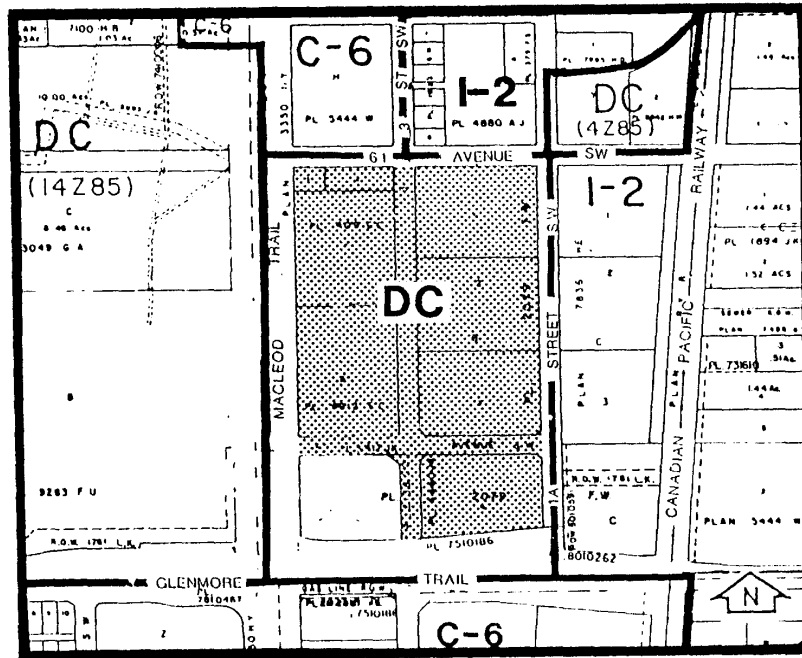


**Amendment No. 87/111  
Bylaw No. 11Z88  
Council Approval: 01 February 1988**

**SCHEDULE B**



1. Land Use

The land use shall be for a comprehensively designed sector shopping centre development, including one free-standing retail building, within which the permitted and discretionary uses of the C-5/.75 Shopping Centre Commercial District shall be permitted and discretionary uses respectively.

2. Development Guidelines

The General Rules for Commercial Districts contained in Section 33 of By-law 2P80 and the Permitted and Discretionary Use Rules of the C-5/.75 (Shopping Centre Commercial District) shall apply unless otherwise noted below.

a) Height

- i) A maximum of 15 metres for the retail and shopping portion of the shopping centre,
  - ii) A maximum of 22.6 metres for feature areas such as entranceways, glazed skylights and a clock tower,
  - iii) A maximum of 44 metres for the office tower portion.
- b) Yards

Notwithstanding Section 39 (5)(a), the easterly yard adjacent to 1A Street S.W. may be a minimum depth 2 metres, and the northerly yard adjacent to 61 Avenue S.W. may be a minimum depth of 3 metres after road widening.

c) Gross Floor Area

The total gross floor area permitted on the total 17.66 acre site shall not exceed 420,666 sq.ft. (F.A.R. - 0.61:1) which shall be comprised of the following use maximums:

Retail	286,610 sq.ft. gfa
Theatre	27,000 sq.ft. gfa
Office Building	82,056 sq.ft. gfa
Restaurants	25,000 sq.ft. gfa

Any floor area totally or partially above grade level shall be included in the F.A.R. calculations. One free-standing building of not more than 10,000 sq.ft. gfa of retail or office space (included in the above maximums) may be situated on the northwest corner of the site.

d) Access

- i) Access to Macleod Trail between Glenmore Trail and 61 Avenue is right-turn in and out only.
- ii) One only all-turns access will be permitted to the site from 61 Avenue at 3 Street S.W. This access will require signalization in order to permit left-turns from the site to 61 Avenue.

The applicant is to bear the full cost of the signal installation at 61 Avenue and 3 Street including the cost of interconnecting the signals at 61 Avenue/Macleod Trail, 61 Avenue/1A Street, and 61 Avenue/Centre Street.

- iii) Access from the site to the Glenmore Trail ramp is right-turns only. The developer shall close, without penalty to the City, the access to and from the Glenmore Trail ramp if, in the future, it is found to cause, in the opinion of the Director of the Transportation Department, either operational or safety problems that cannot be satisfactorily resolved.

e) L.R.T. to +15 Pedestrian Connection

The proposed development must provide a direct, highly visible, and safe pedestrian connection between the LRT station area and the existing pedestrian overpass across Macleod Trail to Chinook Shopping Centre. The connection must be available for public use 24 hours per day and must be illuminated to the same level as a public sidewalk. The corners of the intersection of Macleod Trail and 61 Avenue must be fenced to physically preclude at-grade pedestrian crossings.

- Sidewalk connections must be provided from the on-site pedestrian link to the existing bus zone on Macleod Trail and to the existing pedestrian overpass;
- Details of the pedestrian connection, treatment, and signage must be submitted to the Transportation Department for approval and further comments regarding design may be made at the development permit stage; and
- All costs associated with provision of the pedestrian link will be borne by the applicant including elements on-site, at the 61 Avenue/Macleod Trail intersection, and in the Chinook LRT station.

f) Bus Zones

All existing bus zones adjacent to the site must be maintained.

g) Transit Waiting Areas

The applicant is to provide and maintain at his cost, architecturally compatible transit patron waiting amenities on the development property adjacent to the existing bus zones located at:

- a) Northbound on Macleod Trail at the pedestrian overpass; and
- b) Eastbound on 61 Avenue at Macleod Trail.

The design of the amenities is subject to the approval of the Transportation Department.

h) Road Widening Requirements

To accommodate the traffic from this development, additional road right-of-way is required from the subject site as follows:

- a) From 1A Street to 3 Street, a setback of 5.57 metres along 61 Avenue.
- b) From 3 Street to Macleod Trail, a setback of 9.32 metres along 61 Avenue.
- c) Corner cuts as shown on the transportation design plan of 61 Avenue S.W. (misc. drawing No. 5017).

The developer is to construct the widening on the south side of 61 Avenue adjacent to his site between Macleod Trail and 1A Street as well as east of 1A Street; the necessary transition zone.

i) Parking

Parking shall be provided at the rate of 5.5 stalls per 93 m<sup>2</sup> of net retail floor area.

Parking for all other uses shall be provided in accordance with Section 18 of By-law 2P80.

The potential exists for shared use of parking on site depending on the mix of uses which actually occupy the development. The determination of how many stalls and at what location can be shared between which uses shall be carried out at the development permit stage.

Notwithstanding the above, a minimum of 1552 stalls shall be provided to serve the total development.

j) Development Plans

Approval of this application does not constitute approval of a development permit. Comprehensive plans, including building design, site layout, exterior finishes and colour, landscaping, parking and access shall subsequently be submitted to the Approving Authority as part of a development permit application. In considering such an application, the Approving Authority shall ensure the building appearance, site layout and density conform substantially to the plans and renderings submitted to City Council during their consideration of By-law 11Z88.