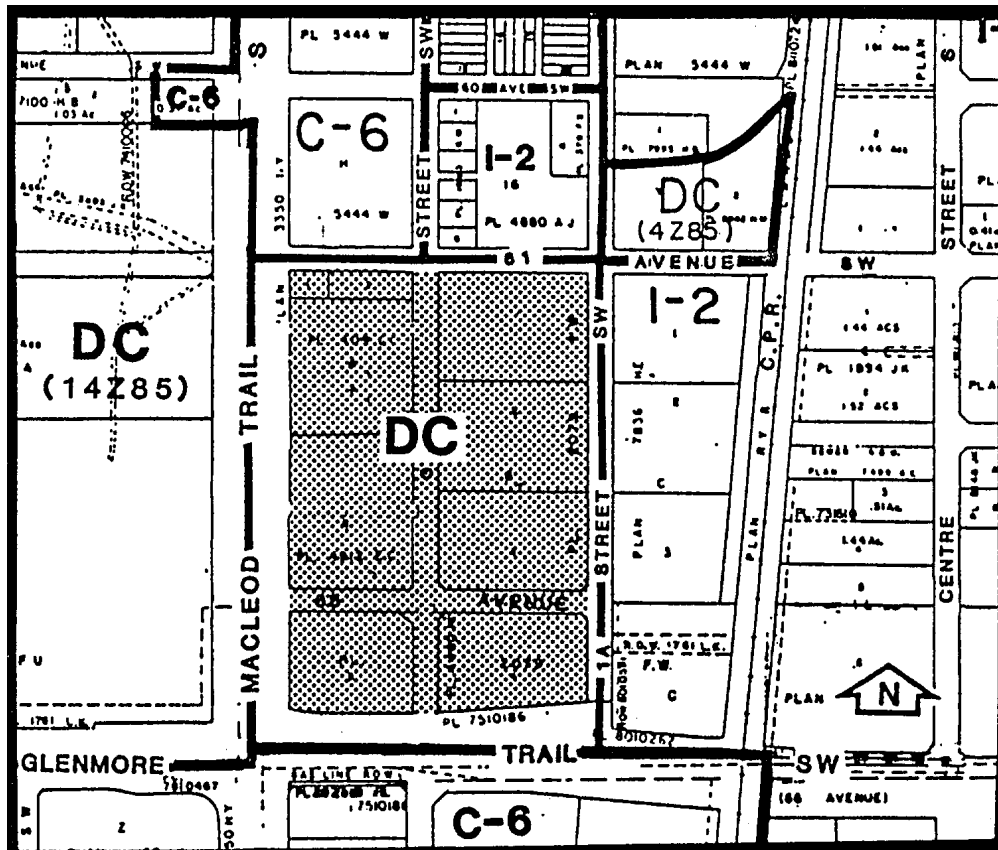


**Amendment No. 86/102
Bylaw No. 14Z87
Council Approval: 13 April 1987**

SCHEDULE B



1. Land Use

The land use shall be for a comprehensively designed sector shopping centre development, including the existing hotel, 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 18 metres for the cinema portion,
- (iii) A maximum of 45 metres for the hotel and office tower portions of the shopping centre.

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 3 metres after road widening.

c) Gross Floor Area

The total gross floor area permitted on the total 20 acre site shall not exceed 543,000 sq. ft. (F.A.R. = 0.61:1) which shall be comprised of the following use maximums:

Retail	192,700	sq. ft.	gfa
Theatre	26,650	sq. ft.	"
Office Building	105,500	sq. ft.	"
Restaurants	20,000	sq. ft.	"
Hotel (existing)	52,585	sq. ft.	"
Galleries	14,035	sq. ft.	"
Parkades	131,500	sq. ft.	"

Any floor area totally on partially above grade level shall be included in the F.A.R. calculations.

d) Access

- (i) Access to Macleod Trail between Glenmore Trail and 61 Avenue is right-turns 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 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.

f) 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; including the necessary transition zone.

g) Parking

Parking shall be provided at the rate of 5.5 stalls per 93 sq.m. 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.

h) 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 accesses shall subsequently be submitted to the Approving Authorities as part of a development permit application. In considering such an application, the Approving Authorities 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 14Z87.