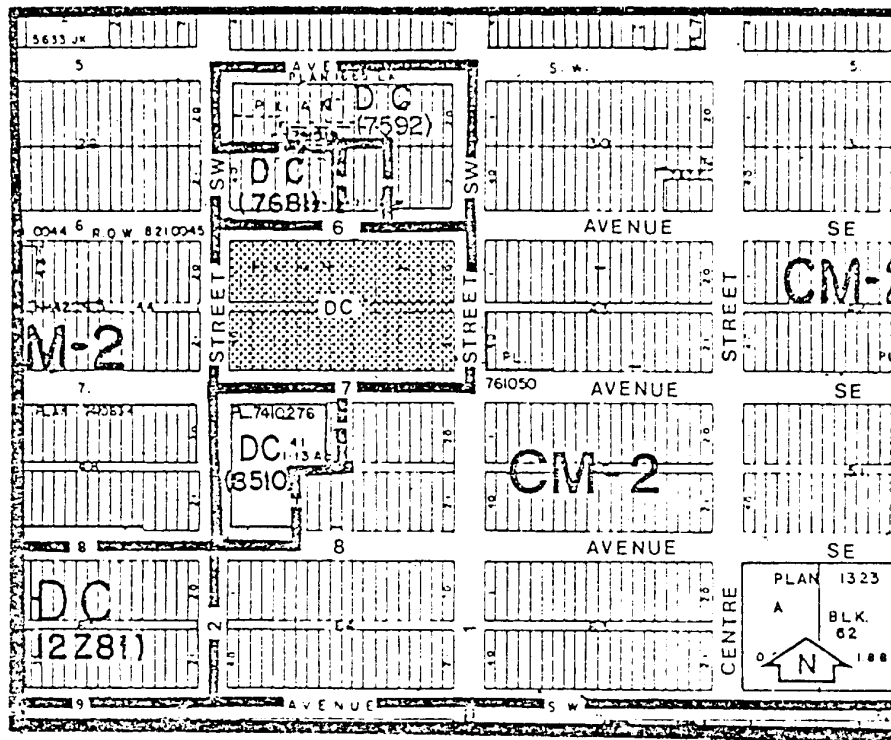


Amendment No. 82/131
Bylaw No. 245Z82
Council Approval: 06 December 1982

SCHEDULE B



1. Land Use

The land use shall be for a comprehensively designed high density office and retail complex. Besides office and retail uses, the development shall include a major public plaza at-grade and may include any of those uses found within the CM-2 District of By-law 2P80, in addition to restaurants and lounges.

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 CM-2 (Central Business Commercial District) shall apply unless otherwise noted below:

- (a) Height

Maximum building height shall be 63 storeys not exceeding 231 m² ± (759 ft. ±) at any eaveline (not including mechanical penthouse).

(b) F.A.R.

Maximum floor area ratio shall be 21.6. Any floor area totally or partially above the finished grade level, including the first floor, shall be included in the F.A.R. calculations.

2. (c) Parking

There shall be a maximum of 1,300 off-street parking stalls located on site. The difference between the number of parking stalls provided on-site and the parking requirement determined by the net site floor area, as defined in By-law 2P80, divided by the rate of one stall per 1,500 sq. ft. net shall be paid as monies in lieu, at the rate/stall in effect at the time of Development Permit. The staging of payment of the cash-in-lieu monies shall be established at the Development Permit stage. A minimum of 600 of those stalls provided shall be made available as short-term parking.

There shall be a minimum of 17 loading bays.

(d) +15

The applicant shall, at the time of construction, build at his sole expense, five (5) +15 bridges and two (2) +30 bridges as indicated on the revised plans presented to City Council in support of the application. Subject to the concurrence of the Approving Authority, if a bridge cannot be constructed at the time of development as presented on the plan, alternative designs may be considered. If no +15 or +30 bridge satisfactory to the Approving Authority can be constructed, cash-in-lieu for the equivalent bridge area shall be taken. The design and finishing material of the +15 and +30 bridge connections to the Hudson Bay Company store shall be sympathetic to the existing Bay Stores, to the satisfaction of the Approving Authority and shall be referred to the Heritage Advisory Board for comment prior to approval of the development permit.”

(e) Plaza

At the time of the development permit a detailed development and landscaping plan for the entire project, with particular attention to the plaza shall be submitted and approved by the Approving Authority.

(f) L.R.T. Station

The canopy and platform material for the L.R.T. station shall be redesigned and replaced with compatible materials to the plazas at the applicant's expense, and the consent of the Transportation Department and Approving Authorities.

2. (g) Off-Site Contribution

Prior to the release of a Development Permit, which would result in a development of the site in excess of 20.7 F.A.R., the applicant shall enter into an agreement to:

(i) To either make a payment or construct improvements to an equivalent value for off-site improvements based on a rate per square foot for the difference between 20.7 F.A.R. and 21.6 F.A.R.;

(ii) Such payment to be made at the rate established by Council;

(iii) The cash-in-lieu payment or value of construction shall be inflated at an inflation rate to be determined by the Approving Authority until the time of payment or construction. The stage of the payment and/or construction shall be determined by the Approving Authority at the Developemnt Permit stage.

(h) Staging

At the time of the Development Permit for Stage I, a detailed plan shall be submitted indicating interim uses and treatment for the remainder of the site. At a minimum of one +15 bridge on 7th Avenue, the +15 bridge on 6th Avenue, and the +15 bridge on 1st Street, the L.R.T. station reface and much of the public plaza as possible shall be included in Phase I.

(i) 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 and site layout connform substantially to the plans and renderings submitted to City Council during their consideration of By-law # 245Z82.