features, Group B and Group C of the Bonus Density incentive Table of a type, location, and design are provided in accordance with Council's policy for public improvements in the Downtown.

## **10 Density Bonus Table**

The Density Bonus Incentive Table attached at Schedule A, forms part of this Direct Control District Bylaw.

### **Site 1 (± 0.24 Ha)**

## **11 Application**

The provisions in sections 12 to 15 apply only to Site 1.

## **12 Site Redevelopment**

- (a) Any redevelopment of Site 1 must provide:
  - (i) an open space equivalent within the redevelopment to compensate for the removal of the Colonel Walker Park; and
  - (ii) a +15 Bridge across 7 Avenue SW.
- (b) The open space equivalent and the +15 Bridge to be provided pursuant to subsection (a) may not be used in any bonus calculation for Site 1.

### **13 Required Motor Vehicle Parking Stalls**

- (a) Notwithstanding the parking stall requirements of Section 18 of Part 10 of Bylaw 1P2007, the required number of parking stalls for Dwelling units provided on site 1 shall be a minimum of 0.35 stalls per Dwelling unit and 0.08 visitor parking stalls per Dwelling unit.
- (b) Notwithstanding the parking stall requirements of Section 18 of Part 10 of Bylaw 1P2007, there is no requirement for parking stalls for Retail stores, Drinking establishment, Restaurants: food service only, Restaurants: licensed and Fitness centres at grade or on the +15 Level.
- (c) Notwithstanding the parking stall requirements of Section 18 (1.01) of Part 10 of Bylaw 1P2007, where structural columns encroach into a motor vehicle parking stall, such columns:
  - (i) must not encroach into the width of the motor vehicle parking stall by more than a total of 0.30 metres;
  - (ii) must be located within 1.2 metres of either end of the motor vehicle parking stall; and
  - (iii) must not encroach into a motor vehicle parking stall within 0.30 metres of a drive aisle.
- (d) Notwithstanding the parking stall requirements of Section 18 (1.01) of part 10 of Bylaw 1P2007, the minimum width of a motor vehicle parking stall when it abuts a physical barrier is:
  - (i) 3.1 metres when a physical barrier abuts both sides; and
  - (ii) 2.85 metres when a physical barrier abuts only one side.

### **14 Required Bicycle Parking Stalls**

- (a) For an Office, the minimum number of required:
  - (i) bicycle parking stalls - class 1 is 1.0 per 1000.0 square metres of net floor area; and
  - (ii) bicycle parking stalls - class 2 is 1.0 per 1000.0 square metres of net floor area.
- (b) For a Dwelling unit the minimum number of bicycle parking stalls – class 1 is 0.5 per unit for developments with greater than 20.0 units.
- (c) Required bicycle parking stalls – class 1 must be located at grade or within the first parkade level directly below grade.



## **15 Rules for Dwelling Units**

Buildings, or any portions of buildings containing dwelling units shall be subject to the following in respect of such dwelling units:

- (a) No window of a living room or bedroom shall be located closer than a horizontal distance of 5.75 metres from the centre of a lane adjacent to a side or rear property line or 15 metres from the facing windows of any other building on the same site;
- (b) The required minimum amenity space is 5.0 square metres per Dwelling Unit;
- (c) The amenity space may be provided as common amenity space, private amenity space or a combination of both;
- (d) When the private amenity space is provided is 5.0 square metres or less per unit, that specific area will be included to satisfy the amenity space requirement;
- (e) When the private amenity space exceeds 5.0 square metres per unit, only 5.0 square metres per unit may be included to satisfy the amenity space requirement;

### **Site 2 ( $\pm$ 0.18 Ha)**

#### **16 Application**

The provisions in section 17 apply only to Site 2.

#### **17 Required Motor Vehicle Parking Stalls**

- (a) Notwithstanding the parking stall requirements of Section 18 of Part 10 of Bylaw 1P2007, no additional parking stalls are required for any proposed or existing uses on the site in association with Section 5 of this Direct Control Bylaw.
- (b) Notwithstanding the parking stall requirements of Section 18 of Part 10 of Bylaw 1P2007, there is no requirement for parking stalls for Retail stores, Drinking establishment, Restaurants: food service only, Restaurants: licensed and Fitness centres at grade or on the +15 Level.

### **Site 3 ( $\pm$ 0.16 Ha)**

#### **18 Application**

The provisions in section 19 apply only to Site 3.

#### **19 Required Motor Vehicle Parking Stalls**

Notwithstanding the parking stall requirements of Section 18 of Part 10 of Bylaw 1P2007, the outstanding obligation of 65 parking stalls required in association with the existing development on Site 3, may be provided in the redevelopment on Site 1 or paid as cash-in-lieu of parking in association with the redevelopment of Site 1.

**SCHEDULE 1 - BONUS DENSITY TABLE [DTR-1] – LOC2013-0053 20/SEP/2013**

BONUS GROUP A: A maximum of 7 F.A.R. may be achieved through provision of group A features.

STANDARD	PUBLIC AMENITY TO BE PROVIDED	LOCATION AND ACCESS REQUIREMENTS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
A1	At-Grade Pedestrian Circulation (a) On-Site Pedestrian Space  (b) Street Corner Pedestrian Space	<ul style="list-style-type: none"> <li>Abutting primary roads, the 7 Avenue S. and future L.R.T. alignments and the secondary roads of 1 and 2 Streets S.W. all as shown on Map 1, Roadway Network.</li> <li>Directly accessible to and level with public sidewalks.</li> <li>At all intersections.</li> <li>Directly accessible to and level with public sidewalks.</li> </ul>	<ul style="list-style-type: none"> <li>If arcaded, a minimum unobstructed width of 3.5 metres.</li> <li>If no structure to grade, a minimum unobstructed width of 2.2 metres from the setback line along primary roads and L.R.T. Corridors or 1.5 metres along 1 and 2 Streets S.W.</li> <li>Open to sky or built-over above second storey.</li> <li>A triangular area formed by the two setback lines and a straight line which intersects them 7.5 metres from the corner where they meet.</li> <li>Open to sky or built-over above second storey.</li> <li>No vegetation, finished lot grade, building or structure within the triangular area formed by the two setback lines and a straight line which intersects them 3 metres from the corner where they meet. Beyond this distance, columns permitted to satisfaction of the Approving Authority.</li> </ul>	<p><b>A1 a</b></p> <p><b>b</b></p> <p><b>A2</b></p>
A2	+15 System (a) Development must make provision for connecting to the +15 System by:  (i) Walkways (See also Bonus B7b) (ii) Supports (iii) Vertical Movement Between Grade and +15 Level  (b) Contribution to +15 Fund	<ul style="list-style-type: none"> <li>Where required by the Approving Authority, routes shall be oriented in north/south and east/west directions, continuous with existing and potential +15 routes on neighbouring sites.</li> <li>Within the net site area.</li> <li>Where required by the Approving Authority.</li> <li>Must provide for public use either interior stair, ramp, escalator or elevator between grade and +15 levels.</li> <li>One elevator must provide access to both the grade and +15 level.</li> <li>Where a +15 bridge is to be located adjacent to the site, a means of vertical movement (indoors or outdoors) shall be in a location convenient to the +15 bridge.</li> </ul>	<ul style="list-style-type: none"> <li>Clearly and appropriately signed for pedestrians.</li> <li>A minimum unobstructed width of 4.5 metres.</li> <li>Pedestrian path shall be a minimum of 5.5 metres above grade.</li> <li>Capable of accepting +15 bridges and lane links.</li> <li>A minimum unobstructed width of 2.0 metres.</li> <li>May be indoors or outdoors.</li> <li>Clearly visible and directly adjacent and accessible to street or avenue sidewalk and +15 system.</li> <li>In accordance with approved policy.</li> </ul>	

See Section 42.3 (5) (a) (ii) (C) for special exemption for public auditoria, cinemas and theatres.  
See Section 42.3 (5) (a) (ii) (D) for special exemptions for the development of sites of 3,020 square metres gross site area or less. 13P287  
8P90

## BONUS DENSITY TABLE

BONUS GROUP B: A maximum additional 8 F.A.R. may be achieved through provision of Group B features.

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B1	At-Grade Plaza (Excludes any Standard A1 spaces)	Plazas 250 square metres to 499 square metres in size - 10:1 Plazas 500 square metres or over in size - 15:1 Maximum of 20 percent of gross site area eligible for bonus density. Where plazas abut north/south streets, an additional 25 percent bonus for that portion of the plaza where the north/south street frontage equals or exceeds the depth.	<ul style="list-style-type: none"> <li>At-grade or within 450 millimetres above or below grade with no wall along the sidewalk higher than 450 millimetres.</li> <li>Direct access to sidewalk or on-site pedestrian space amounting to at least 50 percent of each of the plaza's street and avenue frontage.</li> <li>Retail or personal service units abutting a plaza shall front onto it and have individual direct plaza level access to it.</li> </ul>	<ul style="list-style-type: none"> <li>Open to sky.</li> <li>A minimum contiguous area of 250 square metres.</li> <li>A minimum dimension of 9 metres in all directions.</li> <li>A minimum frontage along street or avenue of 9 metres, with that frontage equal to or greater than the plaza depth.</li> <li>The combined width of all entranceways and lobbies of office developments shall not exceed 15 percent of the perimeter distance of all building fronting onto the plaza, or 10 metres whichever is the greater.</li> <li>A minimum ratio of 1 seat or 750 millimetres of bench seating for each 10 square metres of plaza area.</li> </ul>	
B2	Space: Other At-Grade (Excludes any Standard A3 spaces) <ul style="list-style-type: none"> <li>Standard A1 space eligible for this bonus where open to sky.</li> </ul>	7.5:1	<ul style="list-style-type: none"> <li>At-grade or within 450 millimetres above or below grade, with no wall along the sidewalk higher than 450 millimetres.</li> <li>A Accessible and visible from public sidewalk or on-site pedestrian space.</li> </ul>	<ul style="list-style-type: none"> <li>Open to sky.</li> <li>Depth of open space may not exceed 1.5 times the street or avenue frontage.</li> <li>Other at-grade, open to the sky areas (A1, A3, B1) must be included in the measurement depth.</li> </ul>	
B3	Sloped or Terraced Open Space	5:1	<ul style="list-style-type: none"> <li>Between grade and +15.</li> <li>Physically accessible to, and visible from, sidewalk or on-site pedestrian space, and where required by the Approving Authority, from the +15 walkway.</li> </ul>	<ul style="list-style-type: none"> <li>Open to sky.</li> <li>A minimum dimension of 6 metres in all directions.</li> </ul>	

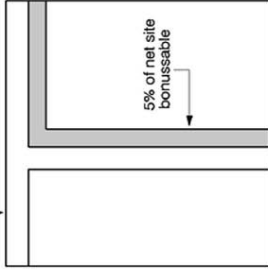
# BONUS DENSITY TABLE

BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B4	Open Space at +15 Level	4:1	<ul style="list-style-type: none"> <li>At +15 level.</li> <li>Visible from +15 walkway for its whole length where the walkway abuts the open space.</li> <li>Direct access from walkway to abutting open space at least every 9 metres.</li> </ul>	<ul style="list-style-type: none"> <li>Open to sky.</li> <li>A minimum width of 6 metres in all directions.</li> <li>Frontage of open space along the +15 walkway must be greater than the depth of the open space.</li> </ul>	
B5	Outdoor Built-Over Space Standard A1(a) space arcaded or built over is eligible for this bonus.	4:1	<ul style="list-style-type: none"> <li>Directly accessible to and level with public sidewalk, on-site pedestrian area and/or at-grade open space.</li> </ul>	<ul style="list-style-type: none"> <li>Built over above second storey but not enclosed.</li> <li>If arcaded, a minimum unobstructed width of 3.5 metres up to a maximum of 5 metres with a minimum contiguous area of 30 square metres.</li> <li>If no structure to grade, a maximum unobstructed width of 5 metres.</li> </ul>	
B6.1	Indoor Park	<p>Where provided at grade level - 12.5:1</p> <p>Where provided at +15 level - 10:1</p> <p>Maximum of one third of gross site area eligible for this bonus.</p>	<p>At-Grade</p> <ul style="list-style-type: none"> <li>Must front on, have direct access to, and be visible from the sidewalk, grade level open space or on-site pedestrian space.</li> <li>Must be a distinctly separate area from lobby or reception area.</li> </ul> <p>+15 Level</p> <ul style="list-style-type: none"> <li>Must front on and be visible from the street or avenue.</li> <li>Must have direct access to street or avenue by indoor stairs, escalators or elevators.</li> <li>Directly accessible to, and visible from, +15 walkway. For the whole length of the +15 walkway where it abuts the indoor park, it must be glazed, with direct access between the walkway and the park at least every 9 metres, or else completely open without barriers.</li> </ul>	<p>At-Grade and +15 Levels</p> <ul style="list-style-type: none"> <li>A minimum width of 9 metres and a minimum contiguous area of 150 square metres, excluding access ways to elevators and required +15 walkways.</li> <li>Exterior walls shall be glazed except where they abut another property.</li> <li>Minimum 8 metres vertical clearance between floor and non-glazed roof or ceiling and 4.5 metres between floor and glazed roof.</li> <li>Intensively landscaped to create a park-like setting which must include seating, and may include playgrounds and performance areas.</li> <li>A minimum of 50 percent of the area of the park shall have a glazed roof.</li> <li>The depth of any area of the park without a glazed roof shall not exceed 8 metres measured from the point where it abuts the area with a glazed roof.</li> <li>Where a park area without glazing above is separated from an exterior wall by a glazed-over area, the depth of that area without glazing above shall not exceed the distance that it is separated from the exterior wall.</li> <li>Where a +15 walkway covers a portion of at-grade indoor park, the area directly under the walkway which may not exceed 4.5 metres in width, is eligible for a B6 bonus only where that walkway is separated from the exterior glazed walls surrounding the park by a distance of not less than 4.75 metres. No more than 15 percent of the indoor park may be covered by a +15 walkway.</li> </ul>	

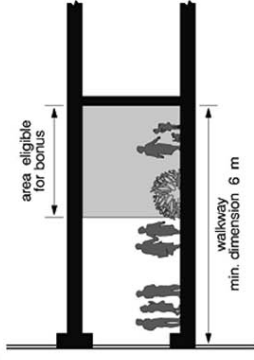
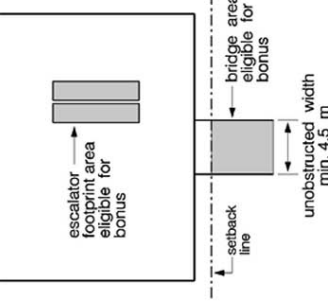
# BONUS DENSITY TABLE

BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B6.2	"Cultural Space" means space built for the intended purpose of, developing, creating, presenting or administering artistic practices in any cultural tradition. The appropriate uses for "Cultural Space" are: <ul style="list-style-type: none"><li>o Entertainment establishment (excluding night club)</li><li>o Public and quasi public uses (excluding a church, and recreational activities of a public group or organization.)</li><li>o Ancillary commercial use.</li></ul>	Where provided at grade level - 12.5:1 Where provided at +15 level - 10:1 Where provided below grade level - 10:1 Maximum of 1/3 of gross site area eligible for this bonus.	At-Grade <ul style="list-style-type: none"><li>o Must front on, have direct access to, and be visible from the sidewalk, grade level open space or on-site pedestrian space.</li><li>o Must be a distinctly separate area from lobby or reception area.</li></ul> +15 Level <ul style="list-style-type: none"><li>o Components of space must front on and be visible from street or avenue.</li><li>o Must have direct access to street or avenue by indoor stairs, escalators or elevators.</li><li>o Entrance and cultural space lobby areas must be glazed, directly accessible to, and visible from +15 walkway.</li></ul> Below Grade <ul style="list-style-type: none"><li>o Must have direct access to street or avenue by indoor stairs, escalators or elevators.</li><li>o Directly accessible to public and visible from avenue or street.</li></ul>	At-Grade, +15 Level and Below Grade <ul style="list-style-type: none"><li>o A minimum width of 7.5 metres, contiguous area of 150 square metres, excluding accessways to elevators and required +15 walkways.</li><li>o Entrance ways and lobbies of cultural space shall be glazed except where they abut another property.</li></ul> The configuration of any space provided as cultural space must be to the satisfaction of the Approving Authority. 11P2008	
B7	+15 Walkway Enhancement (a) Maximum of 5 percent of the net site area, excluding area of basic on-site north/south and east/west +15 walkway connections required as in Standard A2, with the following exception. (b) Where a required A2 walkway exceeds 20 percent of the net site area, the amount by which it exceeds that 20 percent is eligible for this bonus. If this amount exceeds 5 percent of the net site area, the B7(a) bonus is not available. If the amount is less than	4:1	<ul style="list-style-type: none"><li>o At +15 level.</li><li>o Directly accessible to the +15 system.</li></ul>	<ul style="list-style-type: none"><li>o A minimum unobstructed width of 6 metres which may be measured in combination with the +15 walkway required in Standard A2.</li><li>o Widened walkways shall provide landscaping, seating areas, information and other public facilities.</li></ul>	<p>B7</p> <p>+15 walkway { not bonussable if less than 20% of net site area }</p> 

## BONUS DENSITY TABLE

BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B8	+15 Bridge (a) Standard Bridge Sites may build or contribute to the system the equivalent of 1 bridge from an area of up to and including 3020 square metres; 2 bridges from an area of over 3020 square metres but not more than 6040 square metres; 3 bridges from an area of over 6040 square metres but not more than 9060 square metres; and 4 bridges from an area over 9060 square metres. (b) Bridge With Extra Sky-lighting	20:1 Calculated on bridge floor area over right-of-way.		<ul style="list-style-type: none"> <li>A minimum clearance of 4.75 metres except a minimum clearance of 6 metres over the L.R.T. Corridors.</li> <li>A minimum unobstructed width of 4.5 metres.</li> <li>A maximum unobstructed width of 6 metres eligible for bonus density.</li> <li>Magnetically controlled doors.</li> <li>No air conditioning or other equipment shall be located on the roof of the bridge.</li> <li>Minimum of 75 percent of total wall surface clear glazed between 0.5 and 2.5 metres above bridge floor for the total length of the bridge.</li> <li>More than 50 percent of floor area with transparent glazing directly above.</li> </ul>	
B9	Provision of Pair of Escalators	30:1 Calculated on area of escalator's floor plate. Maximum of 1 F.A.R.	<ul style="list-style-type: none"> <li>Directly connects public access areas at-grade to those at +15 level.</li> </ul>		
B10	Lane Link Sites may build or contribute to the system the equivalent of 1 link from an area up to and including 3020 square metres; 2 links from an area over 3020 up to and including 6040 square metres; 3 links from an area over 6040 up to and including 9060 square metres; 4 links from an area over 9060 square metres.	12.5:1 Calculated on area of link over lane right-of-way.		<ul style="list-style-type: none"> <li>A minimum unobstructed width of 4.5 metres.</li> <li>A maximum unobstructed width of 6 metres eligible for bonus except a maximum of 10 metres where the lane link abuts a bridge.</li> <li>A minimum clearance of 4.75 metres above grade with the elevation of the pedestrian path a minimum of 5.5 metres above grade.</li> </ul>	
B11	Improvements to Adjacent Right-of-Way (a) Street Enhancement	2.5:1	<ul style="list-style-type: none"> <li>Sites abutting streets or</li> </ul>	<ul style="list-style-type: none"> <li>Enhanced treatment and materials over and above basic standards for externally reconstruction consistent with Council's</li> </ul>	

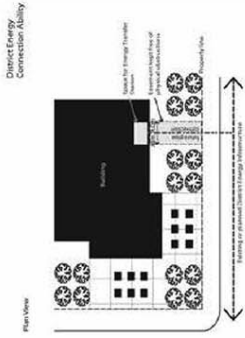
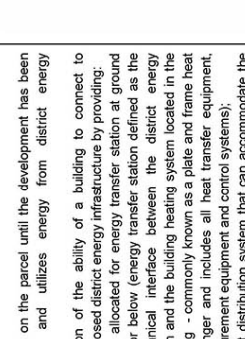
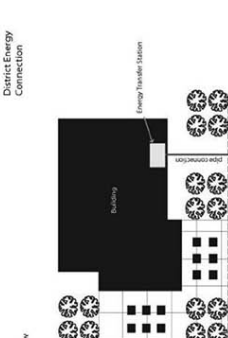
BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS REQUIREMENTS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
	(b) Mail Enhancement	2.5:1	<ul style="list-style-type: none"> <li>Sites abutting Stephen Avenue Mall or Barclay (3rd Street) Mall.</li> </ul>	<ul style="list-style-type: none"> <li>Mail construction or enhancement consistent with Council's policy.</li> <li>Area limited to the frontage of the site by the full width of the mall.</li> </ul>	
B13	Sites Retaining Heritage Features	Up to a maximum of 1 F.A.R. of the site originally covered by the Heritage Building.		<ul style="list-style-type: none"> <li>Amount of density to be determined by the Approving Authority based on importance of retained feature, cost of retention and relative size of heritage feature.</li> <li>Features of heritage significance to be retained and integrated into the new building to the satisfaction of the Approving Authority.</li> </ul>	
B14*	Sites Receiving Density from Heritage Buildings	Up to a maximum of 3 F.A.R., except on sites with a net site area of 1812 square metres or less where this limit may be exceeded.		<ul style="list-style-type: none"> <li>Available only in accordance with Council policy where density is being transferred from another site, as per Section 42.3(5)(h), or by purchase from a heritage preservation fund.</li> </ul>	
B15*	(a) Sites Receiving Density from the Density Transfer Area - Stephen (8th) Avenue Mall  (b) Sites Receiving Density as a result of the protection of sunlight on Public Spaces	Up to a maximum of 3 F.A.R., except on sites with a net site area of 1812 square metres or less where this limit may be exceeded.		<ul style="list-style-type: none"> <li>Available only in accordance with Council policy where density is being transferred from another site, as per Section 42.3(5)(f).</li> <li>Available only in accordance with Section 42.3(5)(i).</li> </ul>	

\* In combination, bonus density from B14-B15(a) and (b) may not exceed 4 F.A.R. except on sites with a net area of 1812 square metres or less where this limit may be exceeded.

# BONUS DENSITY TABLE

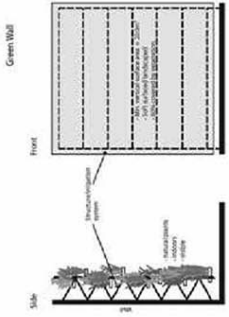
BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS REQUIREMENTS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B16**	Additional Bicycle Parking Stalls	Up to a maximum of 1 F.A.R. where the incentive gross floor area (square metres) = gross floor area provided for bicycle parking stalls – class 1 change rooms (square metres) multiplied by 7.5		<ul style="list-style-type: none"> <li>Additional bicycle parking stalls include the following: <ul style="list-style-type: none"> <li>Bicycle parking stalls – class 1 located either within the building or in a separate structure on the site;</li> <li>A change room located within the building or in a separate structure on the site with a minimum area of 20.0 square metres that contains: <ul style="list-style-type: none"> <li>1.0 locker every 4.0 bicycle parking stalls – class 1</li> <li>1.0 shower for every 4.0 bicycle parking stalls – class 1</li> <li>1.0 grooming station consisting of a wash basin, mirror and electrical outlet for every 4.0 bicycle parking stalls</li> </ul> </li> <li>An area of 4.0 square metres for each locker and 0.4 square metres for each shower;</li> <li>Use only by tenants of the development; and</li> <li>A location together with the minimum required bicycle parking stalls – class 1</li> </ul> </li> </ul>	 <p>Plan View</p> <p>District Energy Connection Ability</p>
B17**	District Energy Connection Ability	Up to a maximum of 0.5 F.A.R.		<ul style="list-style-type: none"> <li>A district energy connection ability includes the following: <ul style="list-style-type: none"> <li>Maintenance on the parcel until the development has been connected to and utilizes energy from district infrastructure;</li> <li>Demonstration of the ability of a building to connect to existing or proposed district energy infrastructure by providing: <ul style="list-style-type: none"> <li>Space allocated for energy transfer station at ground level or below (energy transfer station defined as the mechanical interface between the district energy system and the building heating system located in the building - commonly known as a plate and frame heat exchanger and includes all heat transfer equipment, measurement equipment and control systems);</li> <li>A heat distribution system that can accommodate the primary heat source at ground level or below; and</li> <li>An easement with a minimum width of 4.0 metres registered on the certificate of title for the parcel for a thermal pipe from the property line to the building and through the building to the allocated energy transfer station location</li> </ul> </li> </ul> </li> </ul>	 <p>Plan View</p> <p>District Energy Connection</p>
B18**	District Energy System Connection	Up to a maximum of 2.5 F.A.R. where: - The additional floor area ratio for the connection to district energy infrastructure is 0.5 - The additional floor area		<ul style="list-style-type: none"> <li>A district energy system connection includes the following: <ul style="list-style-type: none"> <li>Connection the building to a district energy system and use of thermal energy from the district energy system in the building</li> <li>Connection infrastructure that includes: <ul style="list-style-type: none"> <li>Space allocated for energy transfer station at ground level or below (energy transfer station defined as the mechanical interface between the district energy system</li> </ul> </li> </ul> </li> </ul>	 <p>Plan View</p> <p>District Energy Connection</p>



# BONUS DENSITY TABLE

BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B19**	Environmental Roof	<ul style="list-style-type: none"> <li>- The additional floor area ratio for every storey of the building above 25 storeys is 0.025</li> </ul>		<ul style="list-style-type: none"> <li>equipment and control systems);</li> <li>A heat distribution system that can accommodate the primary heat source at ground level or below; and</li> <li>An easement with a minimum width of 4.0 metres registered on the certificate of title for the parcel for a thermal pipe from the property line to the building and through the building to the allocated energy transfer station location</li> <li>no application in combination with standard B22</li> </ul>	
B20**	Electrical Vehicle Charging Stations	Up to a maximum of 0.7 F.A.R. where the Incentive Gross Floor Area (square metres) = surface area of environmental roof (square metres) multiplied by 5.0		<ul style="list-style-type: none"> <li>An environmental roof includes the following: <ul style="list-style-type: none"> <li>Permanently planted with vegetation and equipped with a growing medium and irrigation systems, or</li> <li>Equipped with water collection and/or filtration systems designed to collect rainwater or reuse or to minimize stormwater runoff; and</li> <li>Walkways necessary for maintenance with a maximum width of 1.0m.</li> </ul> </li> <li>An electric vehicle charging station includes the following: <ul style="list-style-type: none"> <li>1.0 battery charging unit with a minimum 220.0 volt capacity for fast charging ability for each motor vehicle parking stall; and</li> <li>Signage indicating which motor vehicle parking stalls are equipped with charging stations.</li> </ul> </li> </ul>	
B21**	Green Wall	Up to a maximum of 1.0 F.A.R. where the Incentive Gross Floor Area (square metres) = vertical surface area (square metres) multiplied by 5.0		<ul style="list-style-type: none"> <li>An green wall includes the following: <ul style="list-style-type: none"> <li>A minimum surface area of 20.0 square metres</li> <li>A minimum of 80.0 percent of its vertical surface area covered by vegetation</li> <li>A location indoors and at-grade and/or at the +15 Skywalk System level</li> <li>Where located at-grade level, it fronts on to and is visible from the public sidewalk, grade level open space or on-site pedestrian space; and</li> <li>Where located at the +15 Skywalk System level, it fronts on to and is visible from the +15 Skywalk System.</li> </ul> </li> </ul>	 <p>B21</p>
B22**	On-site Cogeneration Facility	Up to a maximum of 2.0 F.A.R. where: <ul style="list-style-type: none"> <li>- The additional floor area ratio for the on-site cogeneration facility infrastructure is 0.5</li> <li>- The additional floor area ratio for every storey of the building for the first</li> </ul>		<ul style="list-style-type: none"> <li>An on-site cogeneration facility includes the following: <ul style="list-style-type: none"> <li>(i) a combined heat and power, cogeneration or trigeneration system in the building;</li> <li>a design to utilize thermal energy resulting from electricity production to heat and/or cool the building;</li> <li>high-efficiency cogeneration, meaning an energy efficiency level of 80.0 per cent or greater; and</li> <li>no application in combination with standard B18</li> </ul> </li> </ul>	

BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT : FEATURE AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
		The additional floor area ratio for every storey of the building above 25 storeys is 0.025			
B23	Community Support Spaces	Up to a maximum of 2.0 F.A.R. where the incentive gross floor area (square metres) = gross floor area provided for the community support facility (square metres) multiplied by 1.0		<ul style="list-style-type: none"> <li>Community Support Spaces include the following: <ul style="list-style-type: none"> <li>A provision of space for one or more of the following uses: <ul style="list-style-type: none"> <li>Assisted Living;</li> <li>Child Care Service;</li> <li>Community Recreational Facility;</li> <li>Custodial Care;</li> <li>Fitness Centre;</li> <li>Indoor Recreational Facility;</li> <li>Instructional Facility;</li> <li>Library;</li> <li>Museum;</li> <li>Performing Arts Centre</li> </ul> </li> <li>Place of Worship – Large;</li> <li>Place of Worship – Medium;</li> <li>Place of Worship – Small;</li> <li>Post Secondary Learning Institution;</li> <li>Protective and Emergency Service;</li> <li>Residential Care;</li> <li>School – Private;</li> <li>School Authority – School;</li> <li>School Authority Purpose – Major;</li> <li>Service Organization;</li> <li>Social Organization; and</li> <li>Supermarket</li> </ul> </li> <li>The identification in floor plans of the proposed building of the space that is to be allocated to community support facility; and</li> <li>The requirement for a development permit upon change of use</li> </ul>	
B24	Dwelling Unit Mix	Up to a maximum of 2.0 F.A.R. where the incentive gross floor area (square metres) = gross floor area containing 3.0 or more bedrooms (square metres) multiplied by 2.0		<ul style="list-style-type: none"> <li>A development dwelling unit mix includes the following: <ul style="list-style-type: none"> <li>The provision of units comprising of 3.0 or more bedrooms;</li> <li>Two bedrooms with 1.0 or more windows each;</li> <li>A natural source of light in each bedroom;</li> <li>A minimum gross floor area of 8.0 sqm in each bedroom; and</li> <li>A separate living area separate from each bedroom in each unit; and</li> <li>A minimum gross floor area of 90.0 sqm for each unit.</li> <li>that have a positive effect on the public realm and are not commonly implemented;</li> <li>A floor plan that is not typical in Office Buildings;</li> <li>Improvements to the pedestrian environment in terms of sunlight penetration</li> </ul> </li> <li>A positive contribution through architecture, urban design and uses to the vibrancy and activity of the pedestrian environment and the building's interfaces with the public</li> </ul>	

					<ul style="list-style-type: none"> <li>Building massing, orientation and facade design not commonly implemented and that contributes to a memorable skyline and urban development;</li> <li>Building envelope designs employing materials or technology that have a positive effect on the public realm and are not commonly implemented;</li> <li>A floor plan that is not typical in Office Buildings;</li> <li>Improvements to the pedestrian environment in terms of sunlight penetration</li> <li>A positive contribution through architecture, urban design and uses to the vibrancy and activity of the pedestrian environment and the building's interfaces with the public realm at grade.</li> </ul>	
B26	Innovative Public Amenity	Up to a maximum of 1.0 F.A.R.			<ul style="list-style-type: none"> <li>An innovative public amenity includes the following: <ul style="list-style-type: none"> <li>A benefit to the community in which density is being accommodated</li> <li>No items or amenities that are achievable or required through other means, including the other incentive amenity items in this table</li> <li>No standard features of a building</li> <li>An amount of additional floor area commensurate with the cost of the amenity item provided</li> <li>Where located at the +15 Skywalk System level, front on to, be visible from and have direct access on to the +15 Skywalk System; and</li> <li>The sole discretion of the Development Authority to determine whether the proposed amenity feature is considered an innovative public amenity.</li> </ul> </li> </ul>	
B27	Public Art – On Site (a) Provided on Site (b) Contribution to Public Art Fund	1 square metre of floor area for every \$110 (October 1984 dollars) of sculpture provided. Maximum of 1.5 F.A.R. 13P-87  1 square metre of floor area for every \$110 (October 1984 dollars) contributed to Public Art Fund. Maximum of 1 F.A.R.			<ul style="list-style-type: none"> <li>Publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a development. It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist.</li> <li>In accordance with Council policy.</li> </ul>	
B28	Transit Enhancements	Up to a maximum of 0.5 F.A.R. where the incentive gross floor area (square metres) = sum of construction costs of the public transit shelter (\$) divided by \$296 (Incentive Rate 1)			<ul style="list-style-type: none"> <li>A location on the parcel and adjacent to, and accessible from, a public sidewalk;</li> <li>Construction to a standard that is approved by the Development Authority</li> <li>Public access during transit operating hours</li> <li>Climate controlled from October to May; and</li> <li>Exterior walls that consist primarily of windows that are clear glazed except where walls about a building and where they contain structural elements of the building</li> </ul>	

\*\* In combination, bonus density from B16-B22 may not exceed 2.5 F.A.R.

BONUS GROUP C: Once a density of 15 F.A.R. is achieved through the provision of Group A and B features, a maximum additional 5 F.A.R. may be achieved through provision of Group C.

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS	LOCATION AND ACCESS REQUIREMENTS	PERFORMANCE REQUIREMENTS
C1	Sites Receiving Density from Heritage Buildings as per Section 42.3(5)(h).	Up to 5 F.A.R.	Up to 5 F.A.R.	<ul style="list-style-type: none"> <li>Available only in accordance with Council policy where density is being transferred from another site, as per Section 42.3(5)(h), or by purchase from a heritage preservation fund.</li> </ul>
C2	Off-Site Improvements	Up to 3 F.A.R.	Up to 3 F.A.R.	<ul style="list-style-type: none"> <li>Available only in accordance with Council policy for a contribution to, or the construction of, features identified in Council's policy for public improvements in Downtown, and where such features are not located abutting the development site.</li> </ul>
C3	(a) Sites Receiving Density from the Density Transfer Area - Stephen (8th) Avenue Mall  (b) Sites Receiving Density as a result of the protection of sunlight on Public Spaces	Up to a maximum of 3 F.A.R., except on sites with a net site area of 1812 square metres or less where this limit may be exceeded.	Up to a maximum of 3 F.A.R., except on sites with a net site area of 1812 square metres or less where this limit may be exceeded.	<ul style="list-style-type: none"> <li>Available only in accordance with Council policy where density is being transferred from another site, as per Section 42.3(5)(f).</li> <li>Available only in accordance with Section 4.23(5)(i).</li> </ul>

Russ Mounty  
2013/October

CPC 2013 November 21 CPC 2013 November 07	LOC2013-0053	<b>APPENDIX I</b>	Page 1
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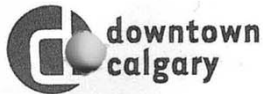
## APPLICANT'S SUBMISSION

The owners of a full half block in Calgary's Downtown Core, Telus and Allied REIT, have partnered with a leading developer, Westbank, to deliver an exciting mixed-use development on the north side of 7th Avenue SW between 1St Street SW and Centre Street. The Telus Sky Project features a new 58 storey mixed-use tower of exceptional quality constructed to a LEED Platinum standard. The new tower's distinctive architectural form is innovative and responds to the needs of Calgary by adding approximately 341 residential rental units and 39,000 m2 of AAA office space in the Downtown Core. The new tower will serve as a catalyst for improving the public realm and pedestrian experience with enhancements to the LRT platform and the addition of significant public amenities. The Telus Sky Project will contribute to the Downtown Core's role as a place to live and work.

The west end of the development site is currently improved with the 17-storey Telus Len Werry Building (Site 3) and 8-storey Telus 7th Avenue Building (Site 2) approved and constructed in the early 1970s which will remain in place. The balance of the site is improved with a below-grade parkade, Colonel Walker Park at the +15 level, and two-storey Art Central Building (Site 1) which will be replaced by the new tower. The block's 7th Avenue frontage is immediately adjacent to an existing major LRT platform such that all vehicles and access to the Project being taken from the existing lane at the rear of the site. The development site is currently subject to existing CM-2 District land use designation and the existing Telus buildings carrying certain previous commitments approved in prior development approvals.

This application is for a Direct Control District Bylaw specifically designed to accommodate innovative aspects of the new mixed-use tower and recognize pre-existing development obligations for the existing Telus buildings. Specific provisions in the proposed DC Bylaw are based on a combination of the general rules and provisions of the CM-2 District and those of the new proposed CR20-C20/R20 Commercial Residential District which will allow greater flexibility and innovation in the incentive density opportunities to more closely align with Calgary's Centre City Plan and the Municipal Development Plan. The public benefits and amenities proposed for this Project, and the densities and residential units for the Downtown Core, are best achieved in a new DC Bylaw.

## Community Association Comments



August 13, 2013

The City of Calgary  
Development Circulation Controller  
Development and Building Approvals #8201  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

Attn: Russ Mounty

Dear Russ:

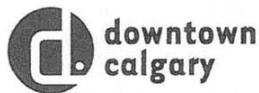
**Re: LOC2013-0053, Land Use Amendment to Direct Control, 100 7 AV SW (Art Central, TELUS Sky)**

The Calgary Downtown Association's (CDA) Urban Development Committee attended a presentation given by representatives of The Westbank Corp and DIALOG for the above-mentioned land use amendment, and soon to be issued development permit. We are in support of the land use amendment.

Below, I have outlined the key components of our discussion:

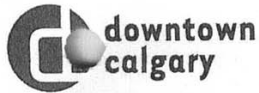
- 1) Mixed use development in the downtown is key to vitality of the area. Integrated residential space in close proximity to transit, allows tenants to live without the need for an automobile. The opportunity for one, two and three bedroom rental accommodation in the heart of the downtown is very creative and most welcome. In addition, the potential of 5500 square feet of cultural space in the complex, combined with a large restaurant, will further activate the area.
- 2) The CDA is very supportive of the direction to revitalize all three buildings on the south side of the block. We very much like the idea of a public atrium space to compensate for the loss of the +15 park. It will be important to ensure the gargoyles from the park and the Len Werry building are preserved and available for the public's enjoyment. We are very interested to learn about other public art initiatives for the project.





- 3) Integration to the LRT platform will be critical to the success of the new building and should incorporate CPTED principles. The idea of incorporating some protection from the elements to the public approaching the main platform is a very interesting concept. We would caution installing a feature that may result in the accumulation of ice on the platform surface due to ice and snow dripping onto the pavement, particularly as the building is south-facing.
- 4) We are very supportive of the proposed parking resolution in the new building of combining 315 stalls and cash-in-lieu for the remainder of the required stalls. Rental residential properties located adjacent to the LRT should result in a low demand for parking by the residents. However, we would recommend a full investigation into the requirements for short stay parking to adequately support the retail and cultural amenities be completed. The CDA is also supportive of the proposed bike parking. Access to the parking from the one-way alley needs further investigation to ensure minimal impact on the existing traffic and safety for exiting onto Centre Street. A lay-by should be considered near the proposed residential entrance on Centre Street for safety.
- 5) The CDA was relieved to hear that, not only would the W.H. Cushing school remain in the complex, but would be expanded. This school is an important amenity in the downtown.
- 6) The potential for the new structure to be certified LEED Platinum, including the opportunity for an on-site District Energy plant is tremendous. With the addition of the proposed nine story atrium space with a green wall and a sky garden, this complex will certainly be a benchmark example of environmental stewardship.
- 7) The proposed re-routing of the existing +15 walkway and the commitment to a connection to the south is fully supported by the CDA.
- 8) Management for the demolition and construction phases of the project will require a heroic effort in order to minimize the impact on both pedestrian and vehicular traffic, as well as noise and air quality for the surrounding buildings, especially the hotel and restaurants. Safety is our first priority, and we would not be supportive of daytime, including weekends, closing of sidewalks or roadways for any length of time, other than for the protection of pedestrians and vehicles. Additionally, we would not condone interruption in transit service.





The CDA commends the thought and effort already put into this project, and we look forward to reviewing the development permit.

I trust our comments will be helpful. Please feel free to contact me at (403) 215-1565 should you wish to discuss this further.

Yours truly,

A handwritten signature in black ink, appearing to read 'M. A. Schofield'.

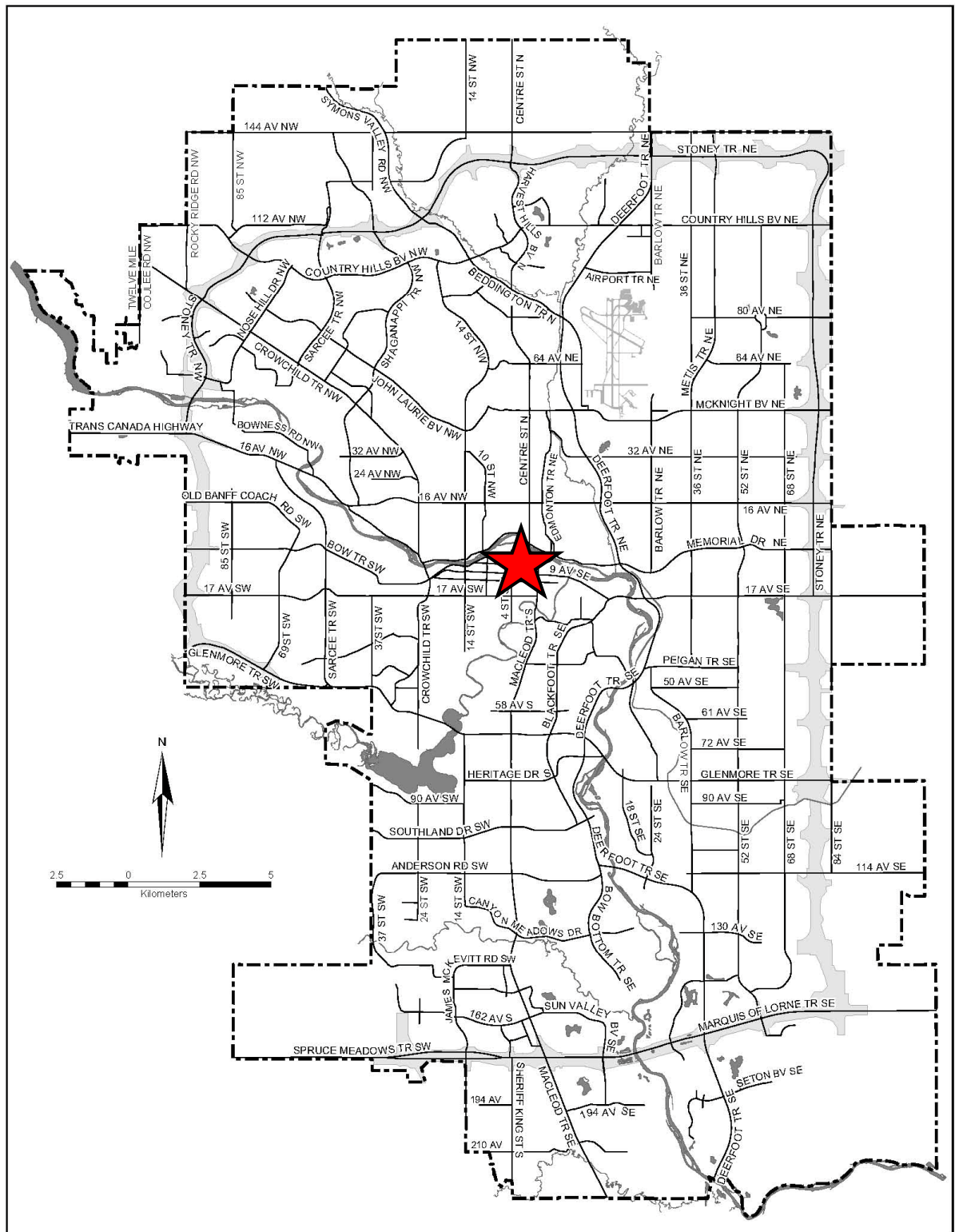
M. A. (Maggie) Schofield  
Executive Director

cc: Dave Leung, Westbank  
Doug Cinnamon, DIALOG  
Ben Barrington, Centre City Implementation Team  
UDC





## City Wide Overview



## Aerial Overview

