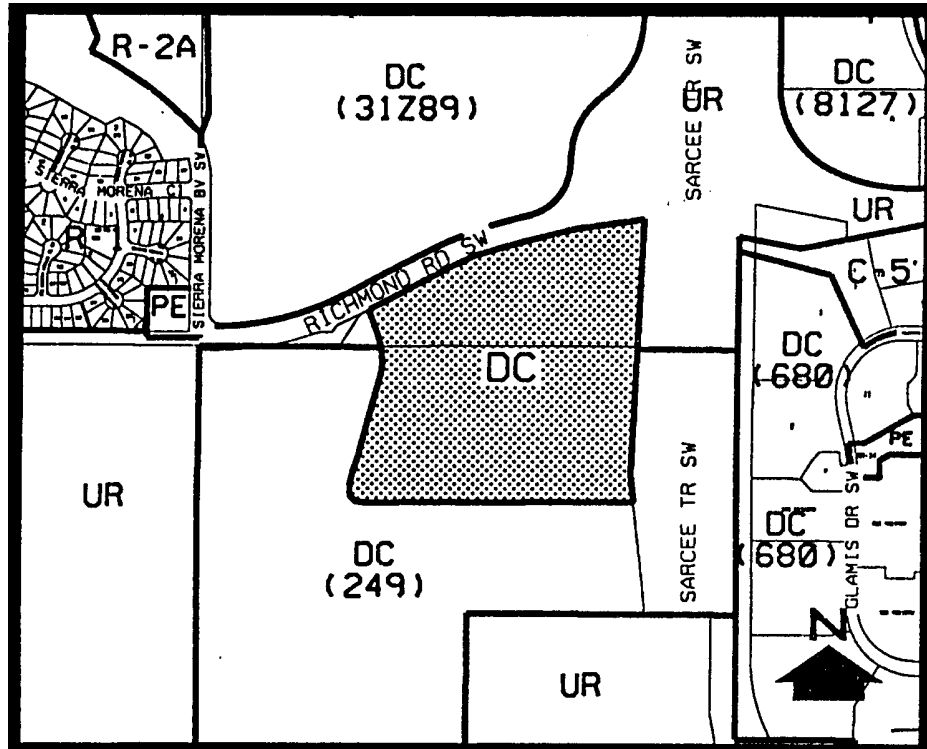


**Amendment No. 91/035**  
**Bylaw No. 60Z91**  
**Council Approval: 09 September 1991**

**SCHEDULE B**



1. Land Use

The use shall be for a comprehensively designed commercial/employment centre having a maximum gross floor area of 32,500 square metres, with The Permitted and Discretionary uses of the C-5 District being the Permitted and Discretionary uses respectively. In addition, a maximum gross floor area of 2,000 square metres  $\pm$  (21,500 sq. ft.  $\pm$ ) shall be allowed for the library development.

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 Shopping Centre Commercial District shall apply unless otherwise noted below.

a. Building Coverage

The maximum gross floor area for all buildings and structures, except for the Calgary Public Library facility, shall be 32,500 square metres  $\pm$  (350,000 sq.ft.  $\pm$ ). A maximum gross floor area of 2,000 square metres  $\pm$  (21,500 sq.ft.  $\pm$ ) shall be allowed for the library development.

b. Project Concept

A comprehensive architectural theme shall be developed detailing all such elements as landscaping, parking, building structures including exterior materials, colour, etc.

c. Building Height

For buildings situated between the internal loop road area and Richmond Road, including the clock tower, the maximum height shall be four storeys to a maximum overall height of 25 metres. For buildings located around the periphery of the site, the maximum height shall be one storey to a maximum overall height of 16 metres. The maximum overall height is to provide for flexibility in architectural roof form and features that are satisfactory to the Approving Authority.

d. Parking

Parking shall be provided on-site to the satisfaction of the Approving Authority in conformity with the requirements of By-law 2P80. Any allowance for shared use parking shall be at the discretion of the Approving Authority. All parking areas shall be made visually discontinuous through the use of berms, planters, natural vegetation and similar such elements, all to the satisfaction of the Approving Authority.

e. Loading

The location and design of loading areas shall be such that their vehicular use is not visible from Sarcee Trail, Richmond Road or residential development to the west.

f. Signs

A comprehensive signage proposal, including requirements for vehicular access and movement, shall be submitted as part of the development permit application and shall address such issues as type, location, size and illumination which shall all be to the satisfaction of the Approving Authority.

g. Lighting

All on-site lighting and illumination shall be of an intensity, design and orientation such that it does not adversely impact surrounding residential development.

h. Road Improvements

All off-site road improvements, traffic signals, traffic control signage, and transit connections are to be completed by the owner in accordance with the

project development agreement entered into with the City and in conformity with the technical comments contained within the Transportation Departments circulation comments. (See Appendix I)

i. Transit Facility

The owner is to design, construct, and maintain to the satisfaction of the Director of Transportation, a transit patron waiting facility. The owner will be required to enter into an indemnification and maintenance agreement with respect to the transit facility.

j. Development Plans

Approval of this application does not constitute approval of a development permit. Comprehensive plans 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 development conforms substantially to the design concepts and presentation materials submitted to City Council during their consideration of this By-law and that the concerns expressed on treatment of the elevations of the buildings on the south boundary as outlined in the Engineering comments of July 17, 1991 will be addressed.