

DEVELOPMENT PERMIT – NEW: APARTMENT BUILDING,
OFFICE, RETAIL STORES (326 UNITS)
DOWNTOWN - WARD 7
7 AVENUE SW & CENTRE STREET S

MAP 15C

EXECUTIVE SUMMARY

This development permit application is for a 59 storey, mixed use development on the site of the existing Arts Central building and Colonel Walker Park.

The proposal is consistent with the Direct Control District and the policies of the Centre City Plan.

The proposal would have no materially adverse impact on vehicular movements, which are expected to operate within acceptable capacity parameters.

The proposed design of the development is considered a positive contribution to the urban quality and character of downtown area and Calgary as a whole.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)	2014 April 10
That Calgary Planning Commission APPROVE the proposed Development Permit application with conditions.	

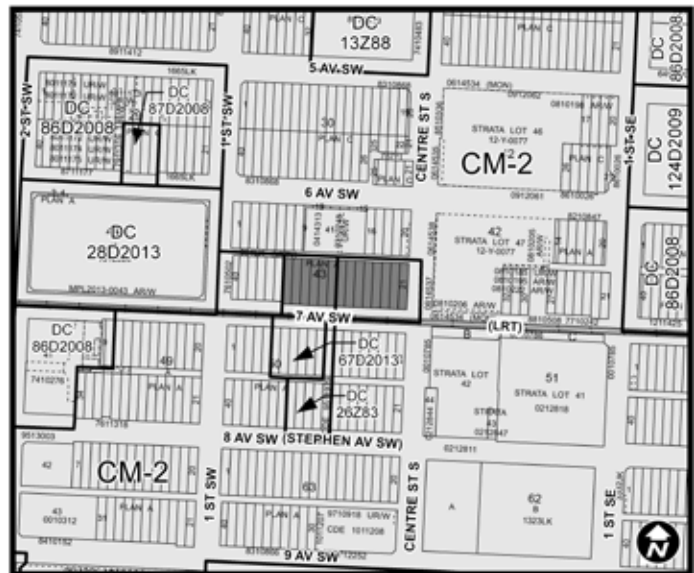
REASON(S) FOR RECOMMENDATION:

The proposed development includes an appropriate mix of uses and Floor Area Ratio (FAR) as set out in Direct Control District 5D2014. It achieves the goals contained within the Centre City Plan, by providing for high-density development addressing a mix of uses that would complement the downtown core and contribute to its vitality and viability. In addition, Administration considers that the development appropriately addresses the public realm through its location of adjacent uses, pedestrian connections, and landscaping, which sensitively addresses the challenging grade differences between the public and private realms.

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Calgary Planning Commission **APPROVE** the application with conditions (APPENDIX II):

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Applicant:

DIALOG

Address

100,114, 120 and 124 - 7 Avenue SW

Landowner:

Telus Communications Inc
 100 – 7 Avenue SW (Art Central) Inc

Legal

Plan A, Block 43, Lot 21-34

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	No	
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the recommendation create capital budget impacts or concerns.</i>	No	6
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	9
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern</i>	No	10
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	10
Public Engagement <i>Were major comments received from the circulation</i>	No	11

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

INTRODUCTION

The proposal is to demolish the existing Art Central building and Colonel Walker Park at the north west corner of 7 Avenue SW and Centre Street, and to erect an 59 storey mixed use residential, retail and office tower comprising 326 residential units, approximately 1,335 square metres of retail space and 44,846 square metres of office space.

SITE CONTEXT

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

To the south of the site, running the majority of its 7 Avenue SW frontage is the 1 Street C-Train platform raised approximately 1.0 metres above grade with a pedestrian ramp at the east end.

To the north of the site is Hanover Place, a 26 storey office tower and 119 - 6 Avenue SW, two conjoined historic buildings of 2 and 4 storeys.

This proposal would represent an increase in density over the existing buildings on site, but is within the maximum 20.0 FAR indicated in the Direct Control District.

The site is subject to a Direct Control District (5D2014), which was approved by Council on 2014 January 13.

LAND USE DISTRICTS

The subject parcels were recently re-designated as Direct Control District (5D2014) which is based on the CM-2 Downtown Business District, but provides for reduced residential parking and additional bonus incentives.

In addition, it secured the existing obligations on Site 1 of the Direct Control District, relating to the development of the Len Werry building.

SITE CHARACTERISTICS

The rectangular site is currently developed and comprises Arts Central on the eastern portion and the former A.G.T Exchange Building on the western portion. The Colonel Walker Park is a hardscaped roof level park located at the +15 level and accessed from Arts Central and the C-Train platform.

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The levels are generally consistent across the site. The C-Train platform extends north to the subject buildings and have been accessible from them.

The Arts Central building and the Colonel Walker Park provide existing access to the +15 Skywalk.

LEGISLATION & POLICY

The Centre City Plan (2007) provides the policy framework for downtown and seeks to both enhance it as the primary office location and encourage residential development, together with the provision of high quality public space and supporting amenities and services.

The Direct Control District allows for an incentives system that provides additional floor area where certain public amenities are provided. A density of 7 FAR (Floor Area Ratio) can be achieved through the provision setbacks and +15 elements, while residential floorspace is exempt from the FAR calculation for the purposes of bonus incentives.

The density proposed on the application site is 19.99 FAR, which incorporates the density provided by the former A.G.T. Exchange, although it would not be redeveloped. The residential floor space of 5.8 FAR has been excluded from the FAR calculation in accordance with the policies of the Centre City Plan. The required FAR from the bonus incentives is therefore 14.19 FAR and would be achieved as shown in the table below.

	Bonus Initiative	Additional Density	FAR
A1	Street Corner Pedestrian Setback	29,647.80	7.00
A2	+15 Elements		
B2	Other At Grade Space	2,437.50	0.58
B6.2	Cultural Space	4,200.00	0.99
B10	Lane Link	500.00	0.12
B11	Improvements to Adjacent Right-of-Way	527.50	0.12
B18	District Energy Connection	10,588.50	2.50
B24	Dwelling Unit Mix	1,920.00	0.45
B25	Exceptional Design	4,235.40	1.00
B27(a)	Public Art	6,056.62	1.43
	Total	37,312.80	14.19

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Cultural Space

The applicant has committed 420 square meters of space in the former A.G.T. Exchange Building accessed from the +15 level for cultural use.

District Energy Connection

The applicant has provided confirmation from Enmax that they would provide a connection to allow the proposed development to utilize district energy.

Dwelling Unit Mix

The applicant has committed to providing ten 3 bedroom units.

Exceptional Design.

The design is considered to incorporate architectural and urban design features that are deemed to significantly enhance the character of the urban environment.

Public Art – On Site

The applicant has committed to \$1.3 million dollars of publicly accessible art located at the 7 Avenue SW and Centre Street intersection and along the C-Train platform façade.

SITE LAYOUT & BUILDING DESIGN

The site has been laid out to address both 7 Avenue SW and Centre Street S. Access to the residential lobby would be located on Centre Street S, with a commercial opportunity providing a buffer between this and the office lobby. An opportunity for the commercial use has been identified through the potential for an outdoor patio to provide vitality on Centre Street S.

The primary access to the office lobby would be at the north-west corner of the intersection with additional access from the C-Train platform and Centre Street A.

Access to the +15 Skywalk would be from the C-Train platform with access to retail uses at both +15 level and at a mezzanine level. The connectivity of the +15 Skywalk would continue as exists today, including the opportunity for a future bridge across 7 Avenue SW.

The grade difference between Centre Street S and the C-Train platform would be addressed within the building by means of a ramp and steps at the west end of the office lobby. It would also be addressed externally by ramp with the same gradient as the platform ramp, but starting further west and separated by a toe wall and railing.

Above the +15 level, 26 floors of office space would be provided with an additional 2 floors of conference space at the penthouse level. A combination of studio, 1, 2 and 3 bedroom units would be provided on 29 levels between these uses.

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The proposal includes projecting building elements that extend into both the 7 Avenue SW and Centre Street setbacks. There are six projections located at the +15, third, fourth and fifth floors, three of the projections are enclosed and the other three projections open with low level planters. All six would be private space. These projections were discussed with and approved by the Transportation leadership.

The proposal also includes the refinishing of the Centre Street S sidewalk to incorporate granite paving and a galvanised steel strip, incorporating custom tree grates, public seating and bike racks. This non-standard treatment was discussed with and approved by the Transportation leadership and would be subject to a perpetual maintenance agreement.

URBAN DESIGN REVIEW PANEL (UDRP)

UDRP Comment	Applicant's Response
The Panel commends the applicant for a thoughtfully conceived and articulated design concept and believes that overall the project will positively contribute to the urban quality and character of downtown area and Calgary.	N/A
The Panel commends the applicant on the quality of graphic material and clarity of presentation to UDRP.	N/A
The Panel recommends that the applicant re-examine the ground floor plane and the building interface with the public realm.	These issues have been reviewed and revised accordingly

CPTED - CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

No concerns have been identified based on a review through CPTED principles.

LANDSCAPING

The landscaping incorporates the refinishing of the Centre Street sidewalk with granite and a galvanized steel feature strip containing three new street trees, public seating and bicycle racks. The Enmax vault cover would remain for operational reasons.

On 7 Avenue SW the granite paving would be incorporated in the setback area, but no change would be made to the platform for reasons of consistency and maintenance. The trees on the platform ramp would be moved north to improve pedestrian flow and reinforce the edge condition.

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Landscaping is proposed on three of the building projections, although this would be limited by the planter depth, and internally a green wall is proposed over 9 levels to mitigate the loss of the Colonel Walker park.

SITE ACCESS & TRAFFIC

The TIA, provided by the applicant, indicates that the amount of traffic expected to be generated is approximately 149 trips in the AM peak hour and 179 trips in the PM peak hour. It also indicates that pedestrian trips in the AM and PM peak hours are expected to increase by approximately 850, which will impact egress from the development and the lane as a result of pedestrians. It concludes that all other movements are expected to operate within acceptable capacity parameters.

Additional analysis within the study confirms that the operation of the lane could be improved if a right out only movement were instigated and this has been proposed during peak times.

The TIA confirms discussions with Calgary Transit who have indicated that increased demand as a result of the proposed development could be absorbed by existing bus and train services are adequate for the existing and future needs of the site. There is adequate pedestrian and cycle connectivity from the site and the sidewalks surrounding the site are in good condition.

PARKING

Residential and retail parking has been provided in accordance with the parking requirements set out in Direct Control District 5D2014. This supports the Downtown Parking Strategy by reducing the parking levels for the residential use and the retail uses at grade and +15 on the basis of the location and the proximity to alternative transportation choices.

The parking provision for the office use is subject to The City's Restricted Parking Policy and as such was not reduced. The parking requirement has been determined through Part 10 of the Land Use Bylaw and a cash-in-lieu payment would be required.

In addition, the Direct Control District requires the provision of the 65 parking stalls, or the equivalent cash-in-lieu, for the stalls required in connection with the Len Werry development. These have been proposed in this development and would be secured for Site 1 (Len Werry building) by condition and through legal agreement.

On the mezzanine parking level, accessed via a dedicated ramp, 198 class 1 bicycle stalls would be provided with changing facilities and access to the building's stairs and elevators.

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UTILITIES & SERVICING

The development would require Sanitary Servicing Letter to identify pre-development and projected post-development sanitary peak flows. This is included as a prior to release condition.

The development would require both sanitary and storm main extensions within Centre Street S in order to service it. Both a cost estimate and construction drawings are included as prior to release conditions.

A Development Site Servicing Plan would also be required prior to release given the servicing constraints to ensure consistency and ensure that there is no adverse impact on public utilities.

ENVIRONMENTAL ISSUES

Environmental and Safety Management confirm that there are no existing contamination concerns related to the development site or proposed development scope. As such, an Environmental Site Assessment report was not required.

The development site is not located within a flood risk area.

The proposal is supported by a Pedestrian Wind Condition Report prepared by Gradient Microclimate Engineering Inc. This report concluded that based on a qualitative analysis of the architectural drawings, surrounding context and the local wind climate, the pedestrian wind comfort conditions in areas on and around the site were satisfactory for the intended pedestrian usage.

A shadow study provided by the applicant, demonstrates that none of the eight important public areas identified in the CM-2 Business District would be placed more in shadow as a result of the construction of the buildings identified in the proposal during the dates and times set out in the Bylaw.

A pedestrian level wind study provided by the applicant concludes that the wind conditions at all tested areas within and surrounding the development site would be acceptable for the intended pedestrian uses on an annual and seasonal basis without the need for mitigation. The results are considered comfortable over many areas and acceptable in all areas for common pedestrian activities classified as sitting, standing and walking.

A roof snow loading study provided by the applicant concludes that the results of the rational analysis described in the study supersede the provisions of the National Building Code for Canada 2010.

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ENVIRONMENTAL SUSTAINABILITY

The applicant has stated that the project is committed to a highly sustainable design, including a LEED platinum target that would feature a high performance envelope, an indoor atrium with green wall, a green roof, a district energy connection, waste heat recovery systems, displacement ventilation in the office areas, in-slab radiant heat in residential units, storm water capture, low flow plumbing fixtures and bicycle parking stalls.

PUBLIC ENGAGEMENT

Community Association Comments

The Calgary Downtown Association has provided comments that are in support of the subject application (see APPENDIX III)

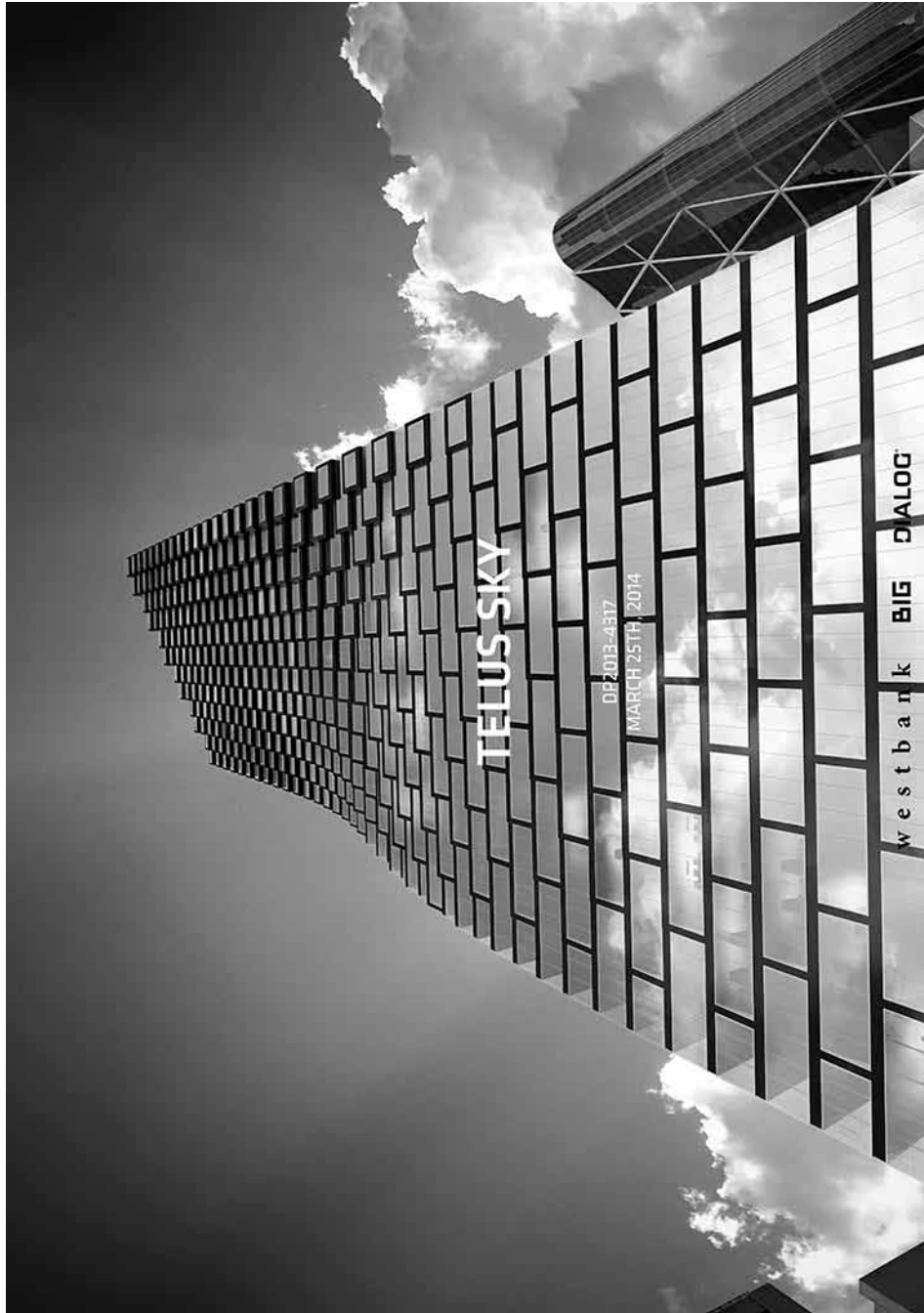
Citizen Comments

No comments received as of a date of this report.

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APPENDIX I: DEVELOPMENT PERMIT PLANS



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SITE ZONING DATA:		LEGAL DESCRIPTION:		EXISTING MUNICIPAL ADDRESS:		ZONING:		USES:		GROSS SITE AREA:		FAIR PROPOSED:		PARKING SUMMARY:		TOTAL PARKING REQUIRED:		TOTAL PARKING PROVIDED:		TOTAL STALLS PROVIDED:		TOTAL STALLS REQUIRED:		TOTAL STALLS PROVIDED:			
LEGAL DESCRIPTION:		LOT 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 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sqm (12,000 sqm)	

TELUS SKY PROJECT DATA


A0.002

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MAP 15C



TELUS SKY
 10015 104 AVENUE SW, SUITE 1000
 CALGARY, ALBERTA T2C 1E5
 TEL: 403.262.2000
 FAX: 403.262.2001
 WWW.TELUS.COM

FOR INFORMATION ONLY
 NOT FOR CONSTRUCTION


DATE: 2014.04.10
SCALE: 1:1000
PROJECT: 10015 104 AVENUE SW, SUITE 1000
CLIENT: TELUS SKY
DESIGNER: TELUS SKY
DATE: 2014.04.10
SCALE: 1:1000
PROJECT: 10015 104 AVENUE SW, SUITE 1000
CLIENT: TELUS SKY
DESIGNER: TELUS SKY

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DESIGNER: TELUS SKY


DATE: 2014.04.10
SCALE: 1:1000
PROJECT: 10015 104 AVENUE SW, SUITE 1000
CLIENT: TELUS SKY
DESIGNER: TELUS SKY

LEGEND


1. VIEW LOOKING NEAR LEN WERRY BUILDING ON SW CORNER OF 16 ST W AND 7TH AVENUE
2. VIEW LOOKING TOWARDS THE GRAND CENTRAL HOTEL ON SW CORNER OF 7TH W AND 6TH AVENUE
3. VIEW LOOKING SOUTH ON 16 STREET W AND 7TH AVENUE (CENTRAL UNITED CHURCH/ HUDSON'S BAY)
4. VIEW LOOKING TOWARDS CENTRAL UNITED CHURCH ON 16 STREET W AND BRIMLEY
5. VIEW LOOKING EAST DOWN 7TH AVENUE AT LEN WERRY AND 17TH AVENUE BUILDINGS
6. VIEW LOOKING AT HERIAGE BUILDINGS ON THE SOUTH SIDE OF 7TH AVENUE
7. AERIAL VIEW LOOKING SHEL SE




VIEW 1




VIEW 2




VIEW 3



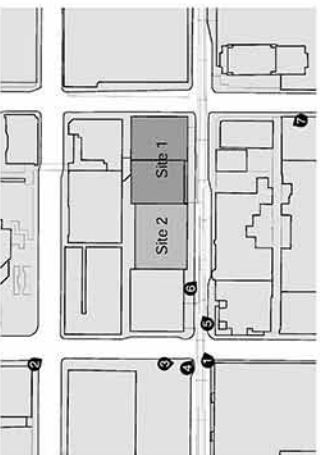
VIEW 4



VIEW 5



VIEW 6



VIEW 7


SITE PHOTOS

10015 104 AVENUE SW
 TELUS SKY
A0.003

DATE: 2014.04.10
 SCALE: 1:1000
 PROJECT: 10015 104 AVENUE SW, SUITE 1000
 CLIENT: TELUS SKY
 DESIGNER: TELUS SKY

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SITE PHOTOS


SCALE: 1:1000
 DATE: 2014-04-10
 SHEET NO. 3
 OF 3




VIEW 10




VIEW 11




VIEW 12




VIEW 8




VIEW 9



VIEW 13



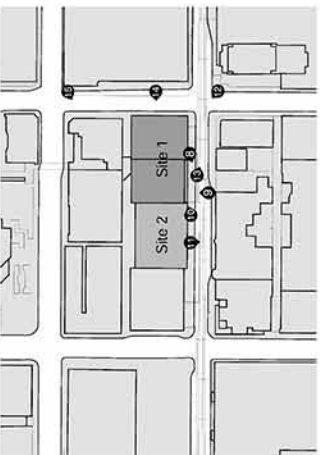
VIEW 14



VIEW 15

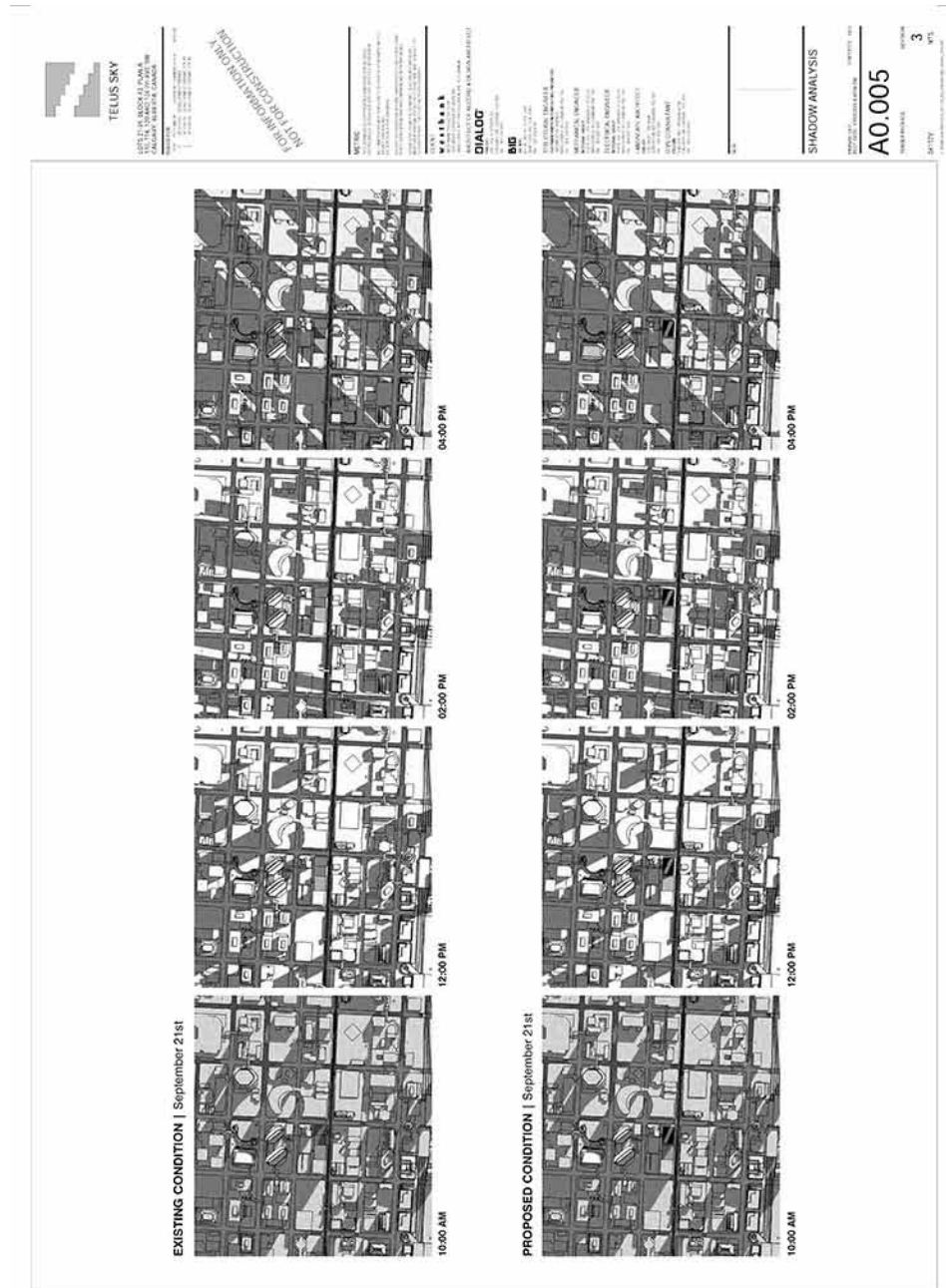
LEGEND

- 8. VIEW LOOKING WEST DOWN 7TH AVENUE
- 9. VIEW LOOKING NORTH AT 7TH AVENUE PLAZA BUILDING
- 10. VIEW LOOKING EAST DOWN 7TH AVENUE
- 11. VIEW LOOKING SOUTH AT 7TH AVENUE PLAZA BUILDING ALONG 7TH AVENUE
- 12. VIEW LOOKING TOWARDS EAST CENTRAL BUILDING ALONG CENTRE STREET AND 7TH AVENUE
- 13. VIEW LOOKING EAST DOWN 7TH AVENUE TOWARDS THE PLAZA
- 14. VIEW LOOKING WEST AT EAST CENTRAL BUILDING ALONG CENTRE STREET
- 15. VIEW LOOKING WEST AT THE BASE OF THE PLAZA BUILDING ALONG CENTRE STREET



DEVELOPMENT PERMIT – NEW: APARTMENT BUILDING,
OFFICE, RETAIL STORES (326 UNITS)
DOWNTOWN - WARD 7
7 AVENUE SW & CENTRE STREET S

MAP 15C



**DEVELOPMENT PERMIT – NEW: APARTMENT BUILDING,
OFFICE, RETAIL STORES (326 UNITS)
DOWNTOWN - WARD 7
7 AVENUE SW & CENTRE STREET S**

MAP 15C

SITE DATA
Zoning: CC based on CM-2 (uses 1-2 consolidated)
Site 1 Area (sqm) 240,110 Total Site GFA 422,445 sqm

Site 2 Area (sqm) 18,863
Site 3 Area (sqm) 240,110 Total Site GFA 422,445 sqm

Sites: 2,134 m Min. Setback along 7th Avenue / 2,134 m Setback Along Centre Street
6,754 m Freeway Setback from centre of the site

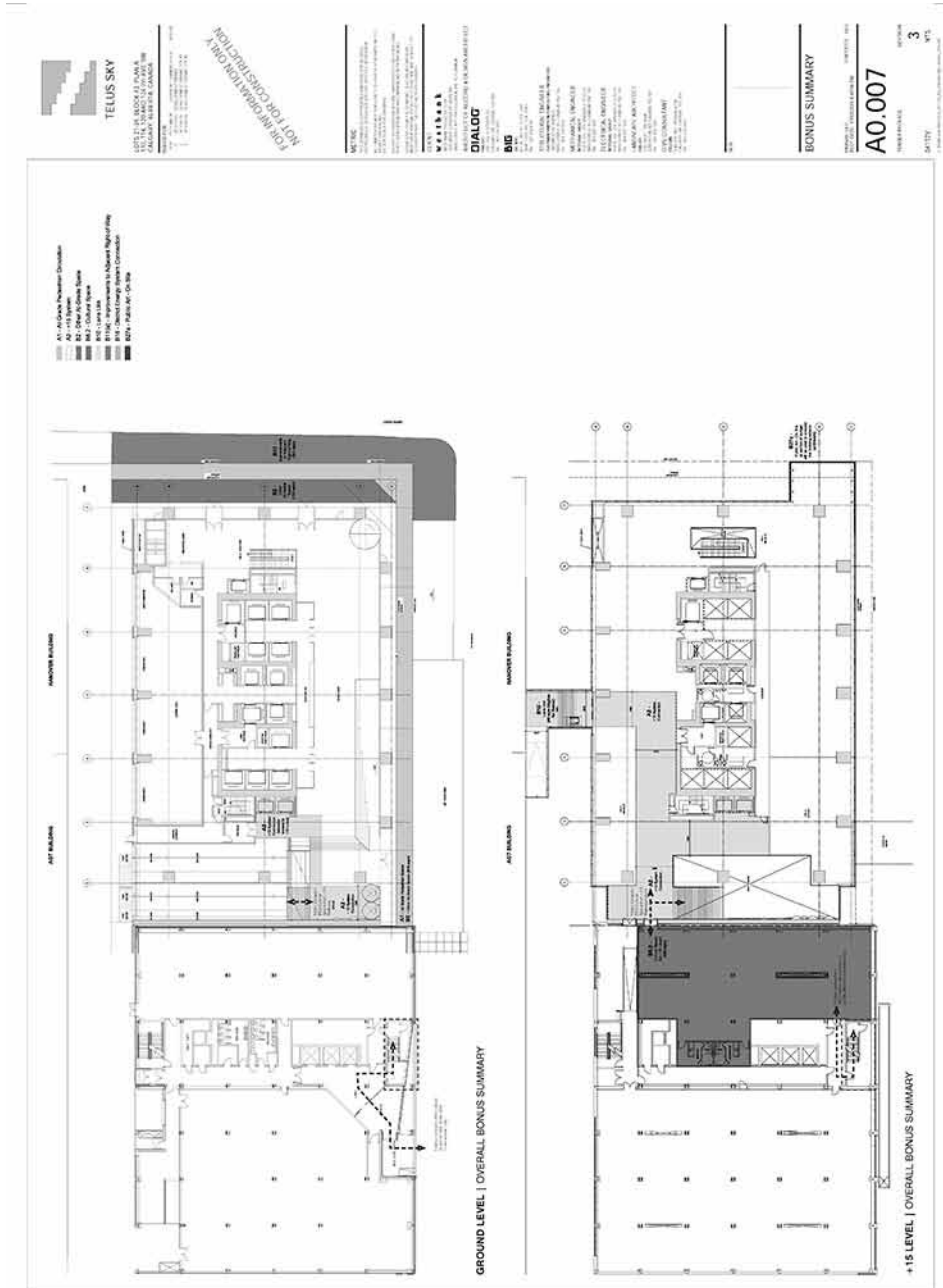
Target Commercial FAR for Site 2-3 Combined
3.528 FAR
(0.506 FAR (max commercial contribution) + 3.022 FAR (14.1% Commercial (0.9/2.1) + FAR (1st Floor) (0.2/0.24))

Group A	Maximum of FAR Total	Multiplier	Area Yield Provided	Additional Density Permitted (sqm)	FAR
A1	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A2	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A3	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A4	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A5	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A6	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A7	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A8	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A9	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A10	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A11	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A12	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A13	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A14	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A15	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A16	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A17	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A18	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A19	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A20	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A21	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A22	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A23	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A24	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A25	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A26	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A27	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A28	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A29	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A30	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A31	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A32	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A33	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A34	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
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A69	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
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A71	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
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A90	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A91	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A92	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A93	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A94	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A95	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A96	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A97	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A98	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A99	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
A100	1. Street Corner Pedestrian Store at grade	1.0	0.00	0.00	0.00
B TOTAL			766,000	7,118	16,119
B TOTAL			766,000	7,118	16,119
C TOTAL			3,077,800	30,778	65,900
CUMULATIVE TOTAL			3,843,800	37,896	82,019

BONUS SUMMARY
3
A0.006
3
3

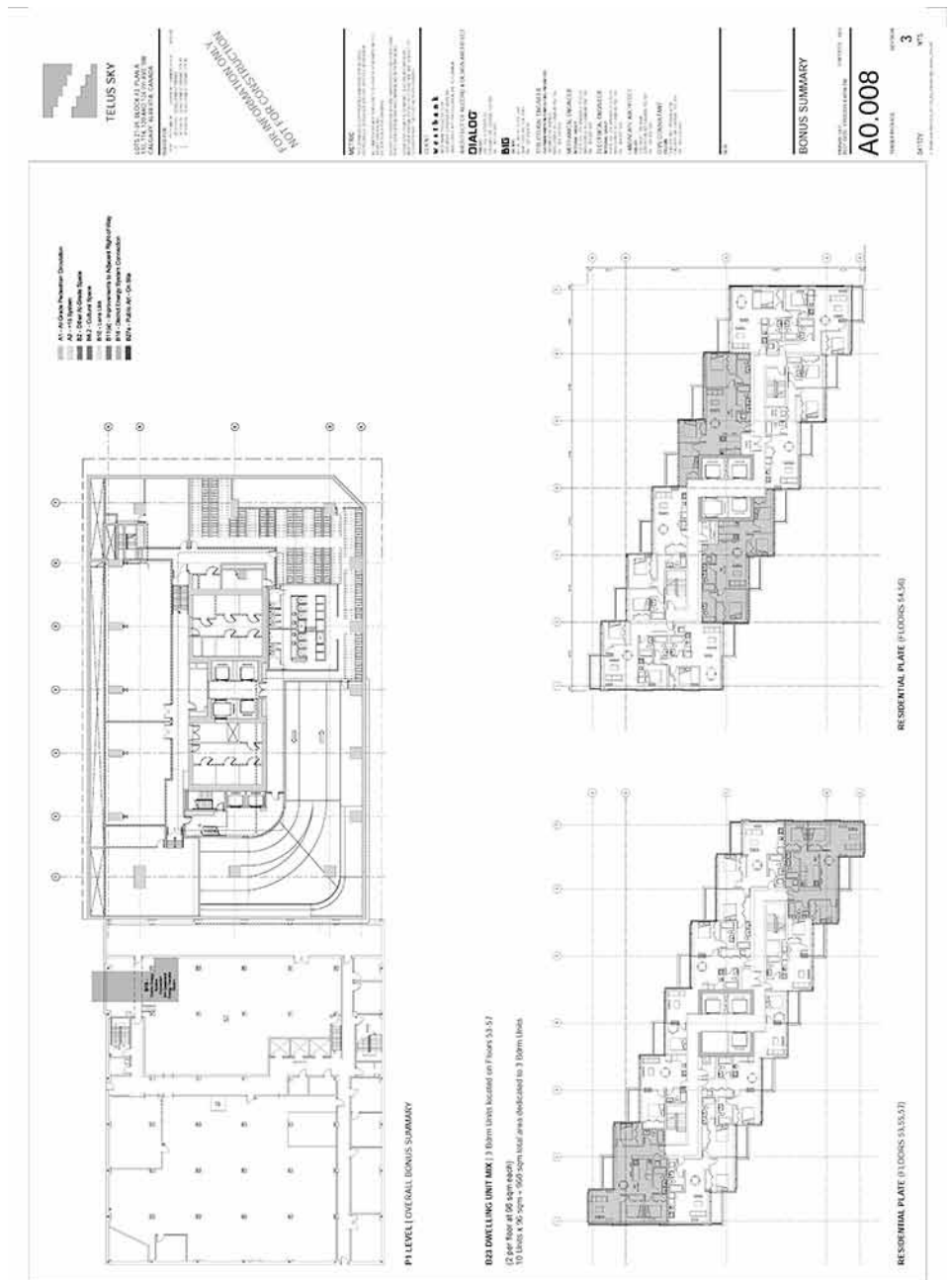
DEVELOPMENT PERMIT – NEW: APARTMENT BUILDING,
OFFICE, RETAIL STORES (326 UNITS)
DOWNTOWN - WARD 7
7 AVENUE SW & CENTRE STREET S

MAP 15C



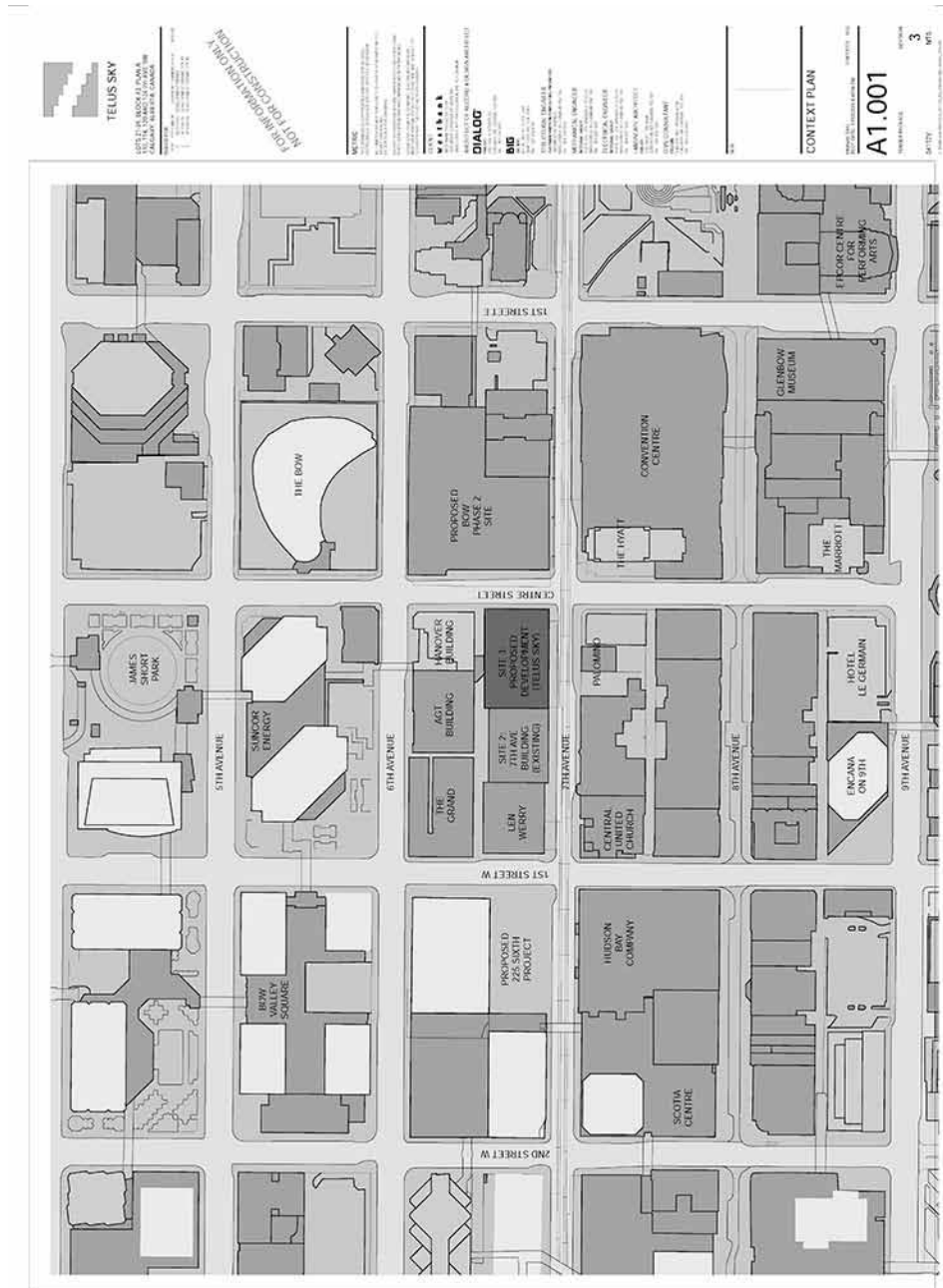
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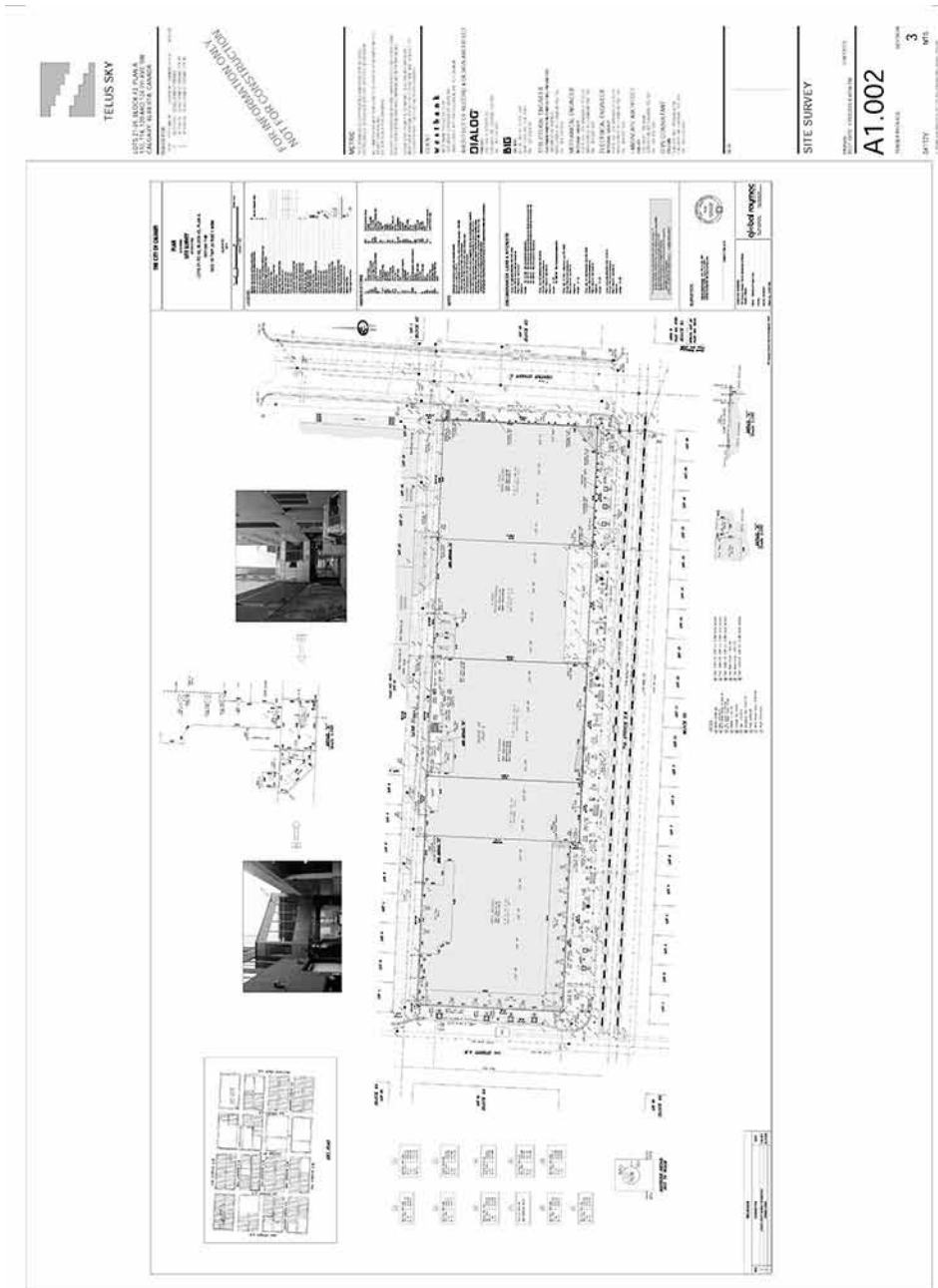
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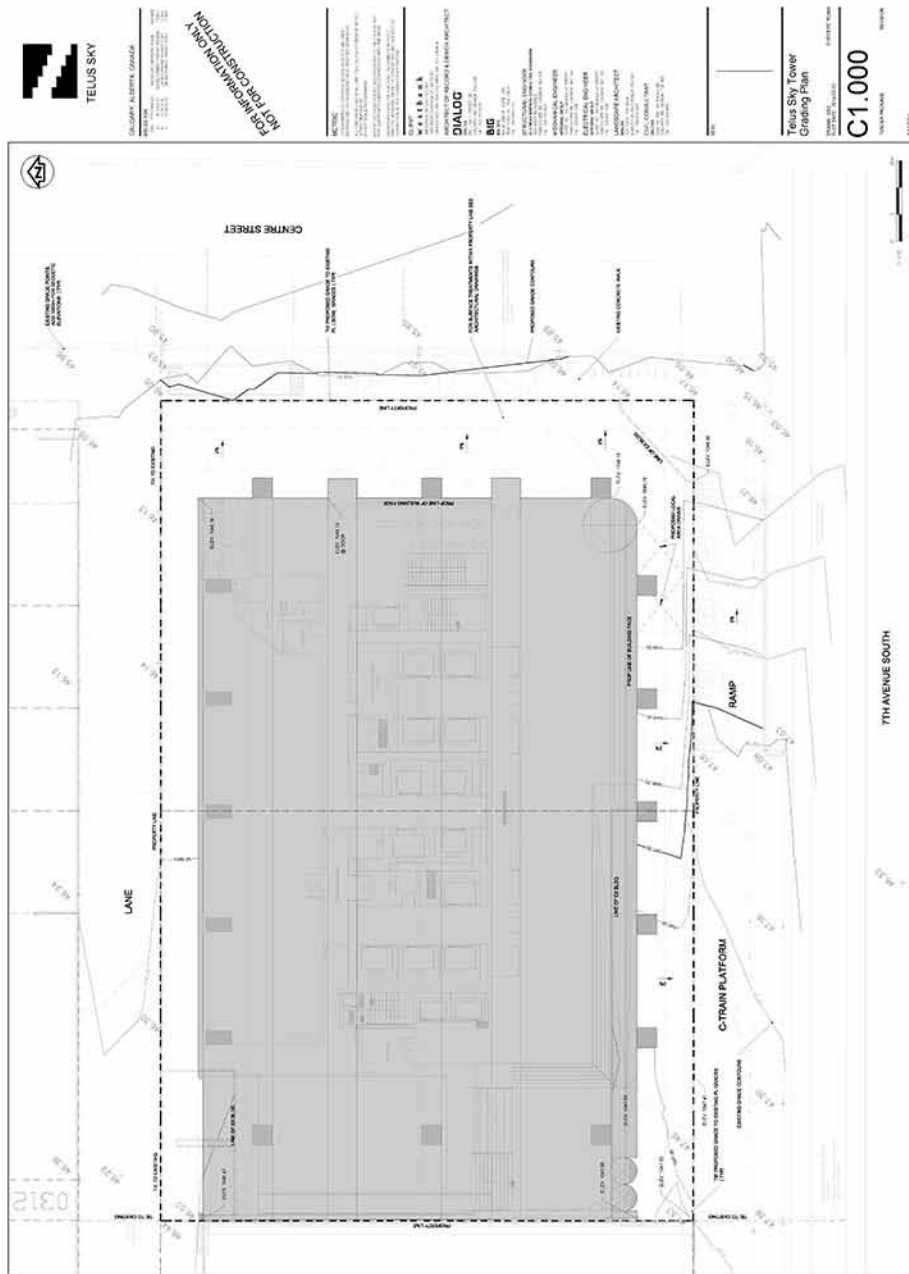
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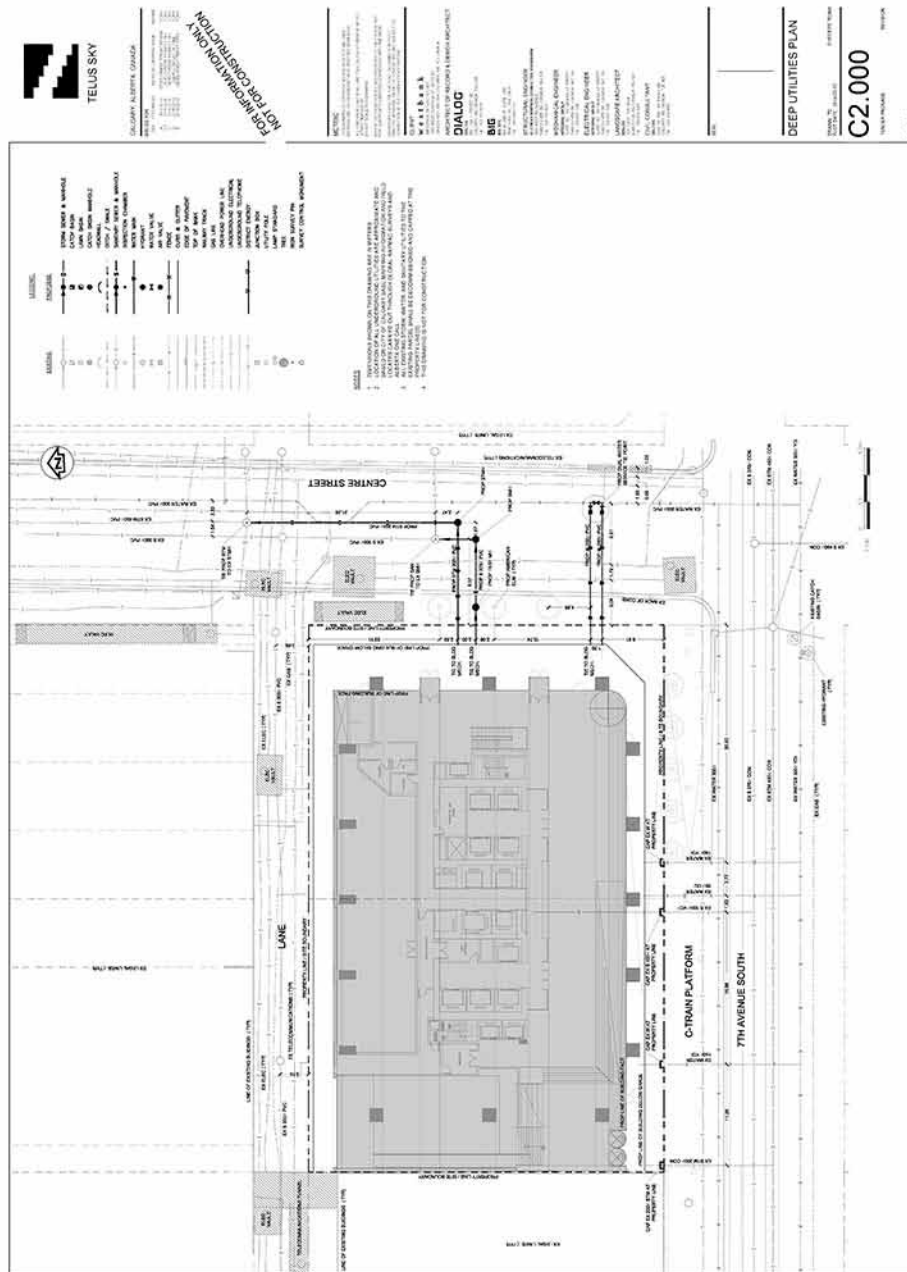
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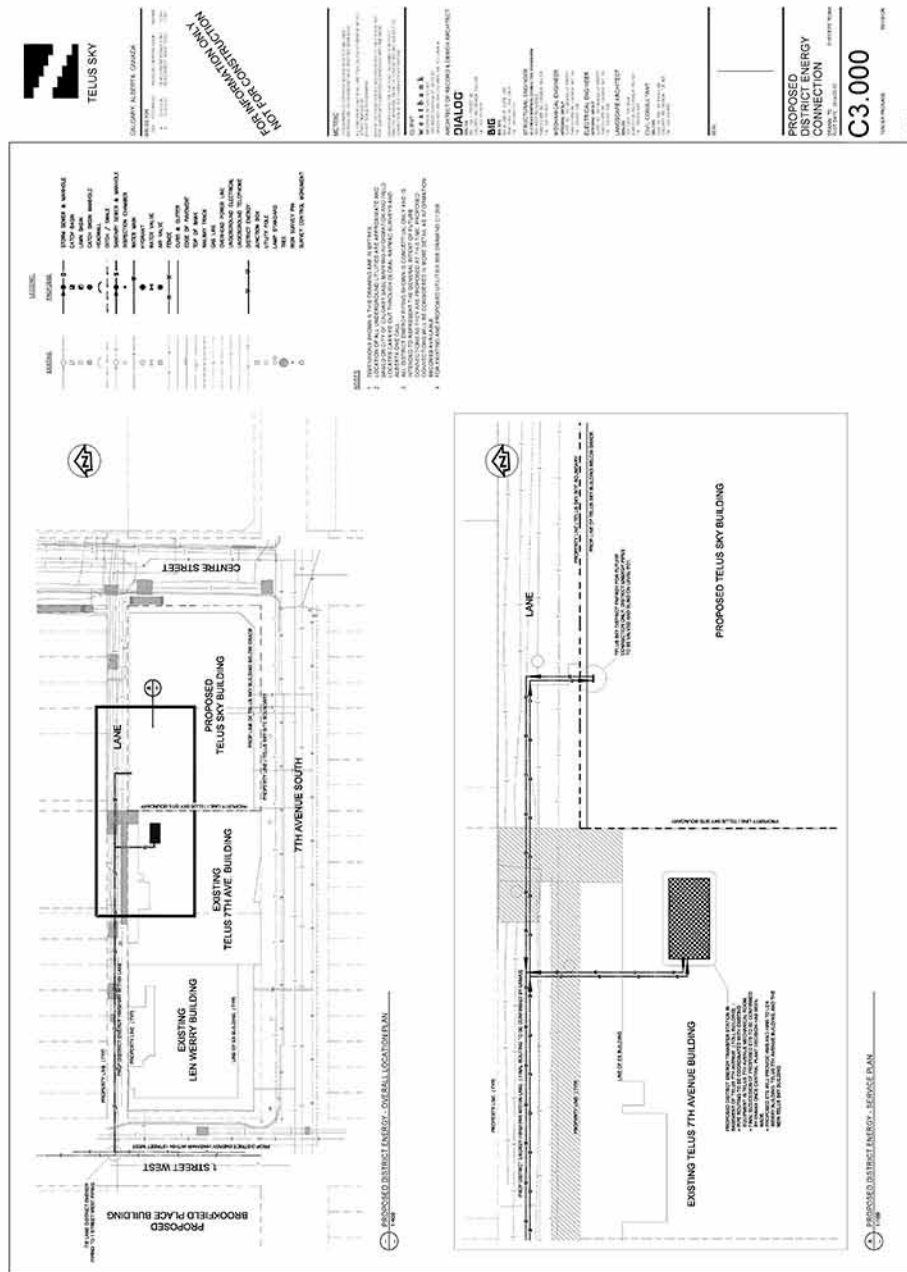
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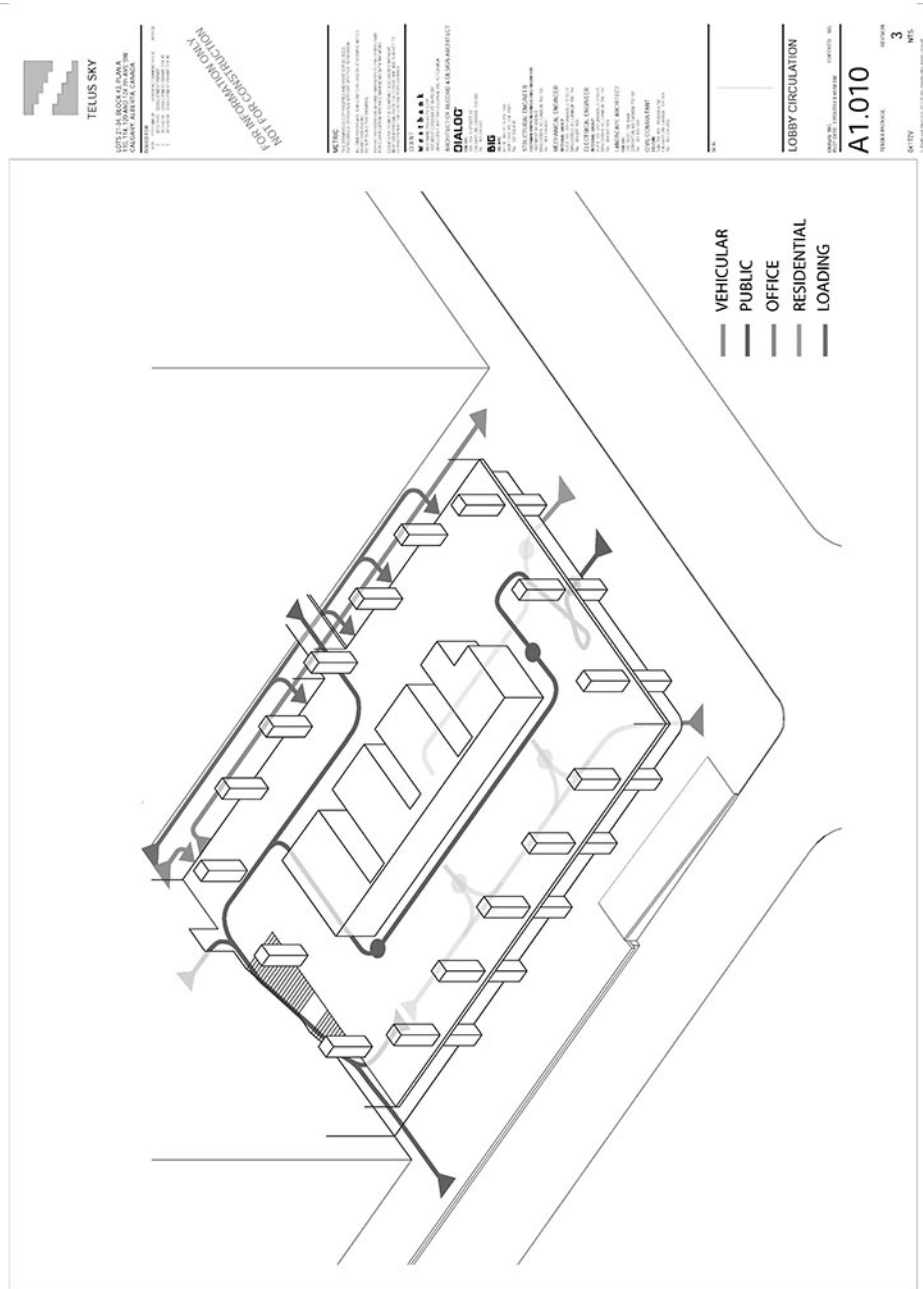
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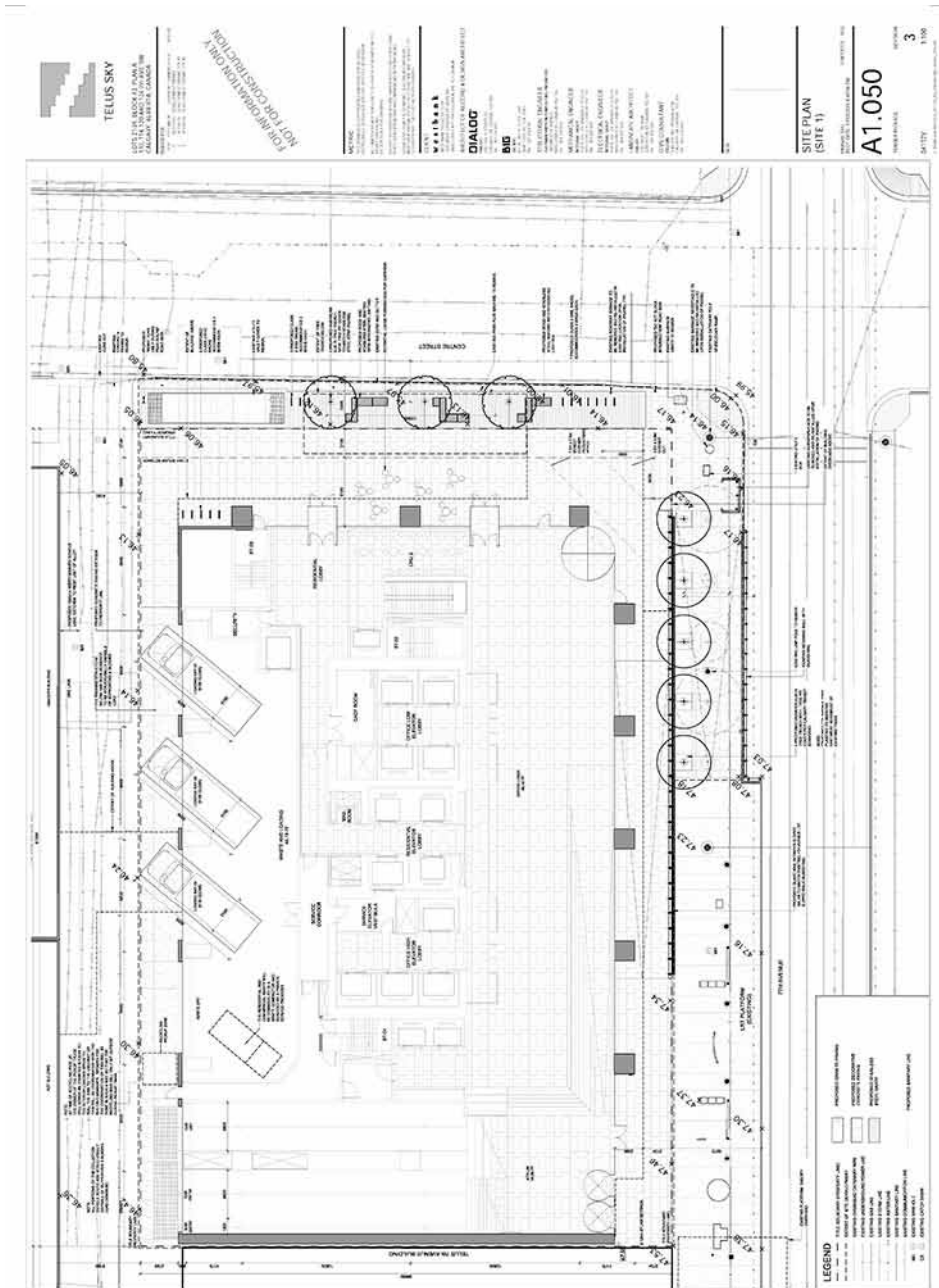
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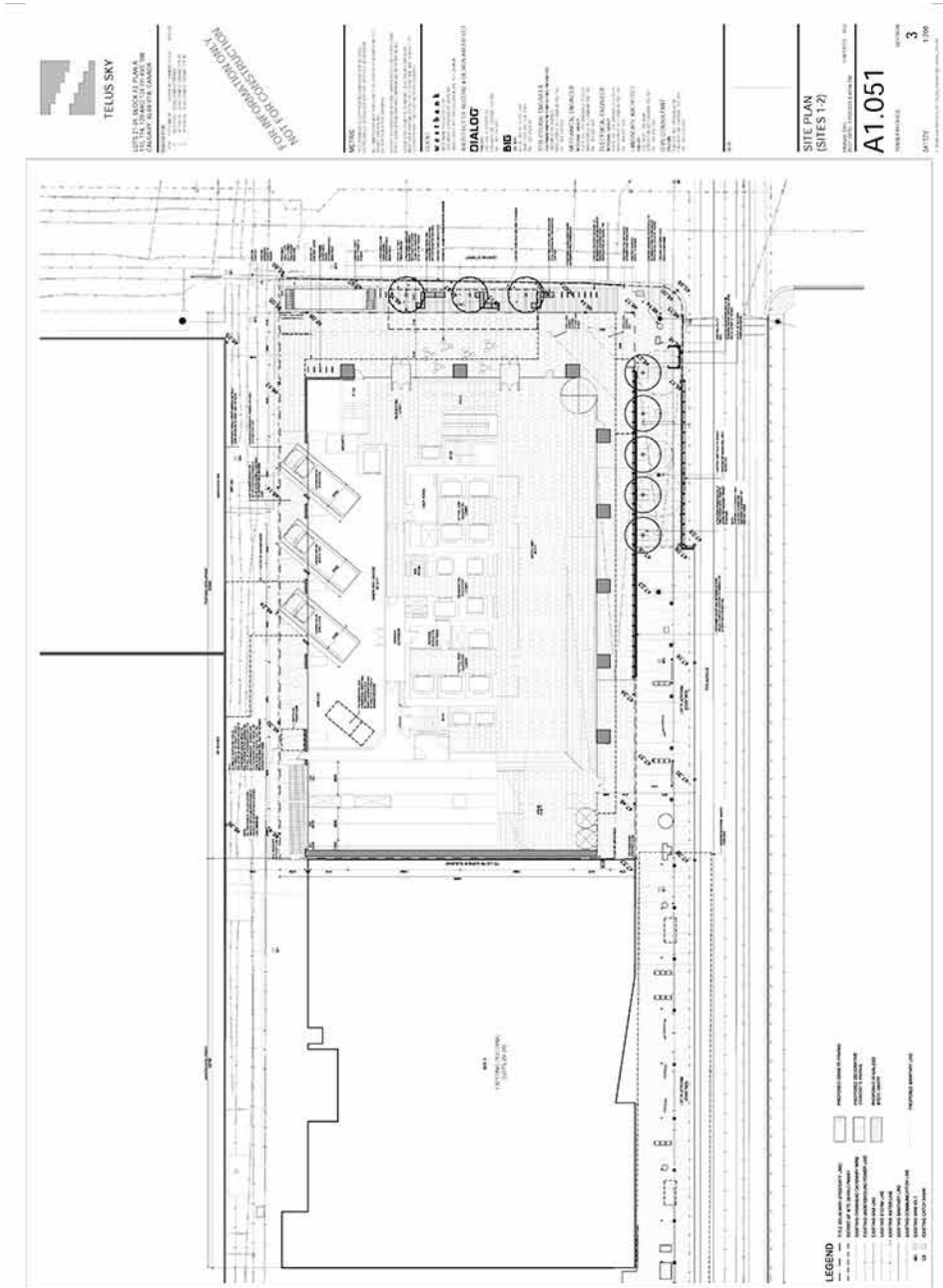
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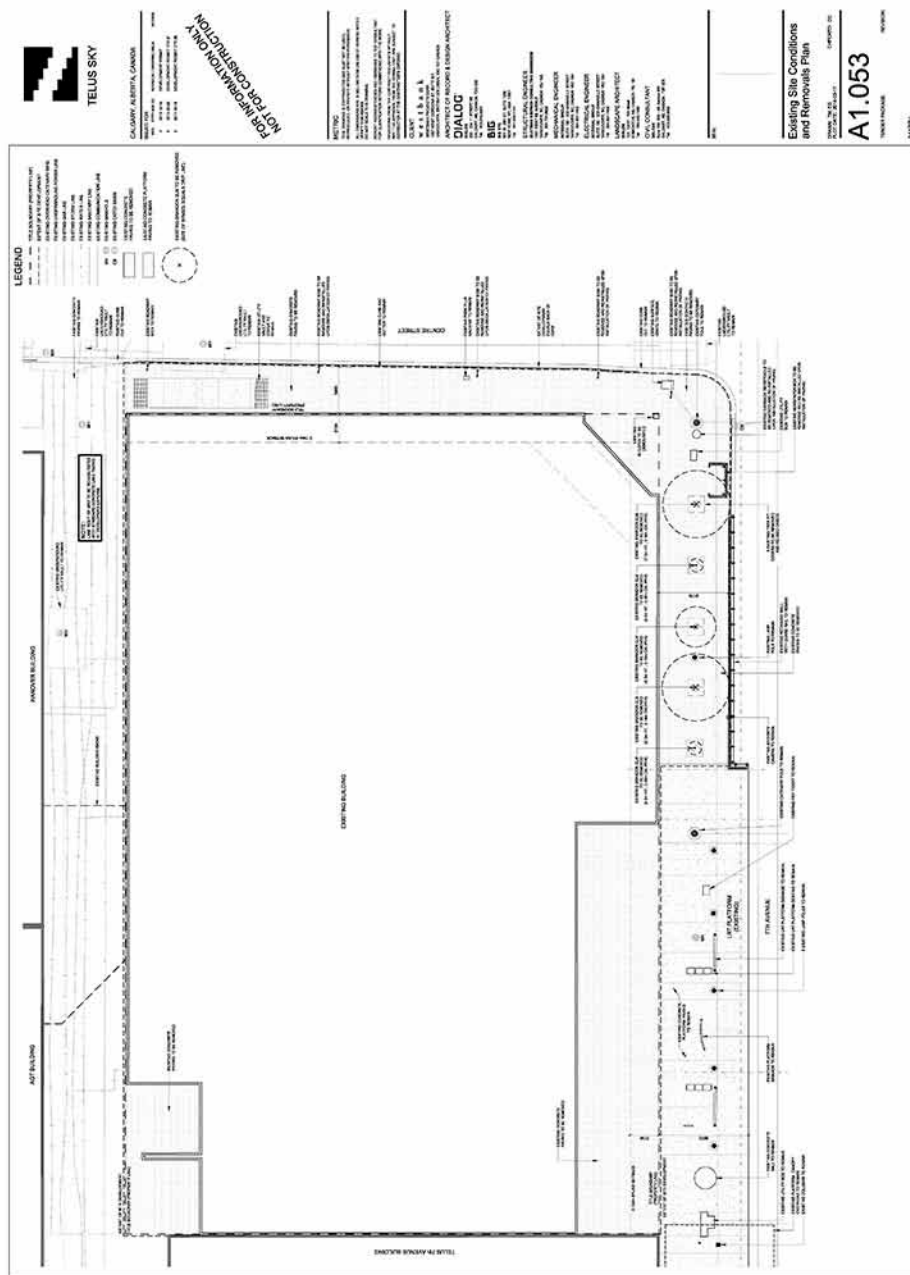
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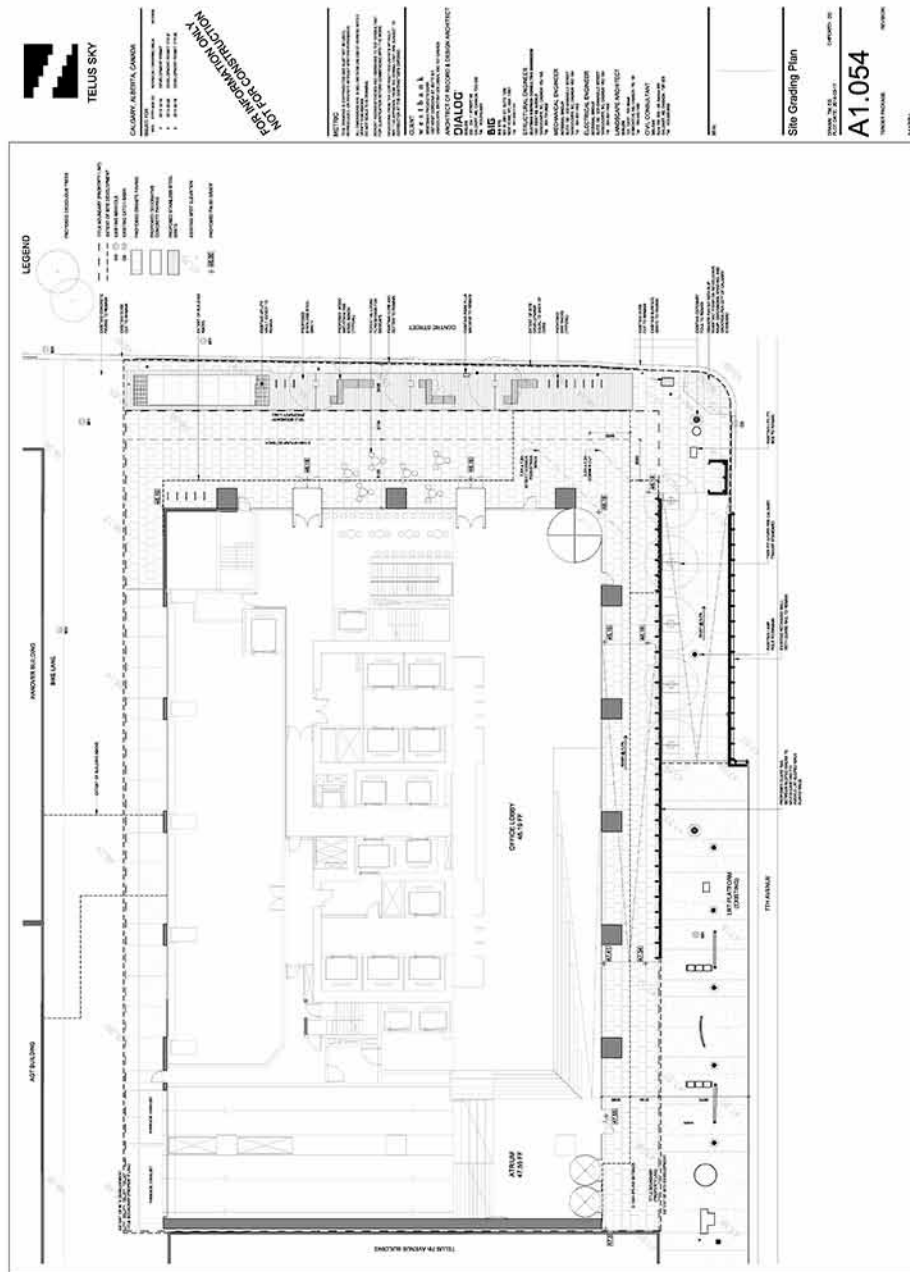
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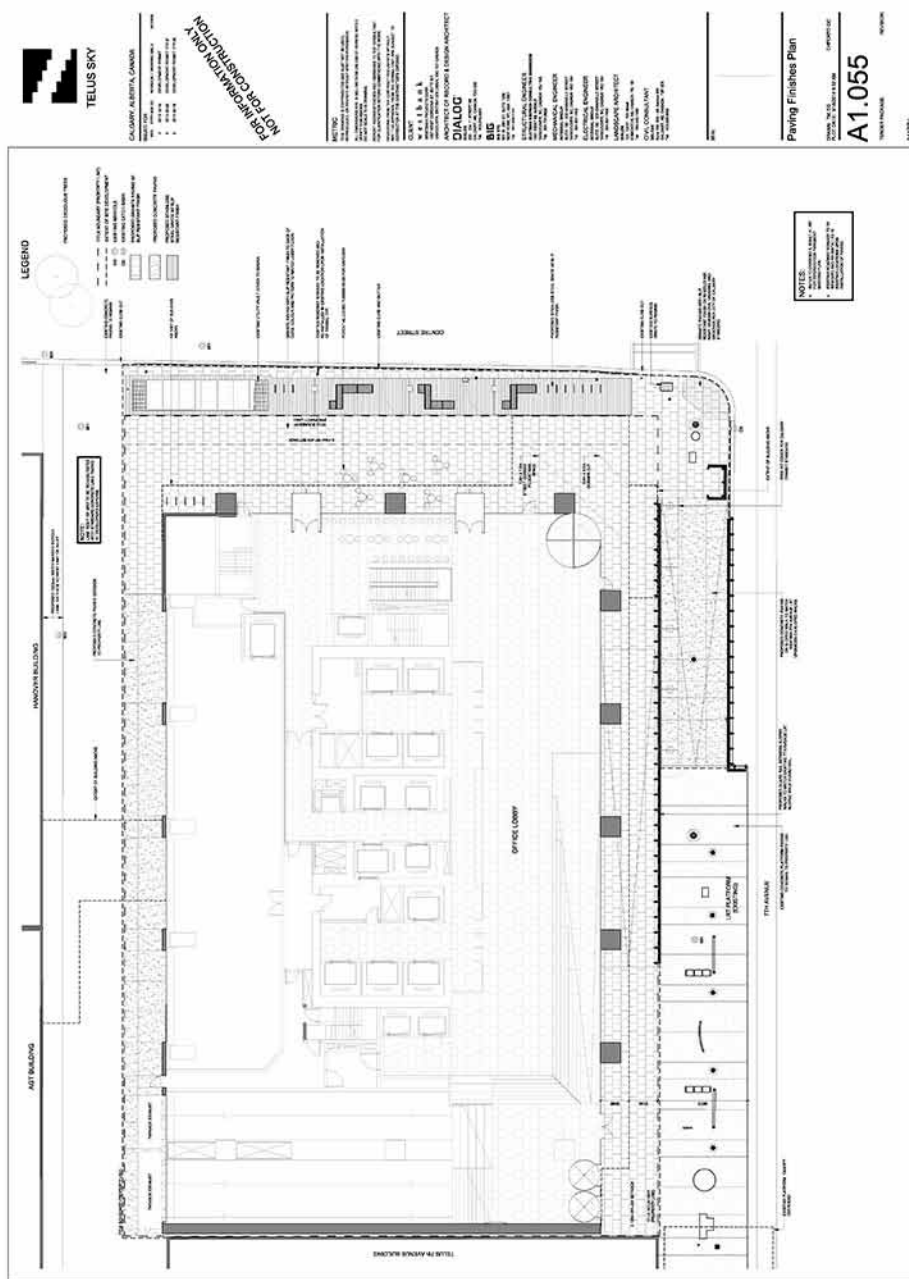
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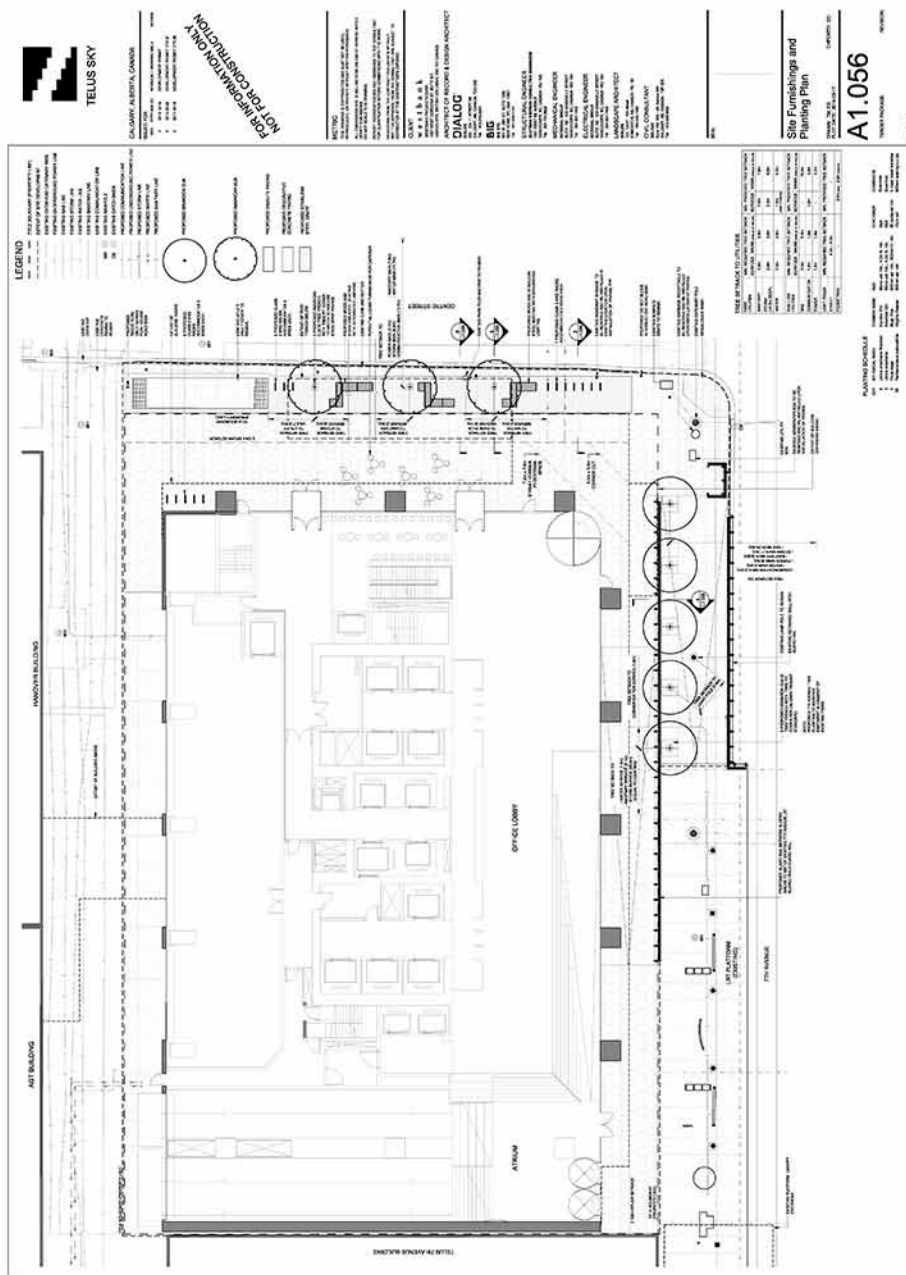
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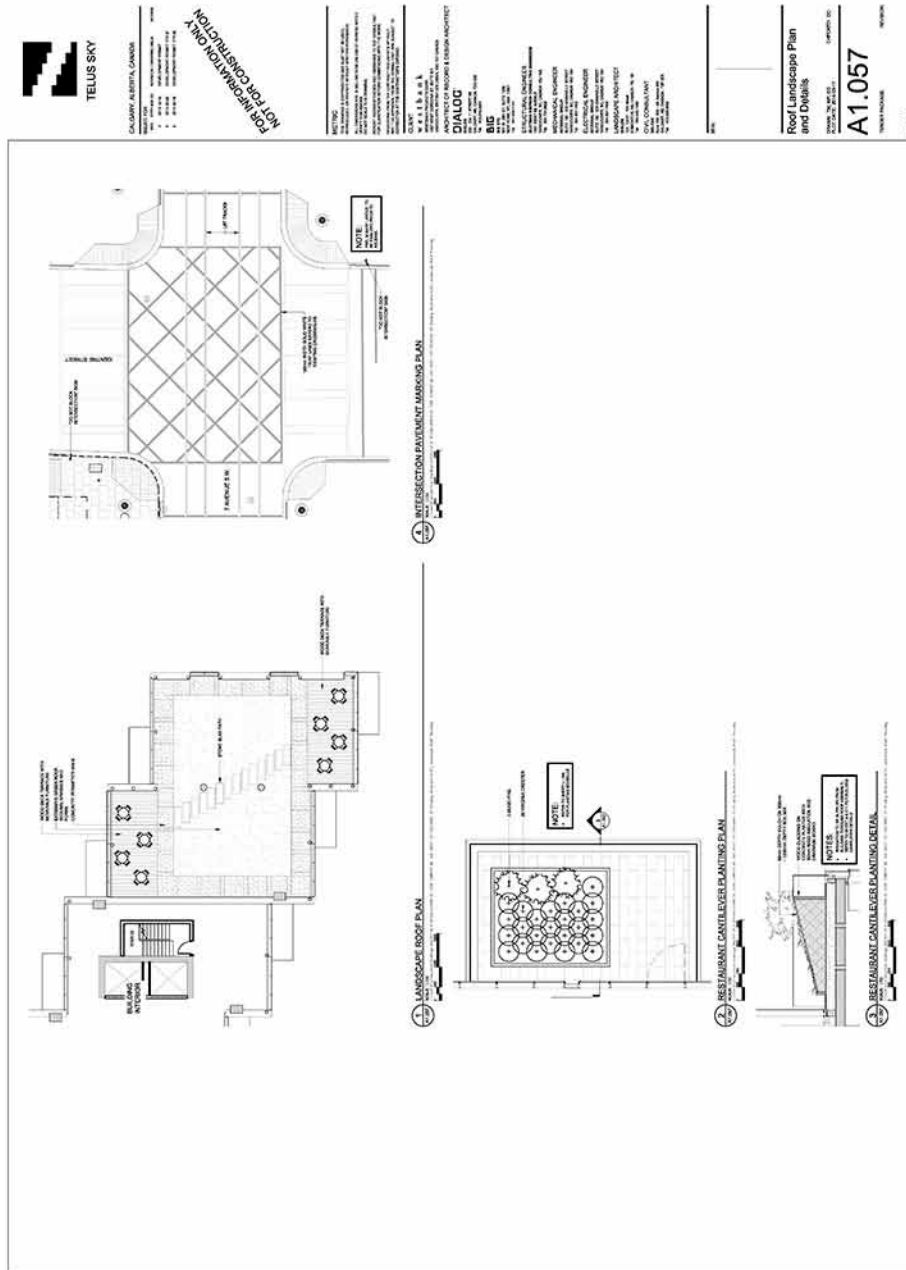
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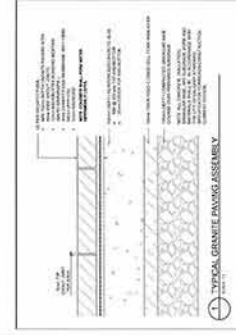
TELUS SKY
 CALGARY, ALBERTA, CANADA
 1000 10th Avenue SW
 Calgary, Alberta T2P 1B1
 TEL: 403.263.8888
 WWW.TELUS.SKY

NOT FOR CONSTRUCTION
 FOR INFORMATION ONLY


LANDSCAPE DETAILS

DATE: 03/10/14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
A1.058
 TITLE: [Title]
 PROJECT: [Project Name]

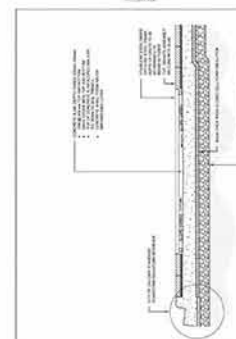
1 TYPICAL GRANITE PAVING ASSEMBLY




2 TYPICAL SILICON PAVING DETAIL



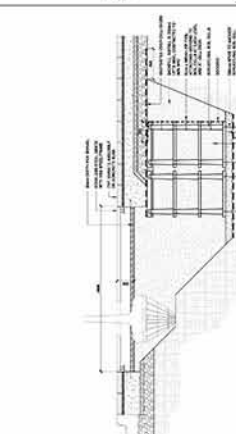
3 TYPICAL STEEL GRATE PAVING DETAIL



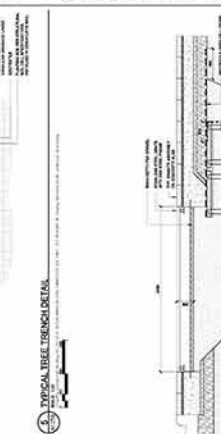
4 PAVING DETAILS



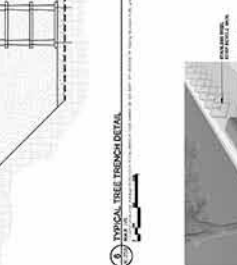
5 TYPICAL TRIPLE TRENCH DETAIL



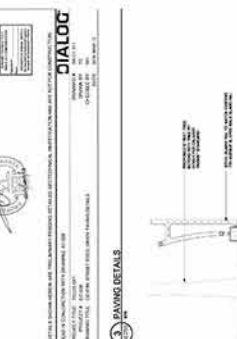
6 TYPICAL TRIPLE TRENCH DETAIL




7 WOOD AND STAINLESS STEEL SEATING DETAIL



8 STAINLESS STEEL TRANSITION SEATING SECTION

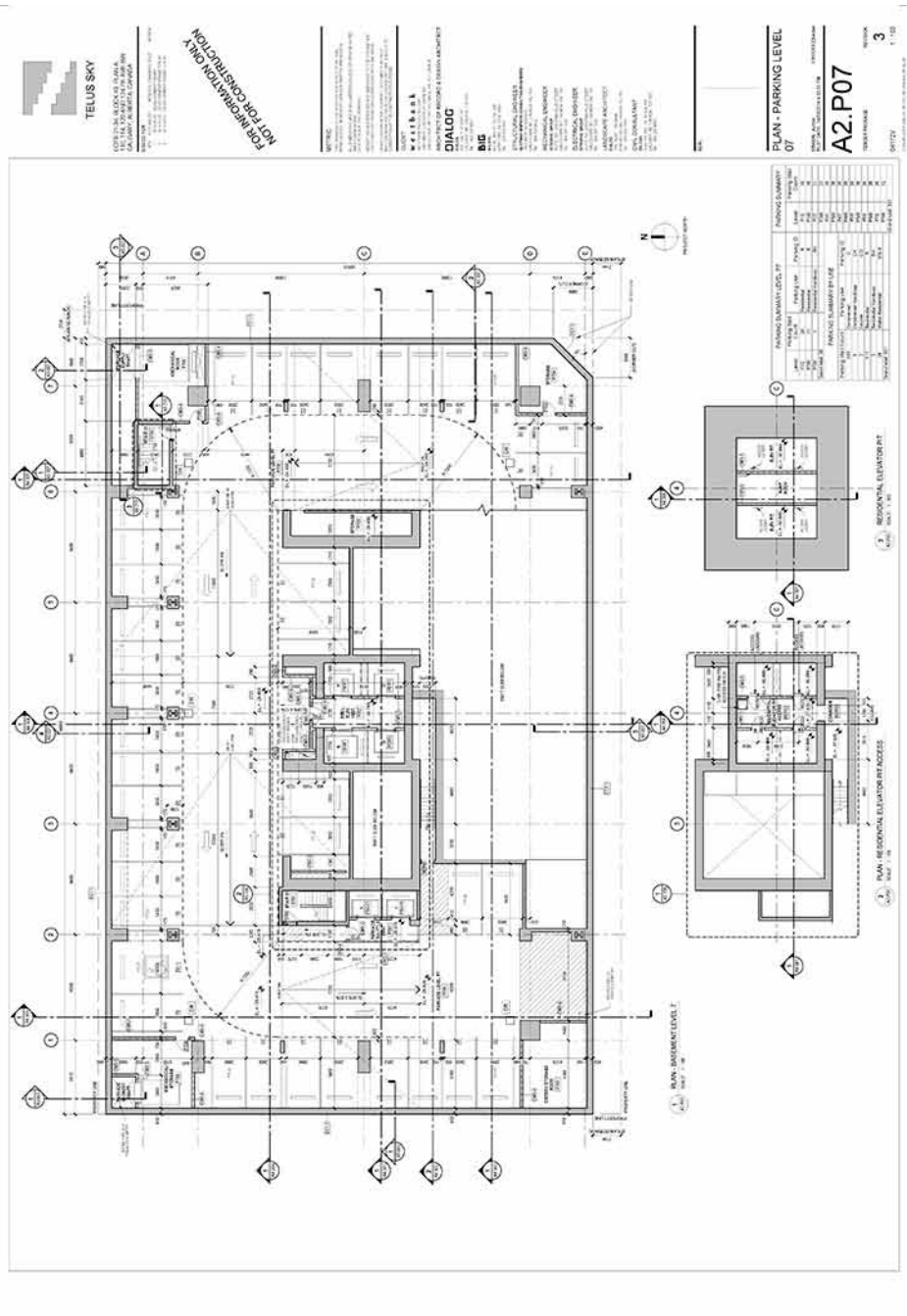


9 TYPICAL TRIPLE PIT COVER DETAIL



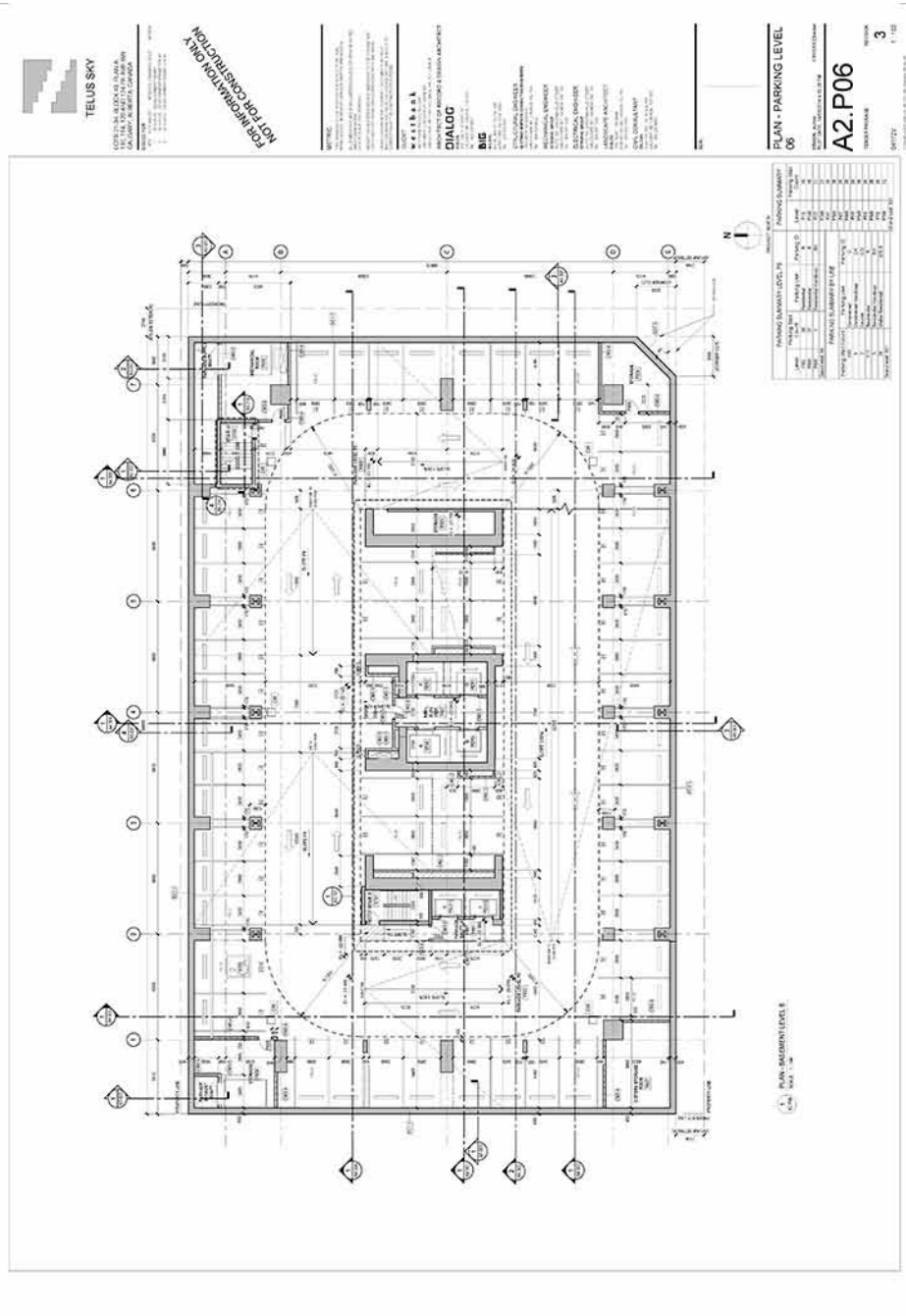
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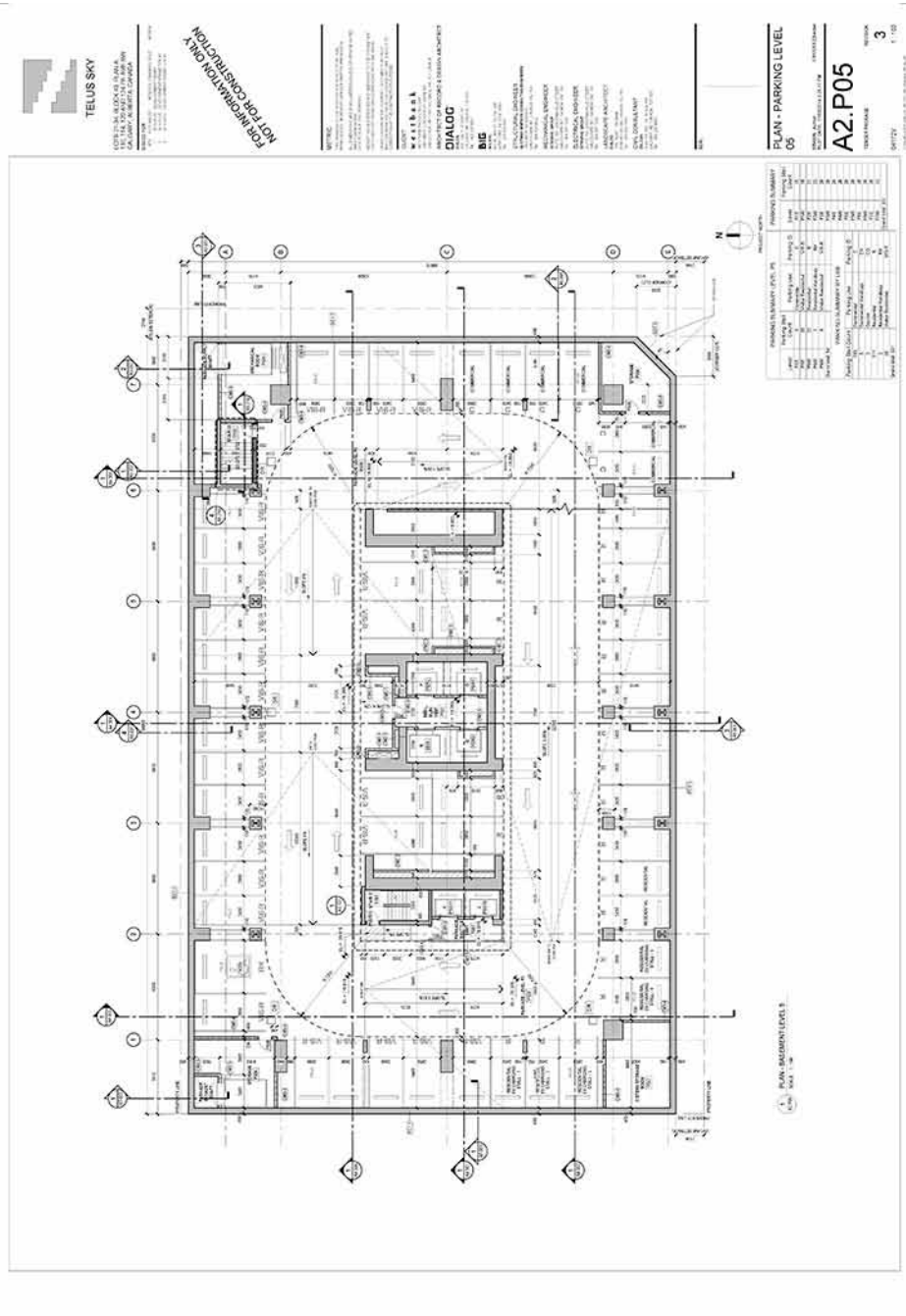
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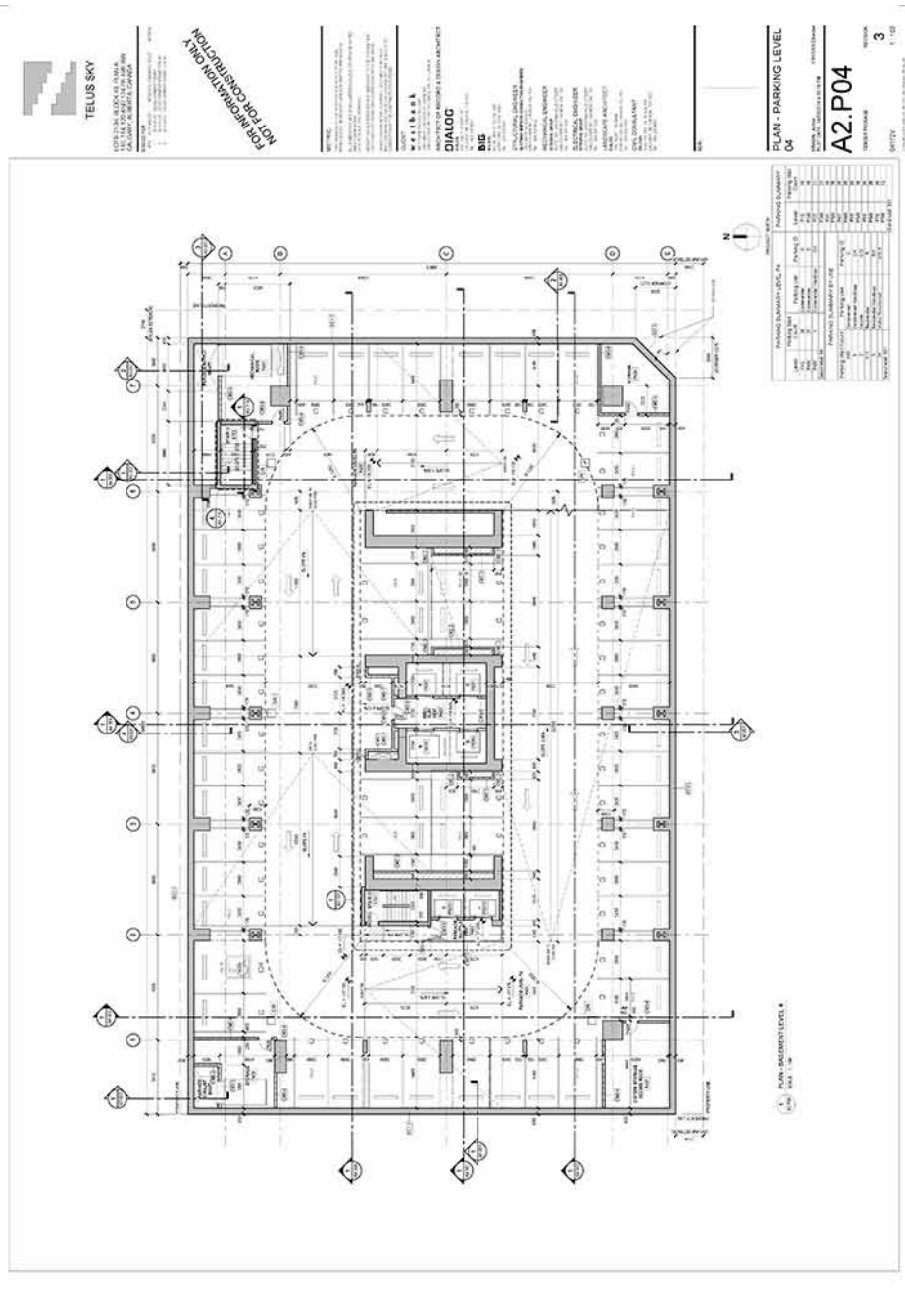
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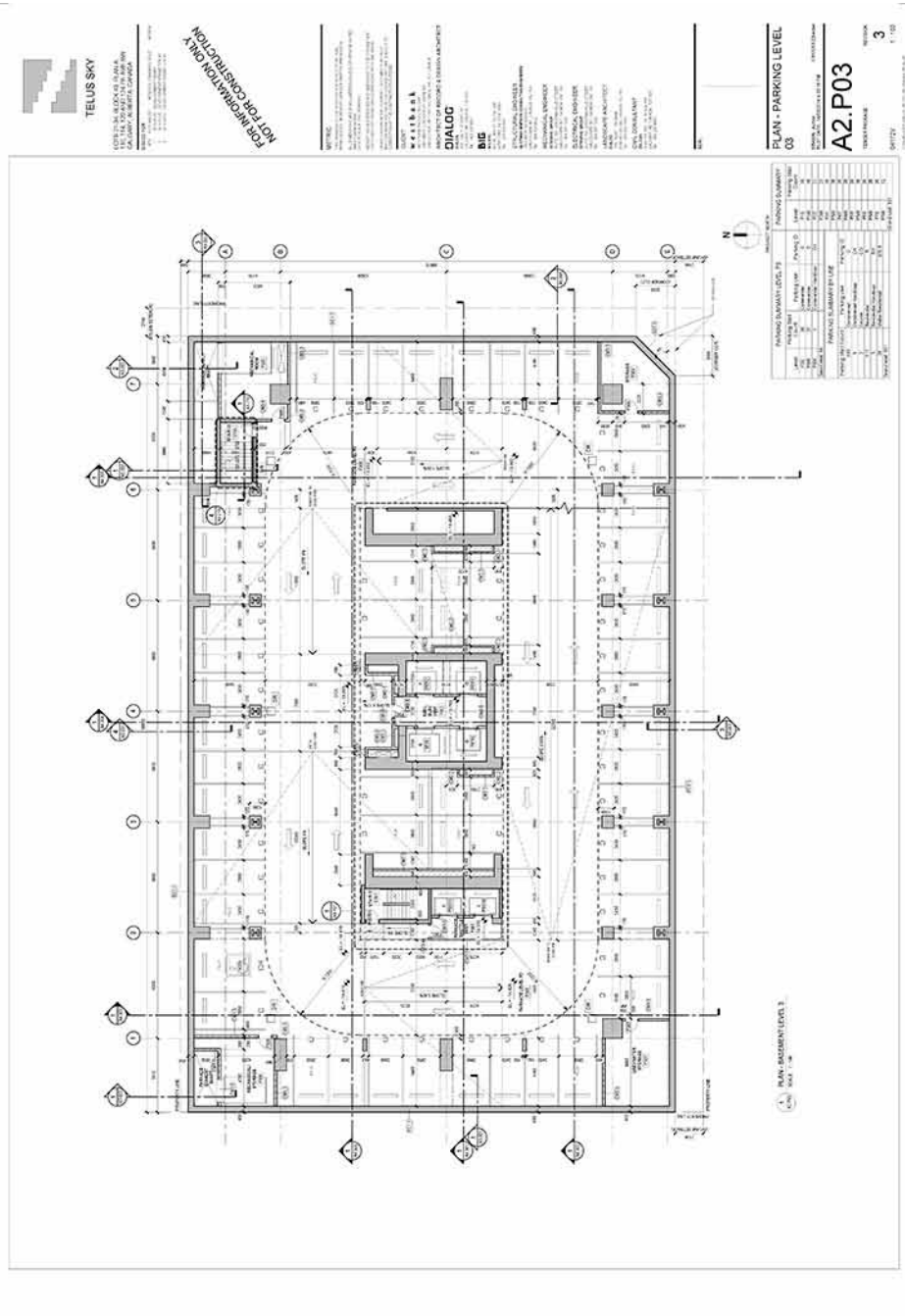
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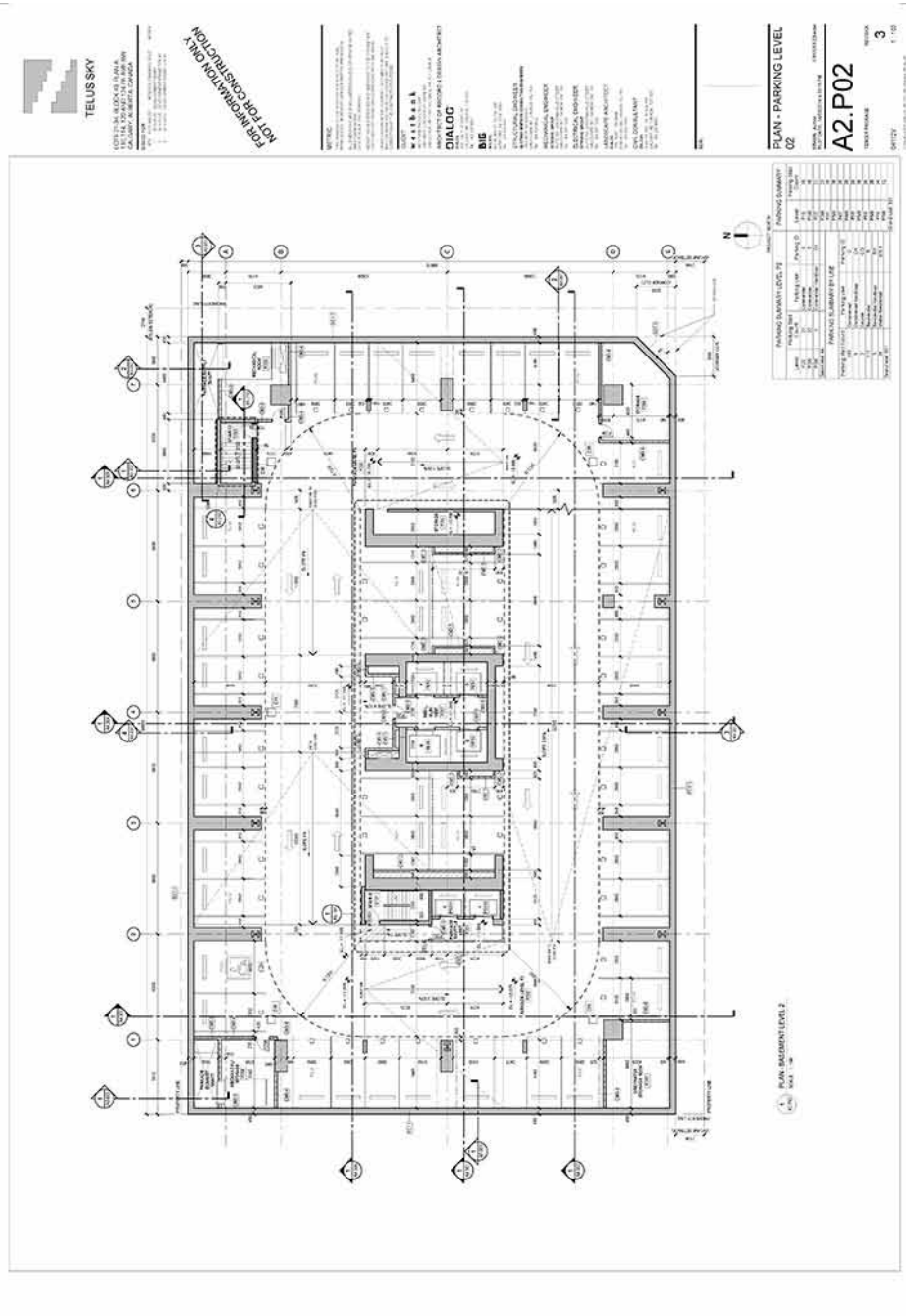
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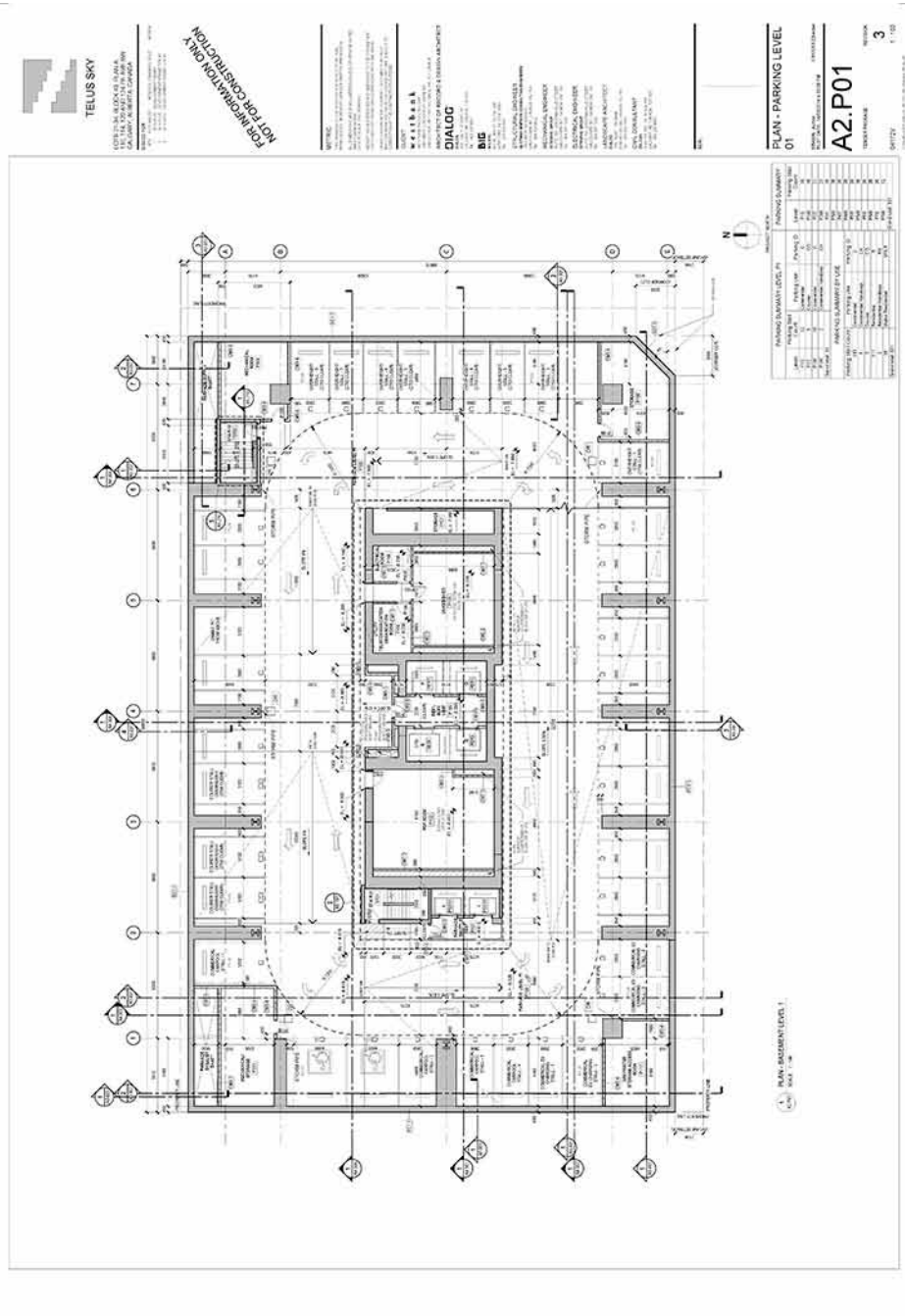
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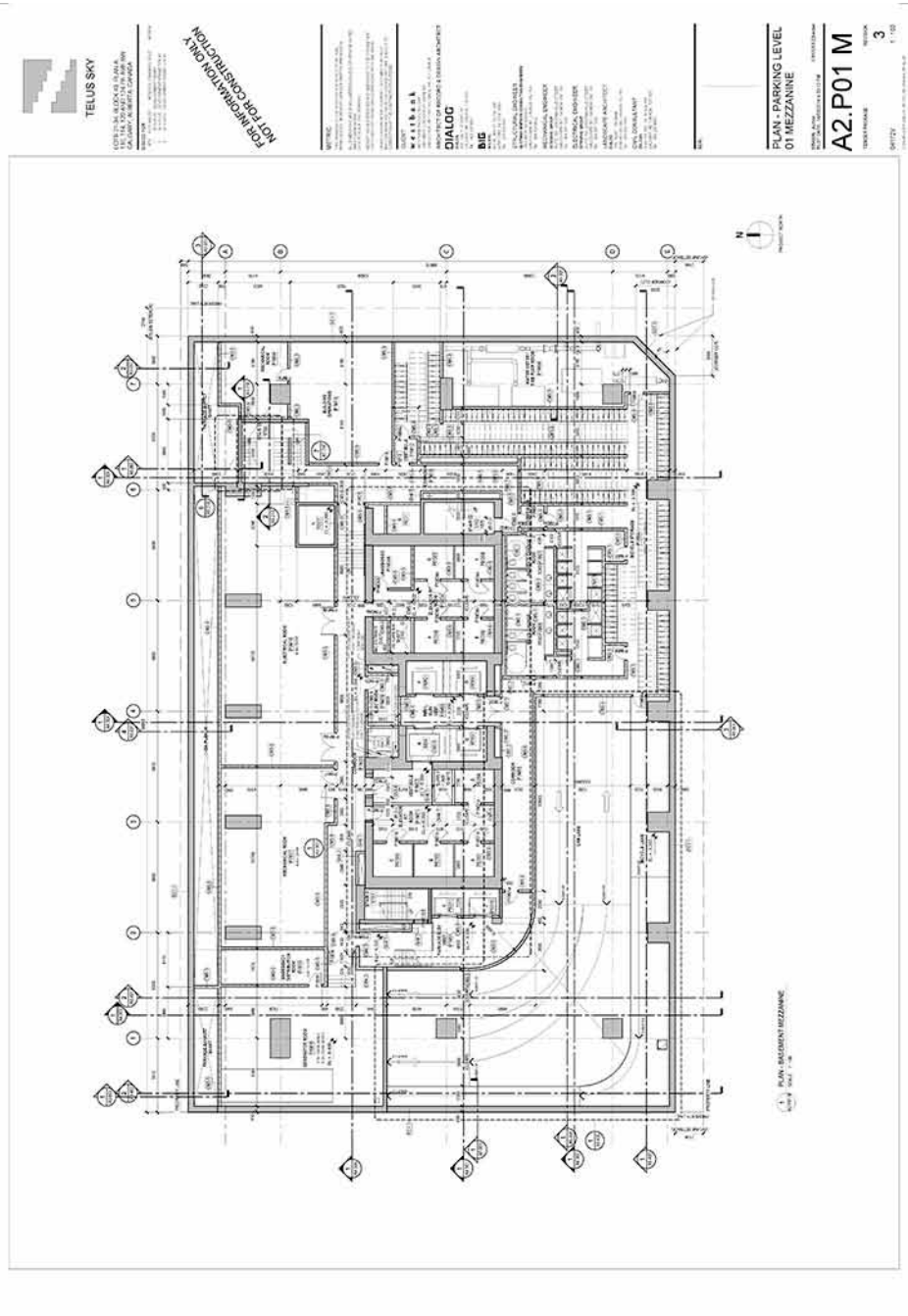
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 DOWNTOWN - WARD 7
 7 AVENUE SW & CENTRE STREET S

MAP 15C



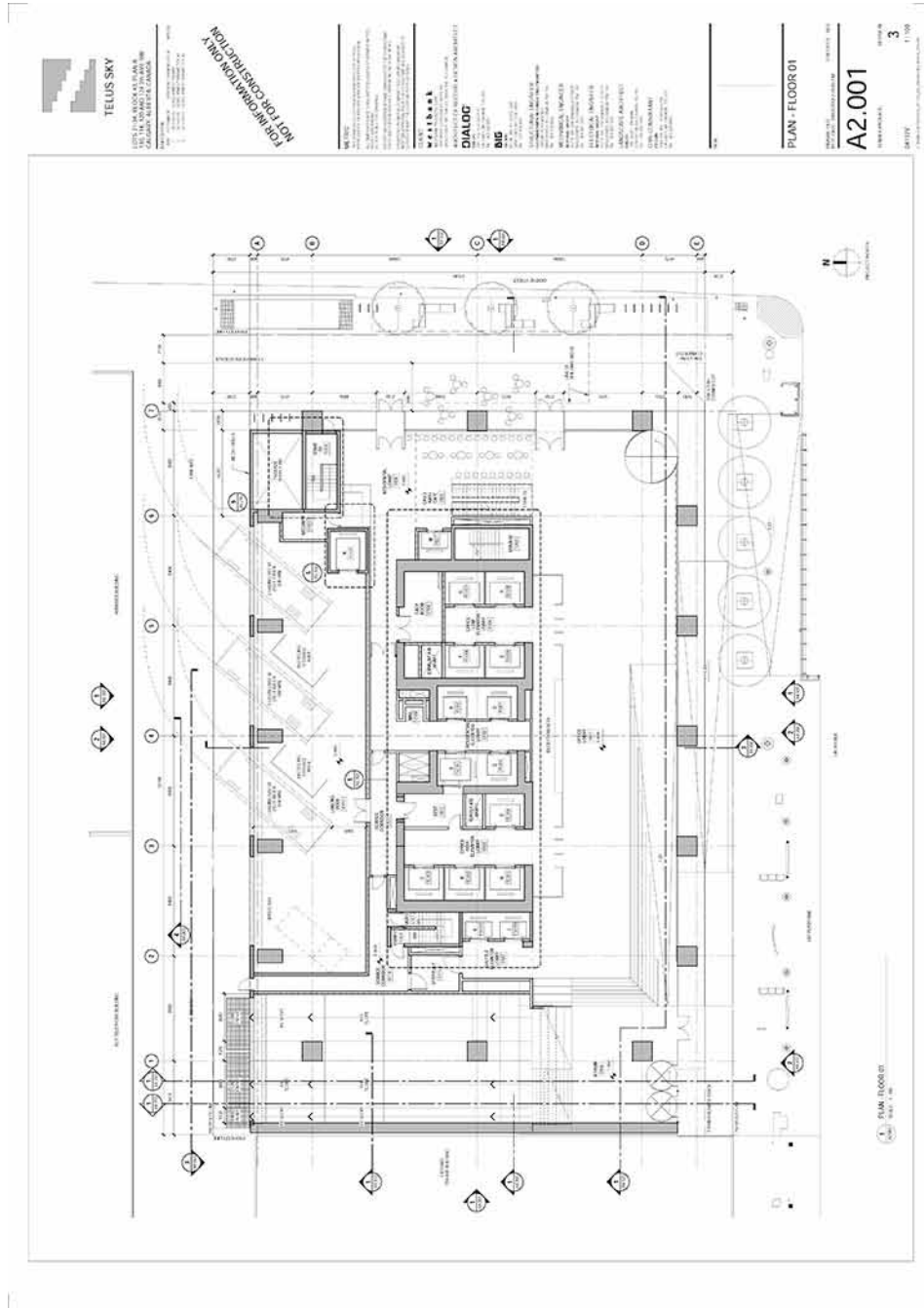
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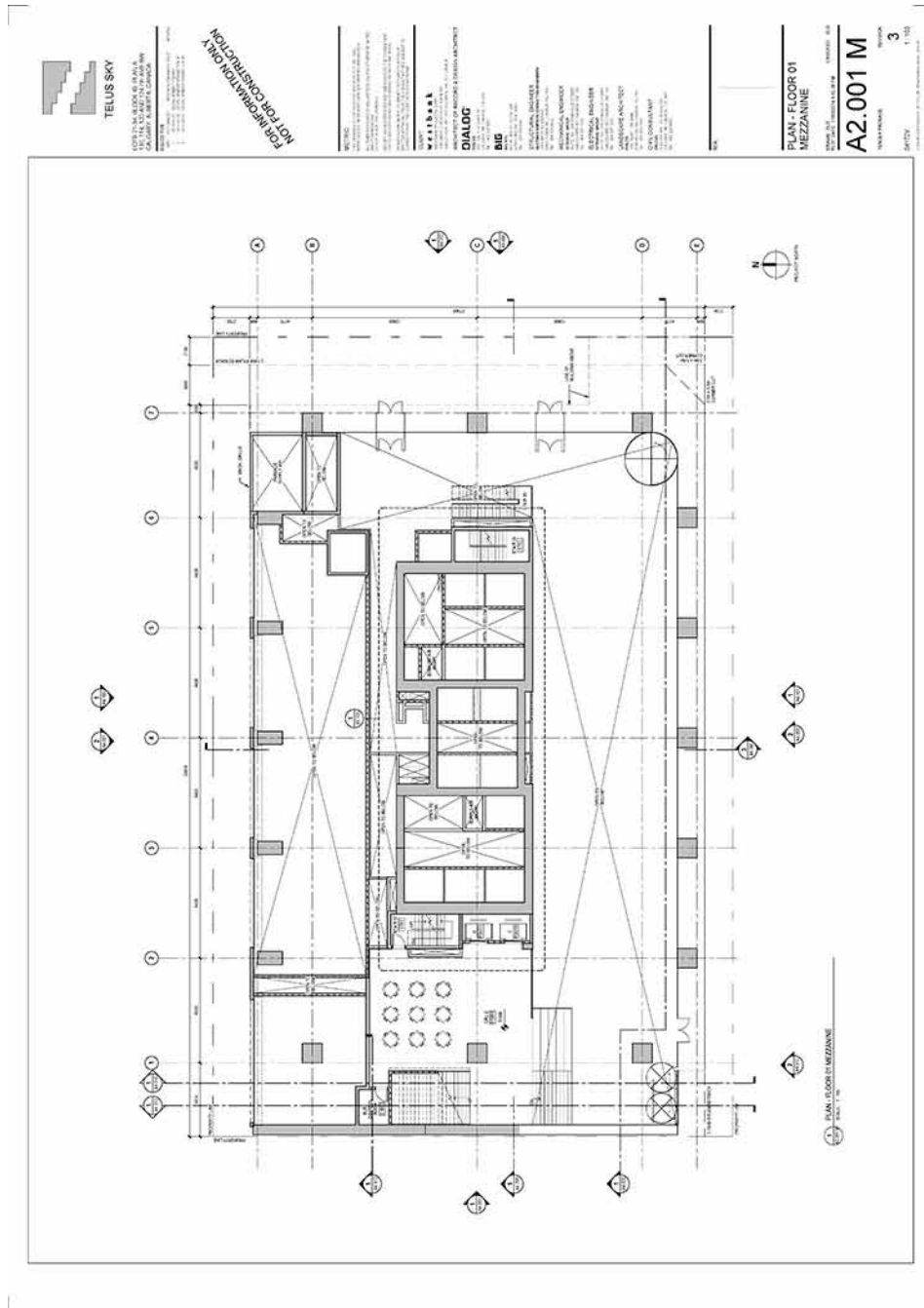
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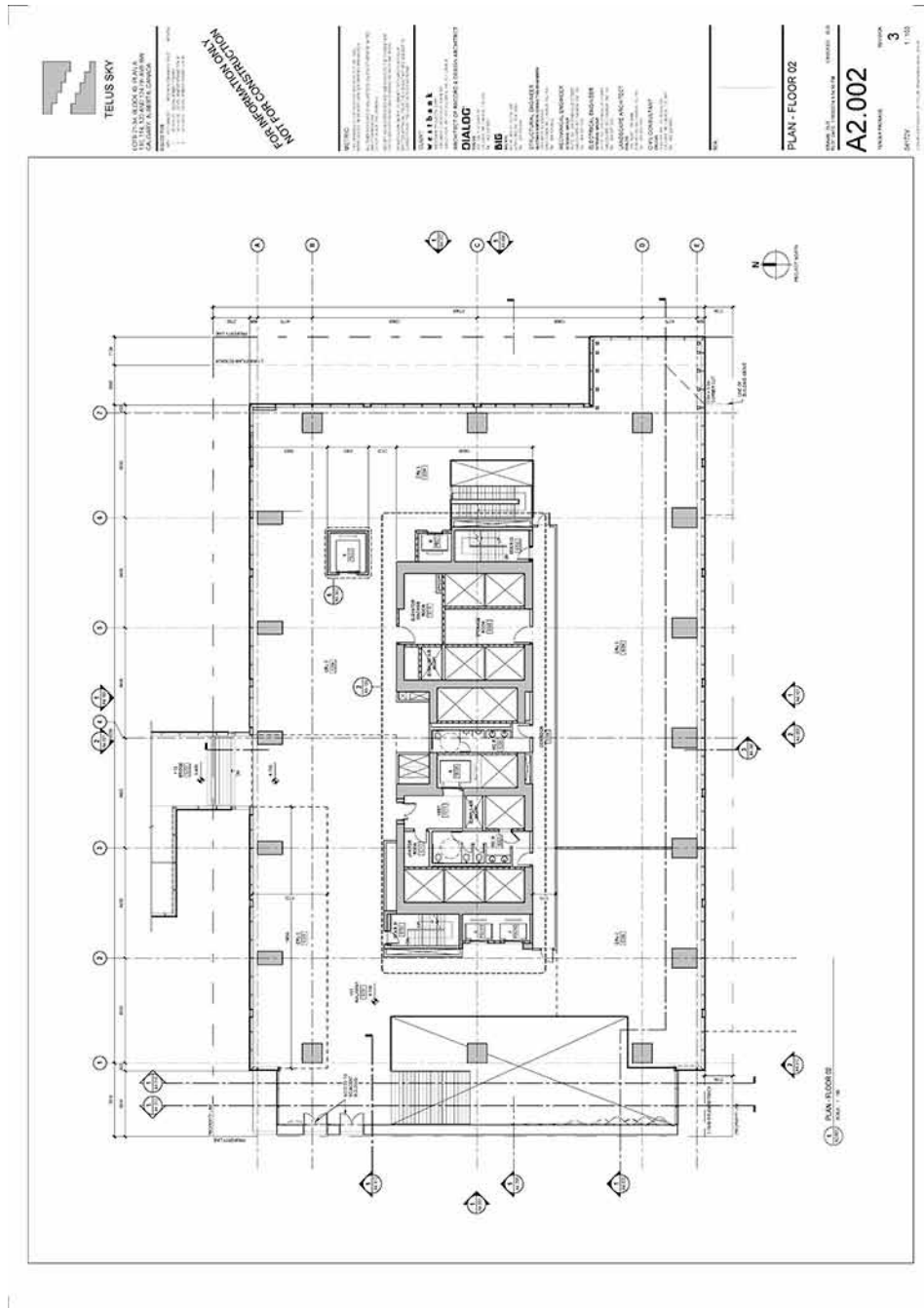
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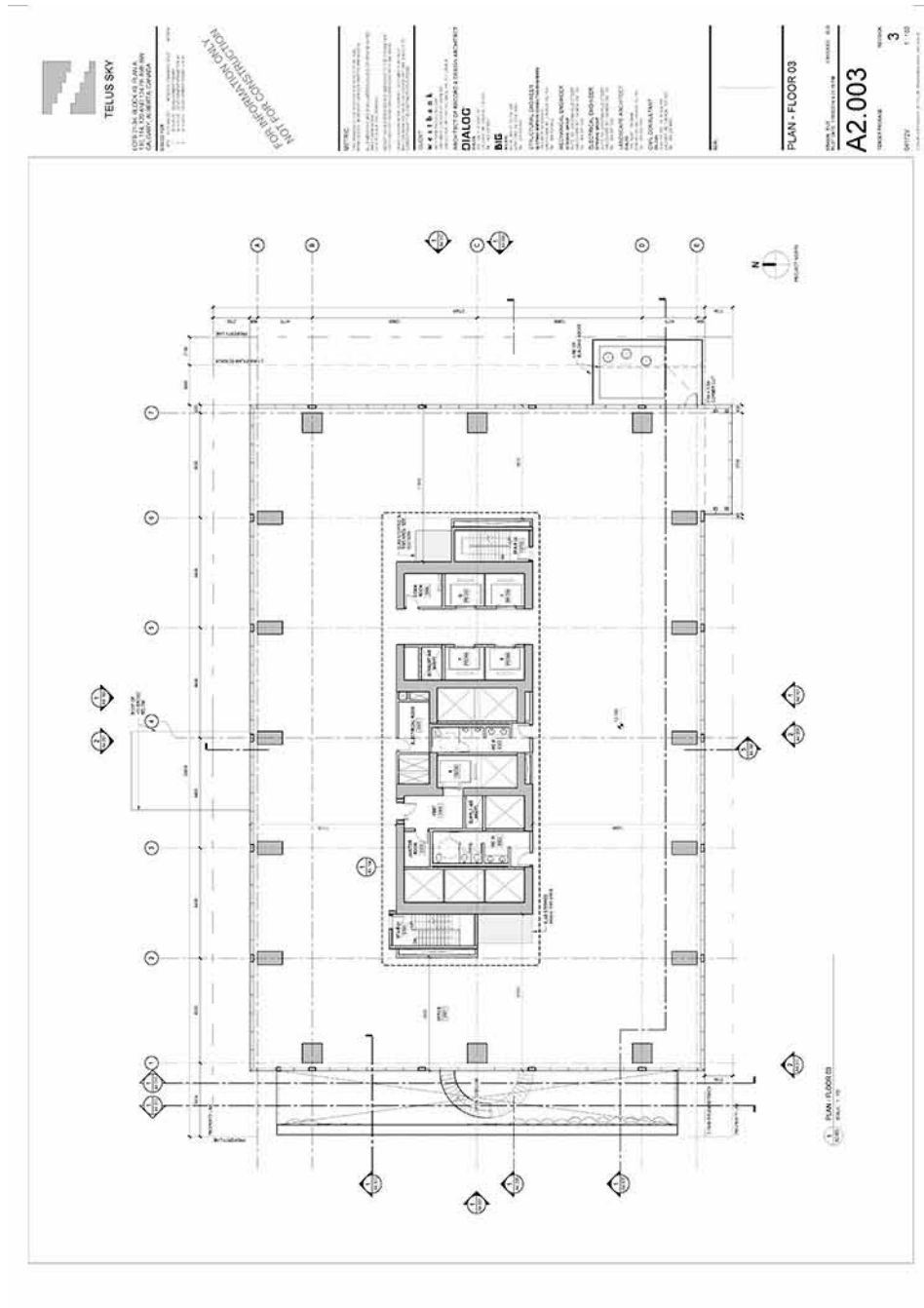
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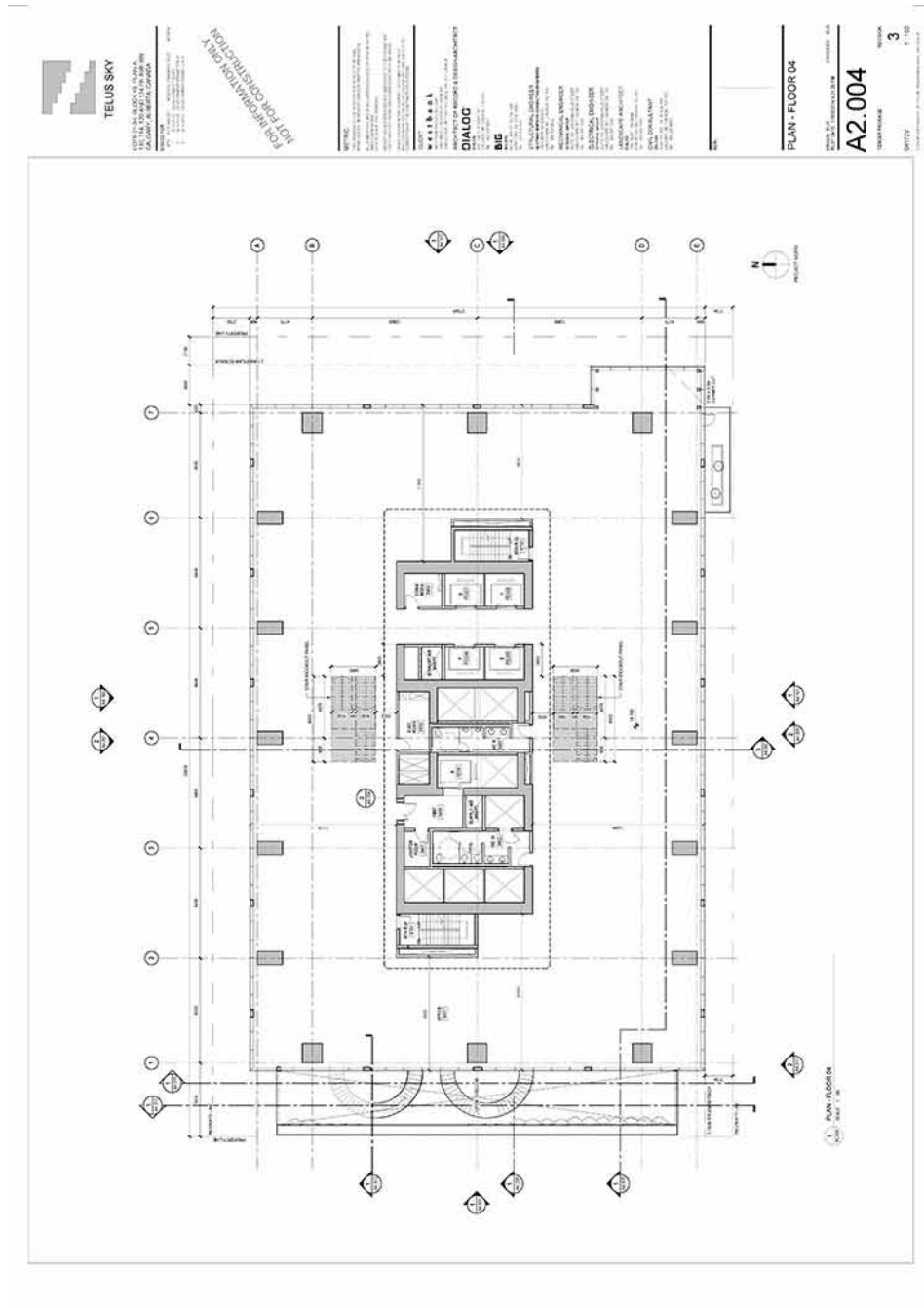
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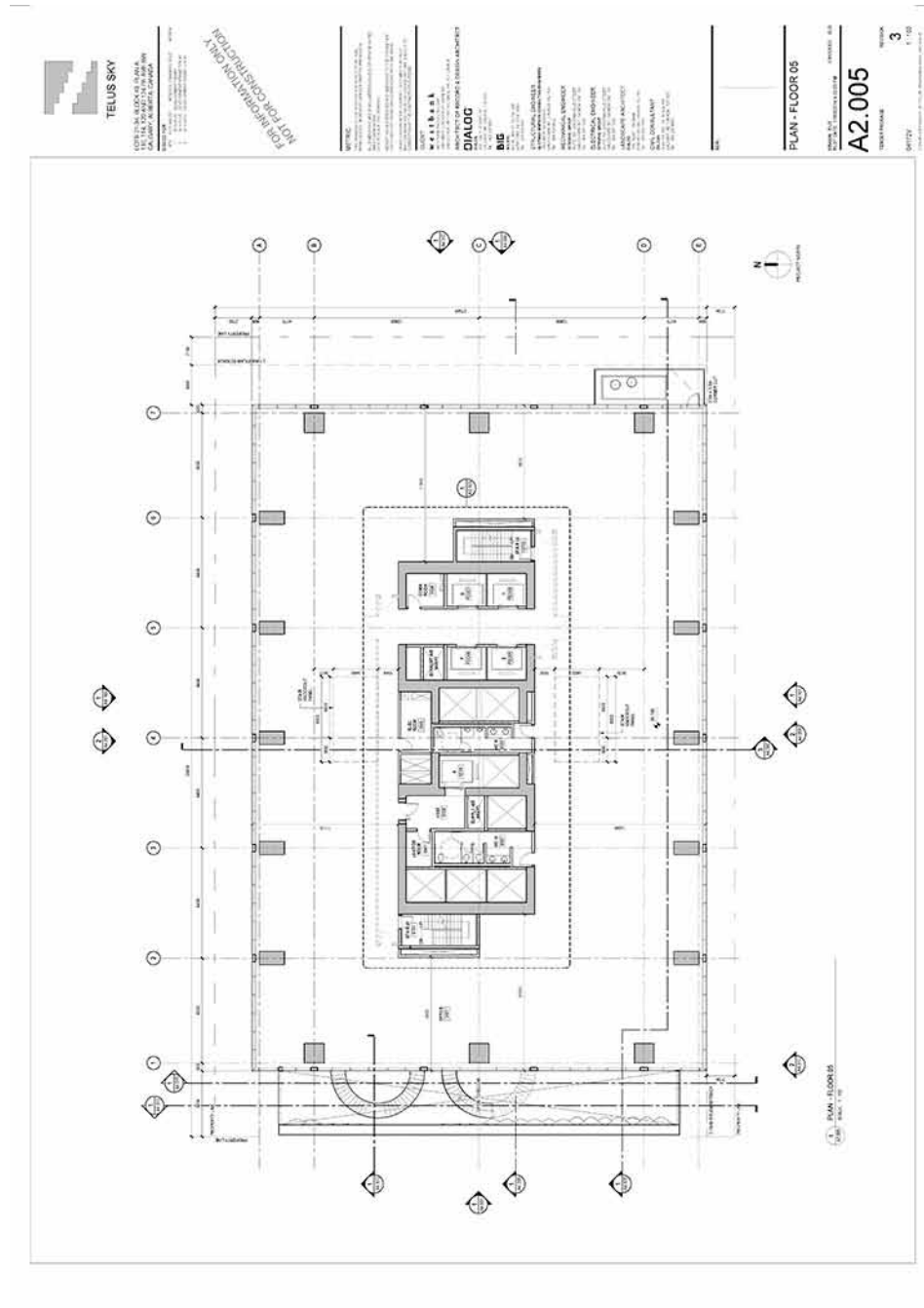
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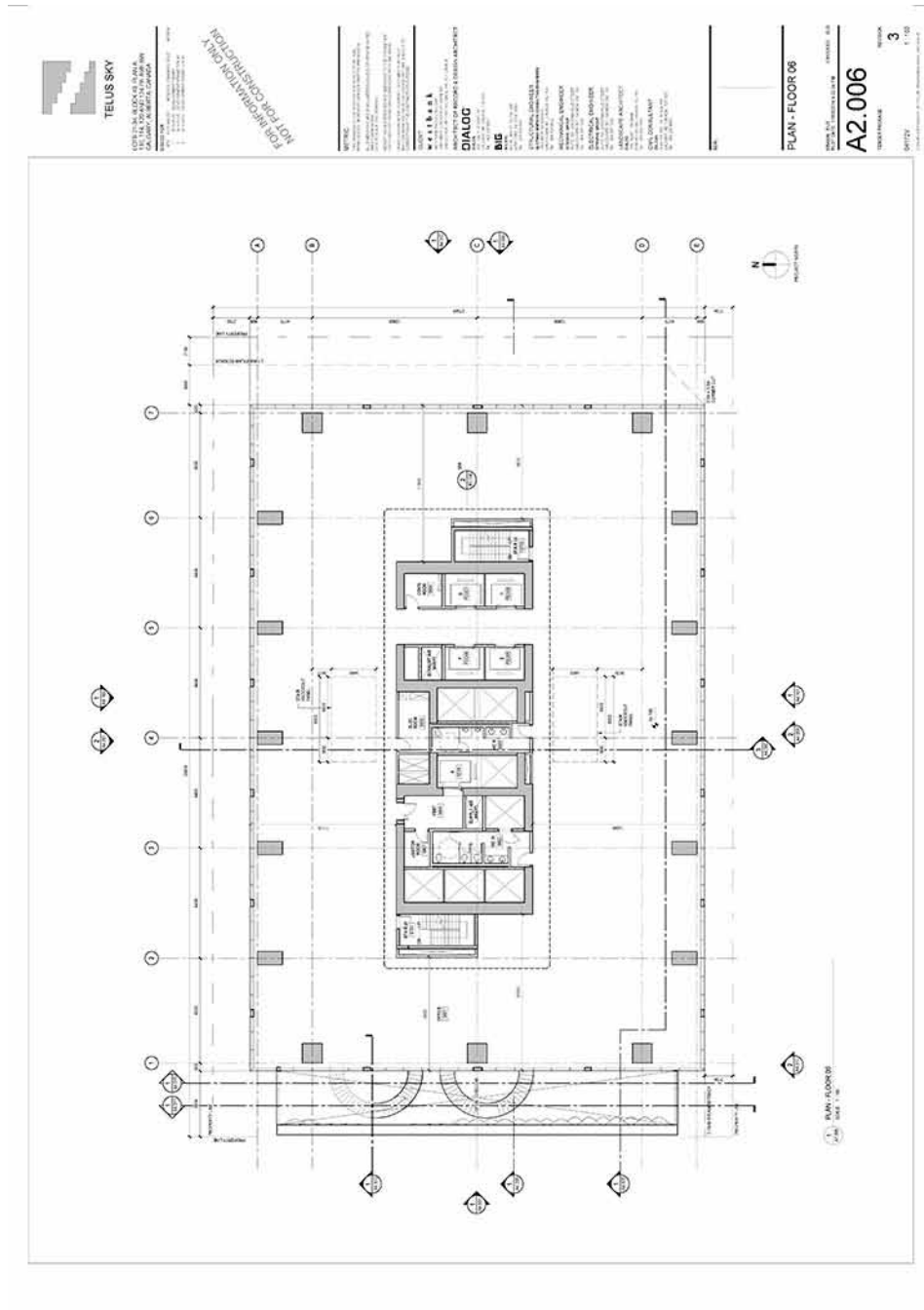
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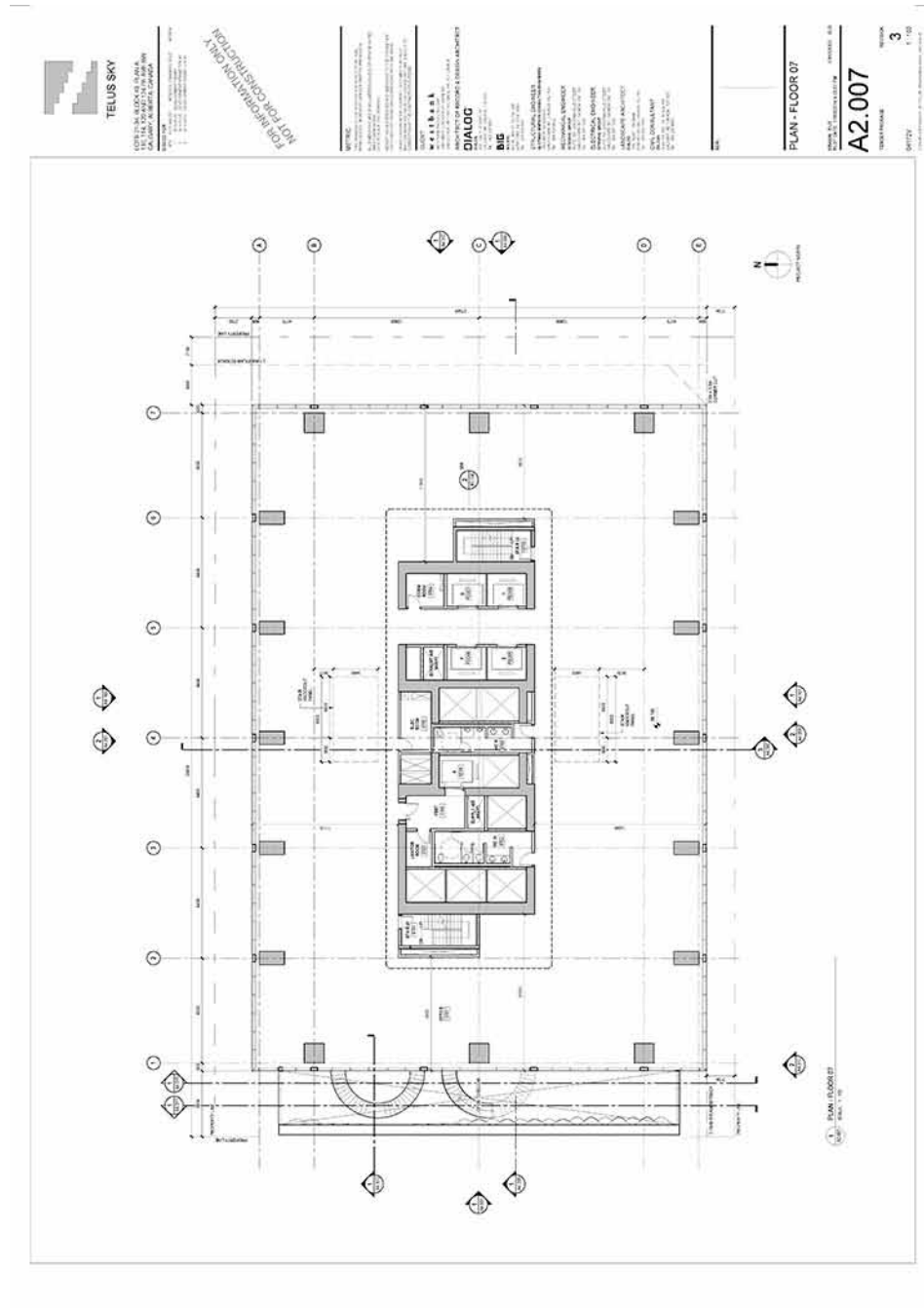
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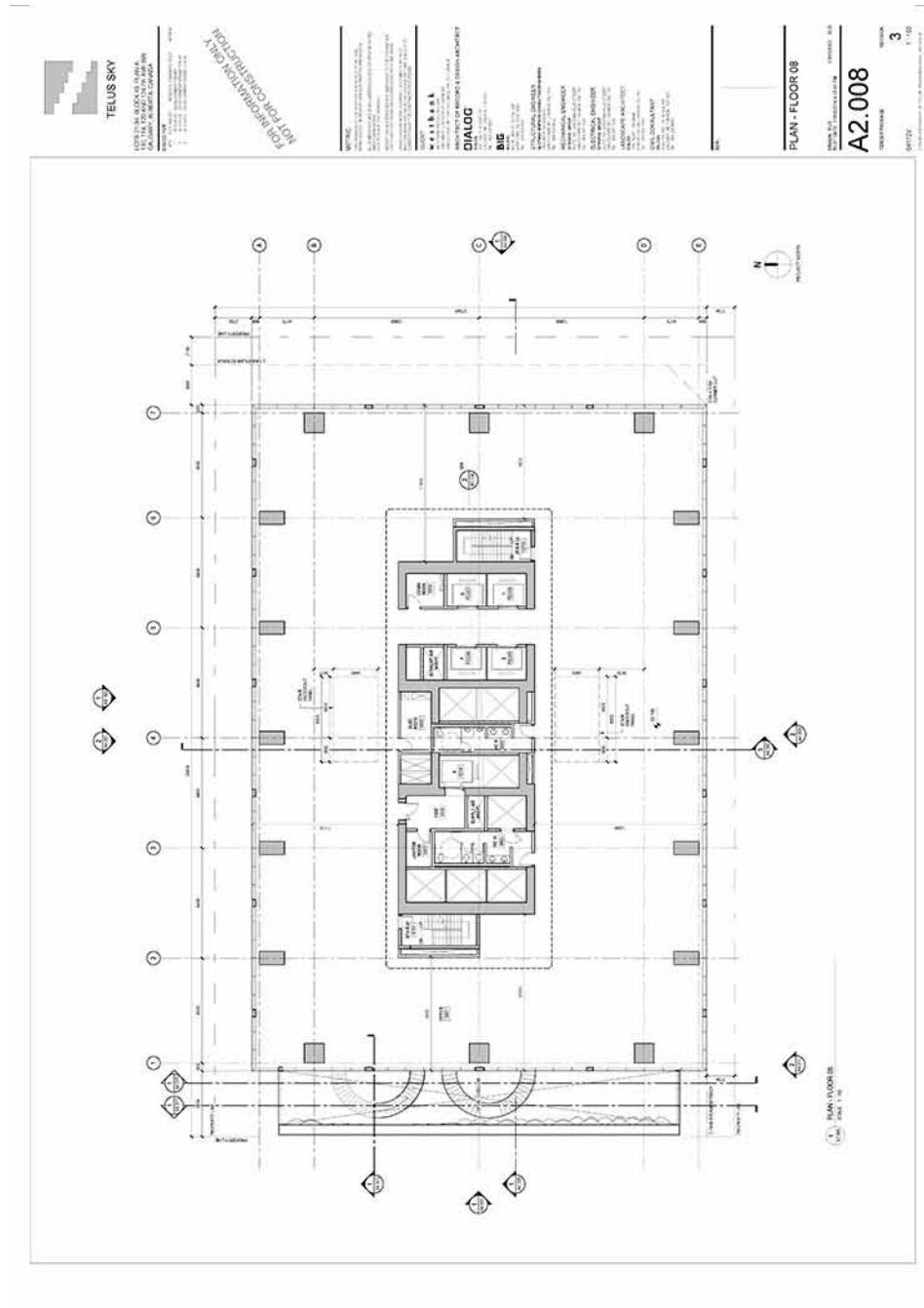
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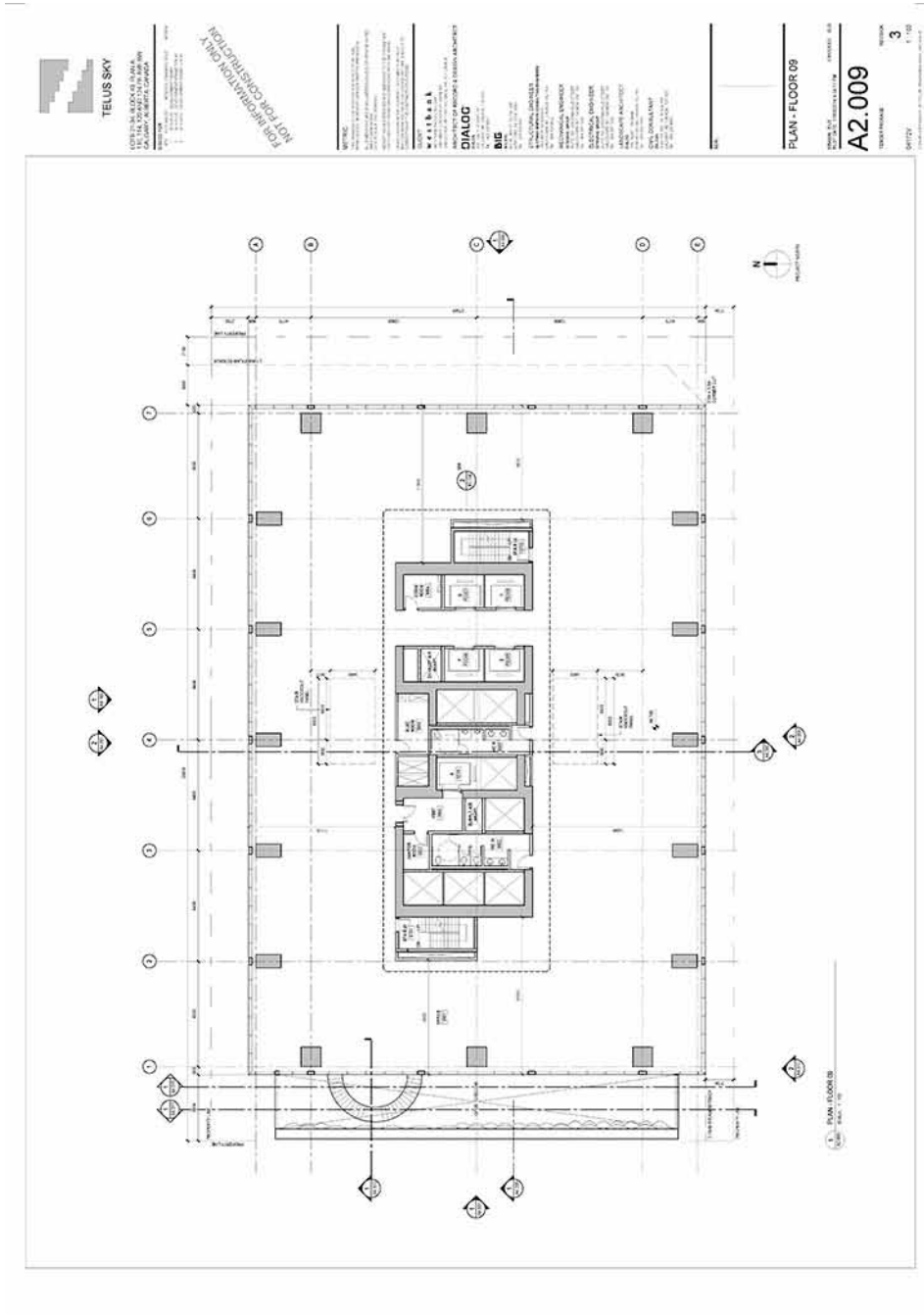
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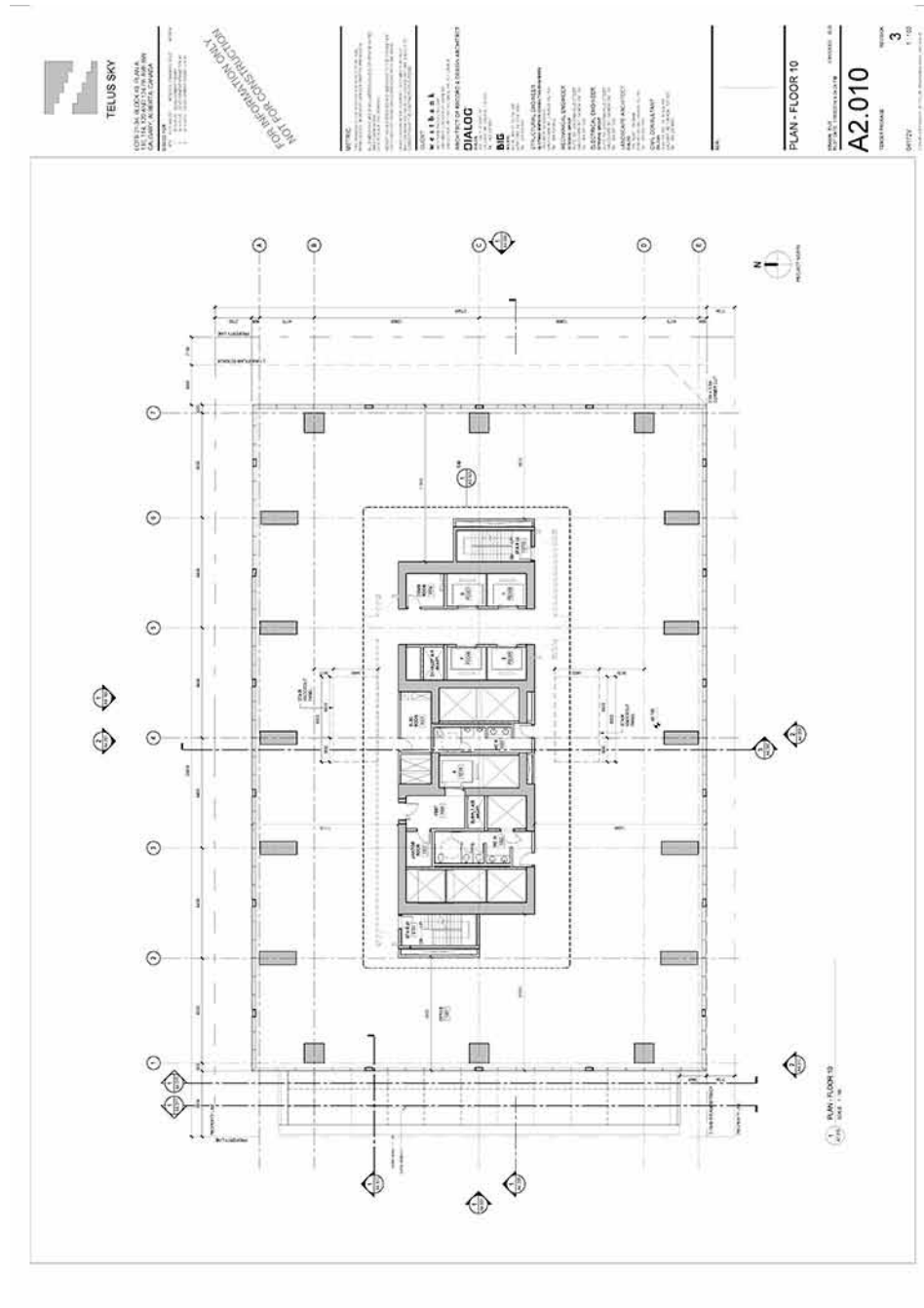
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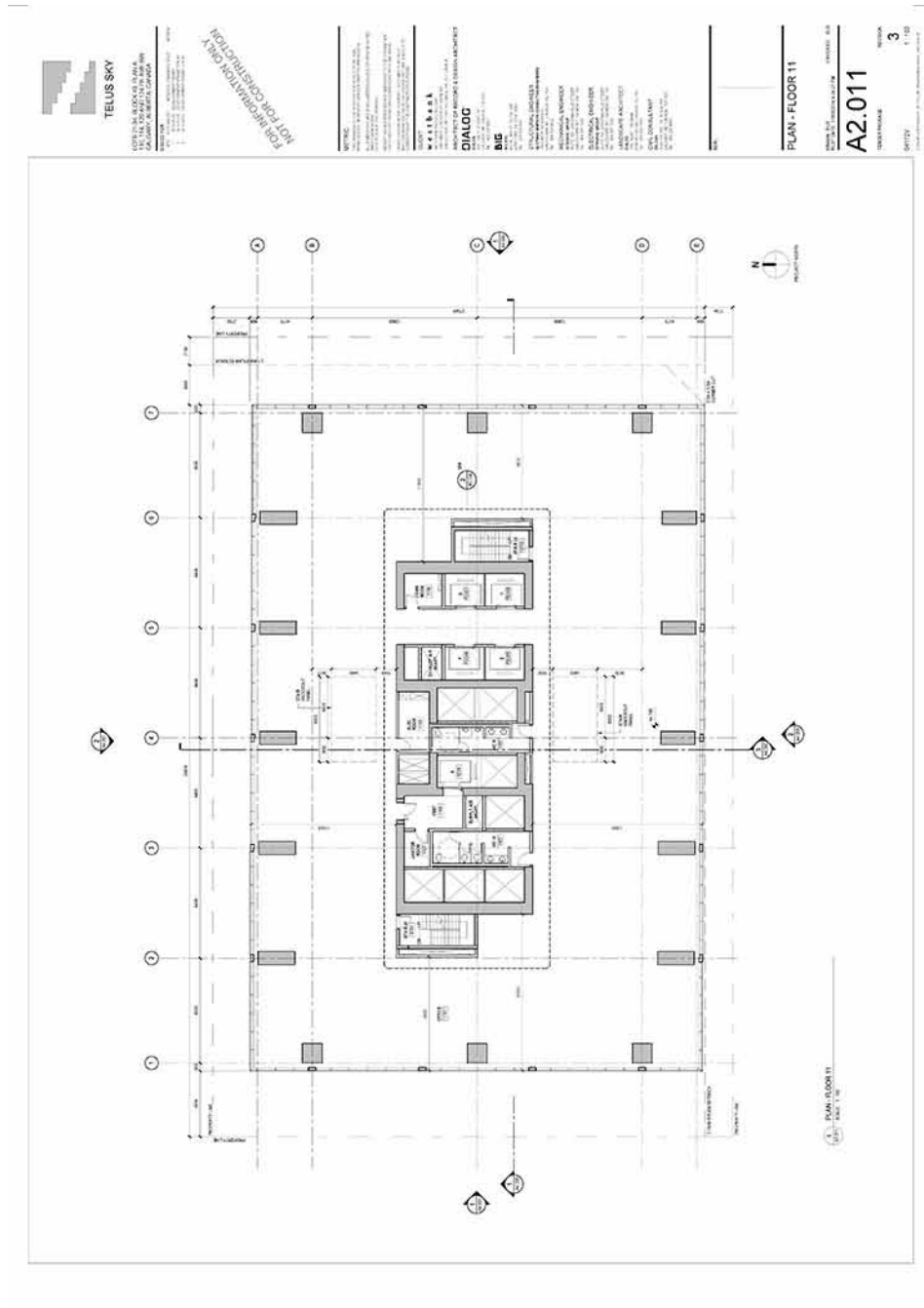
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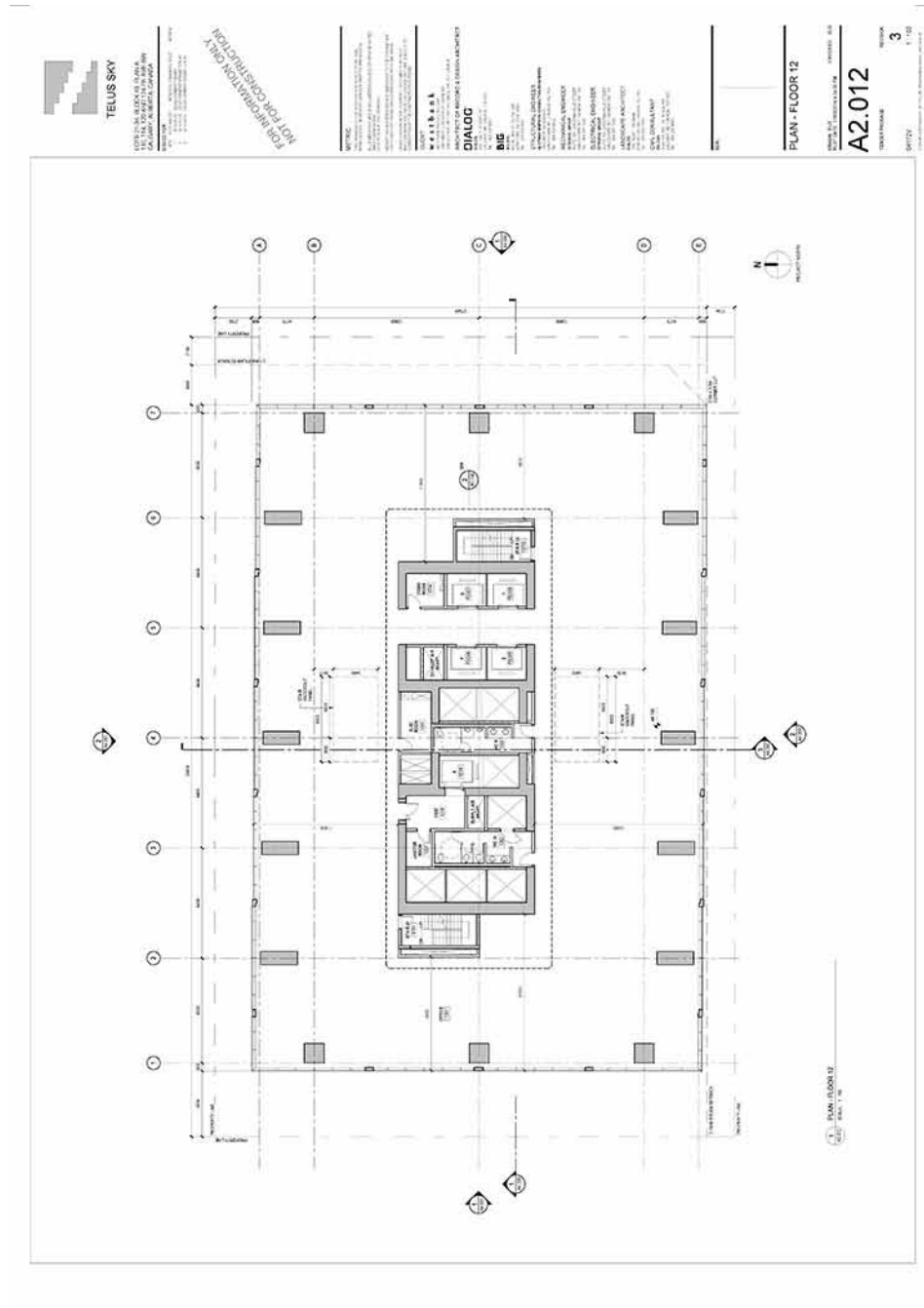
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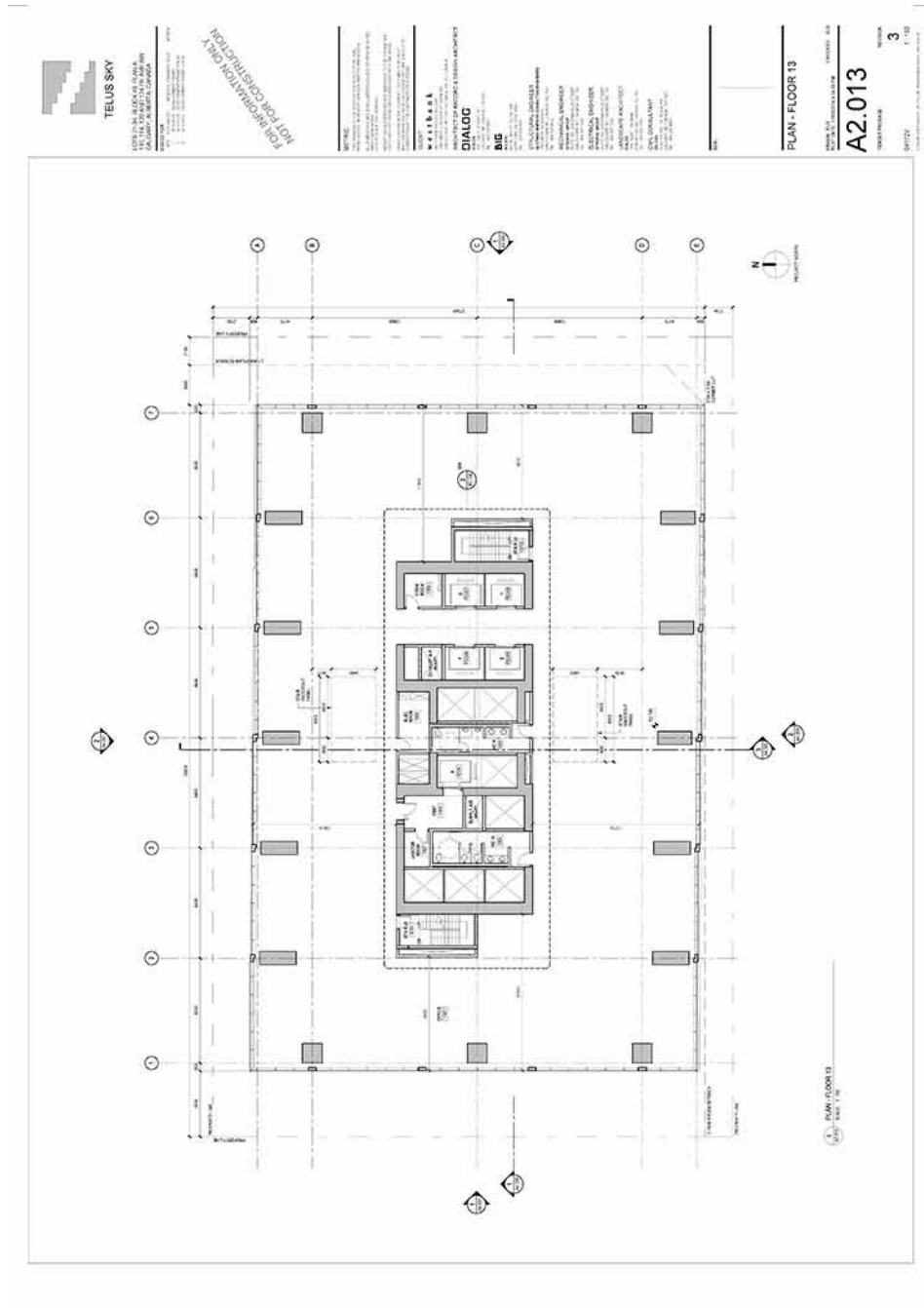
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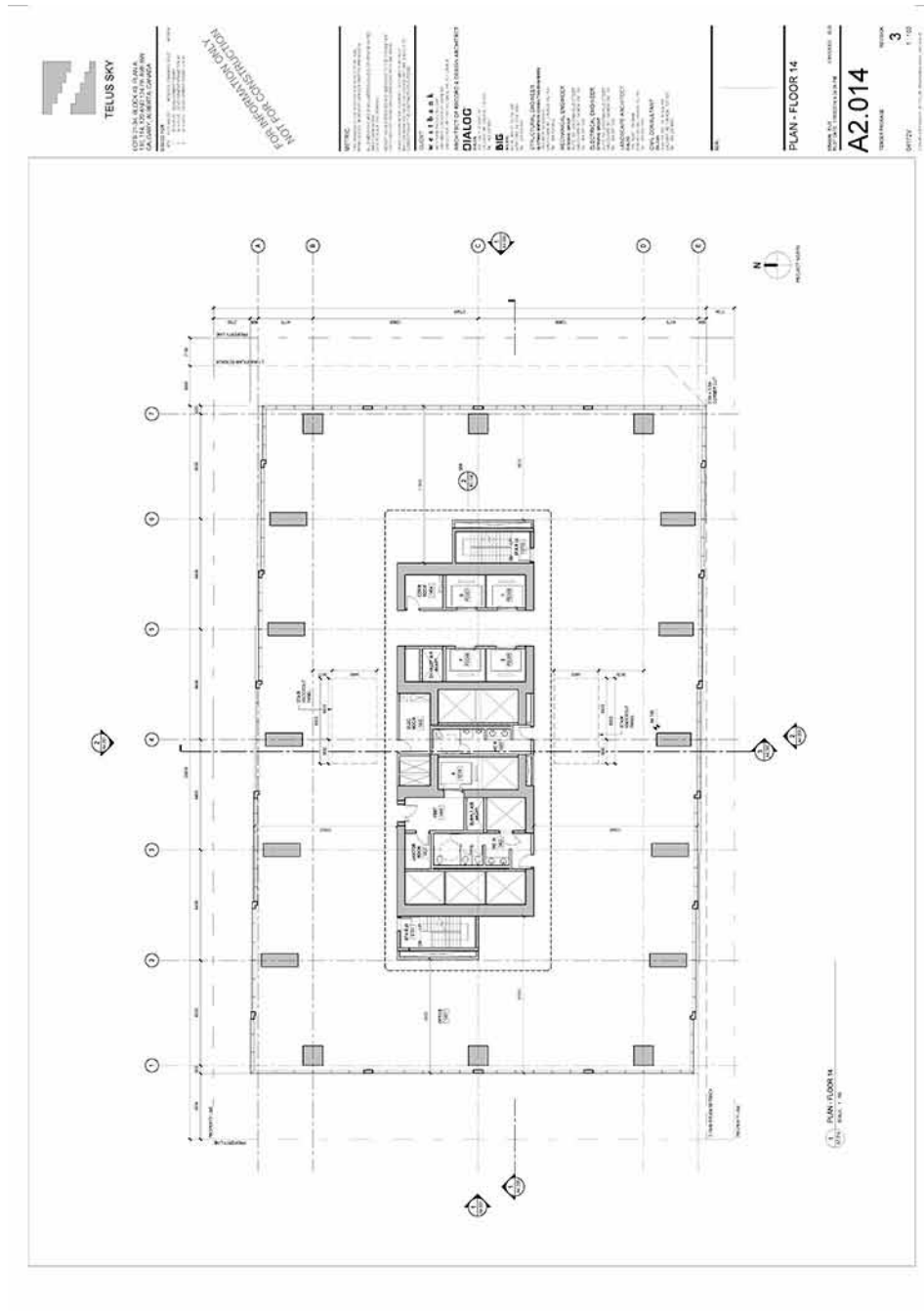
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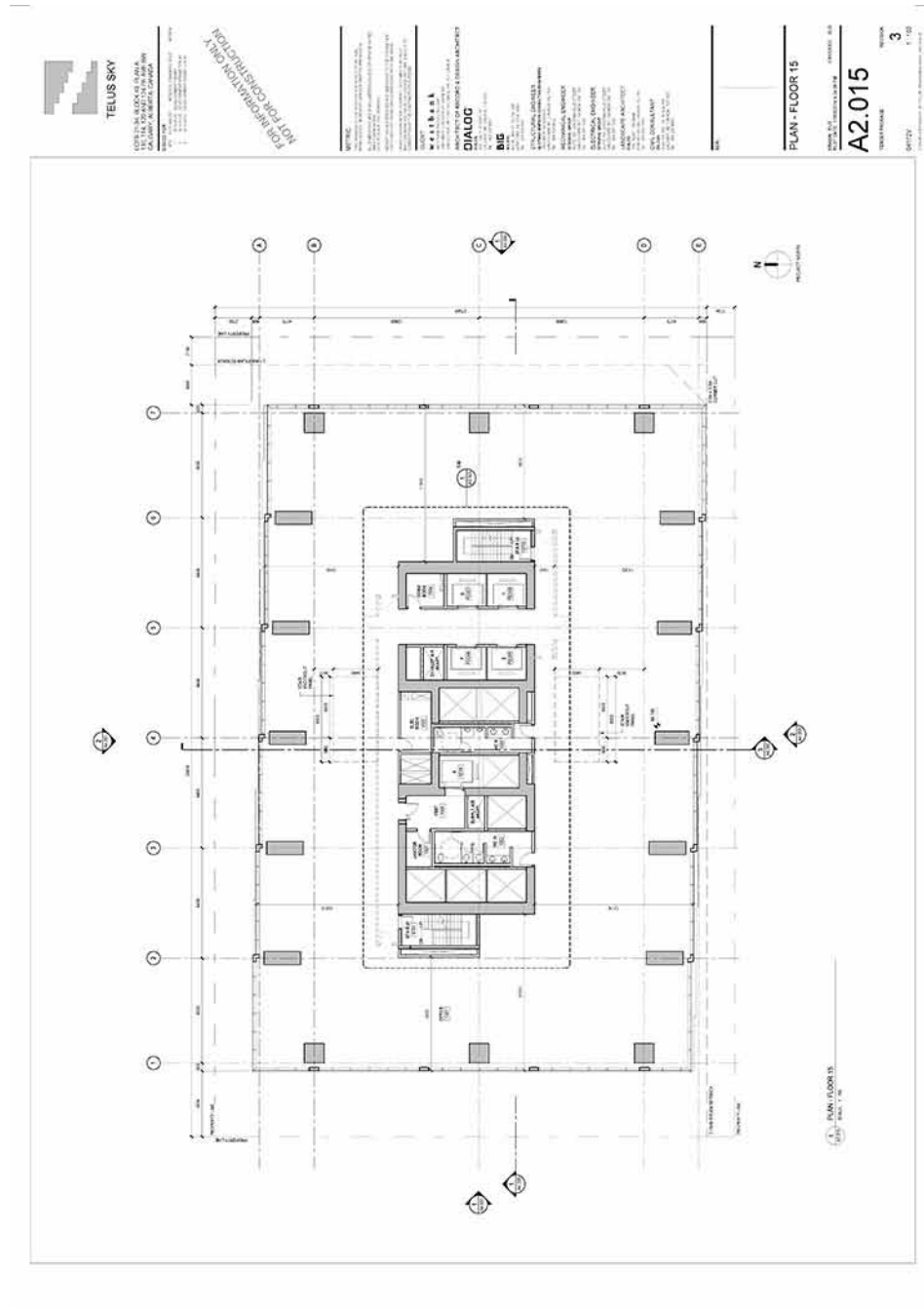
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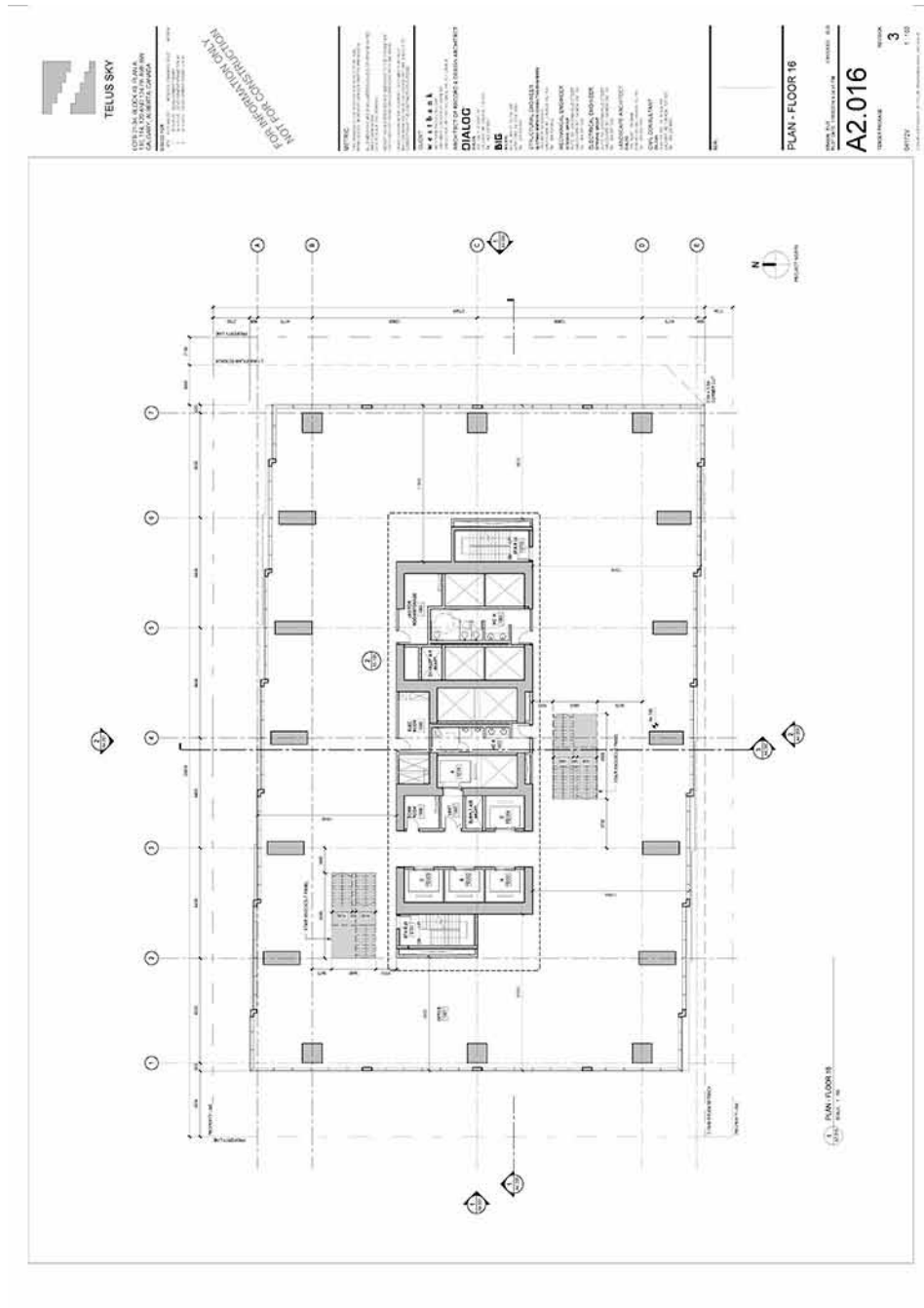
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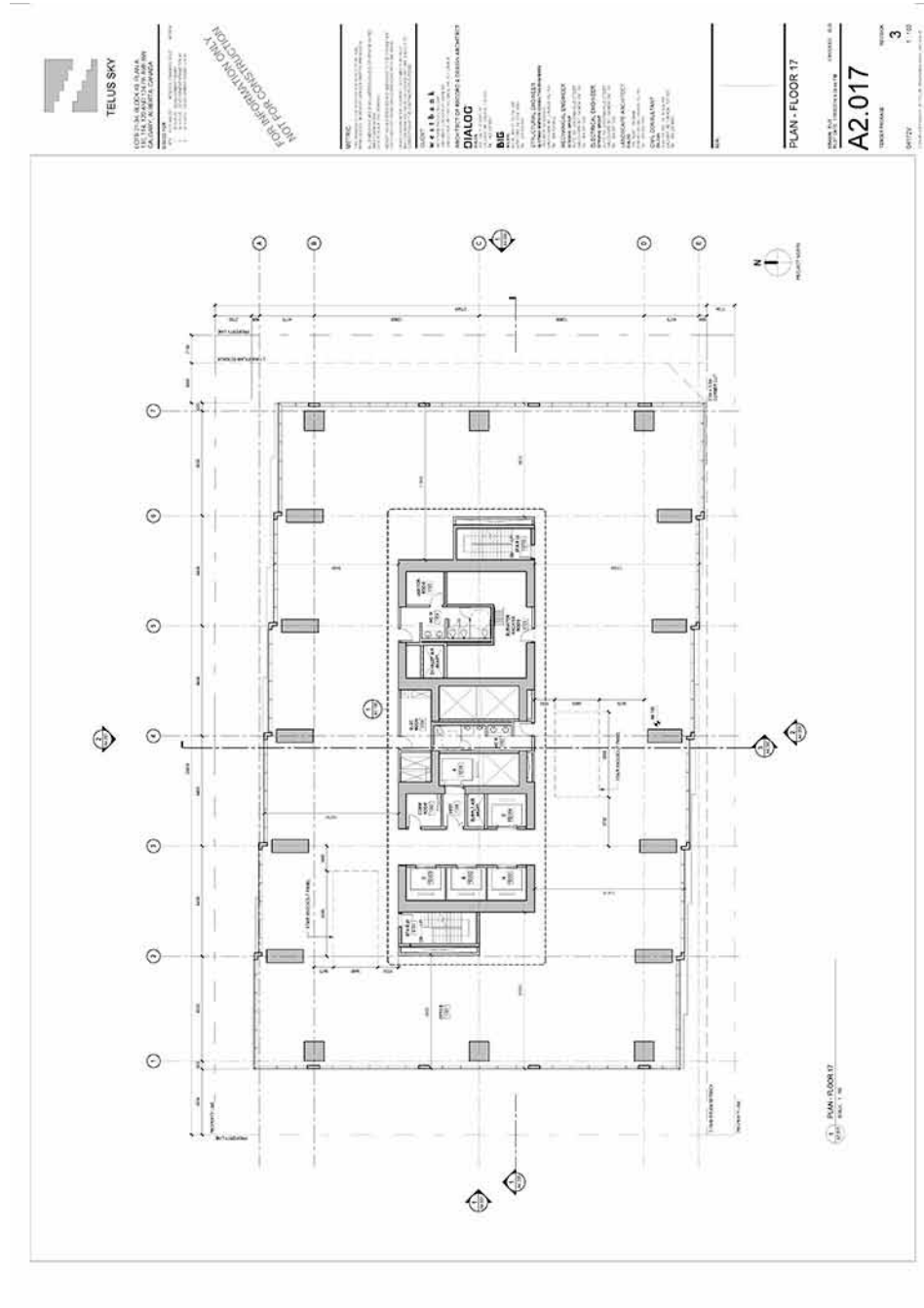
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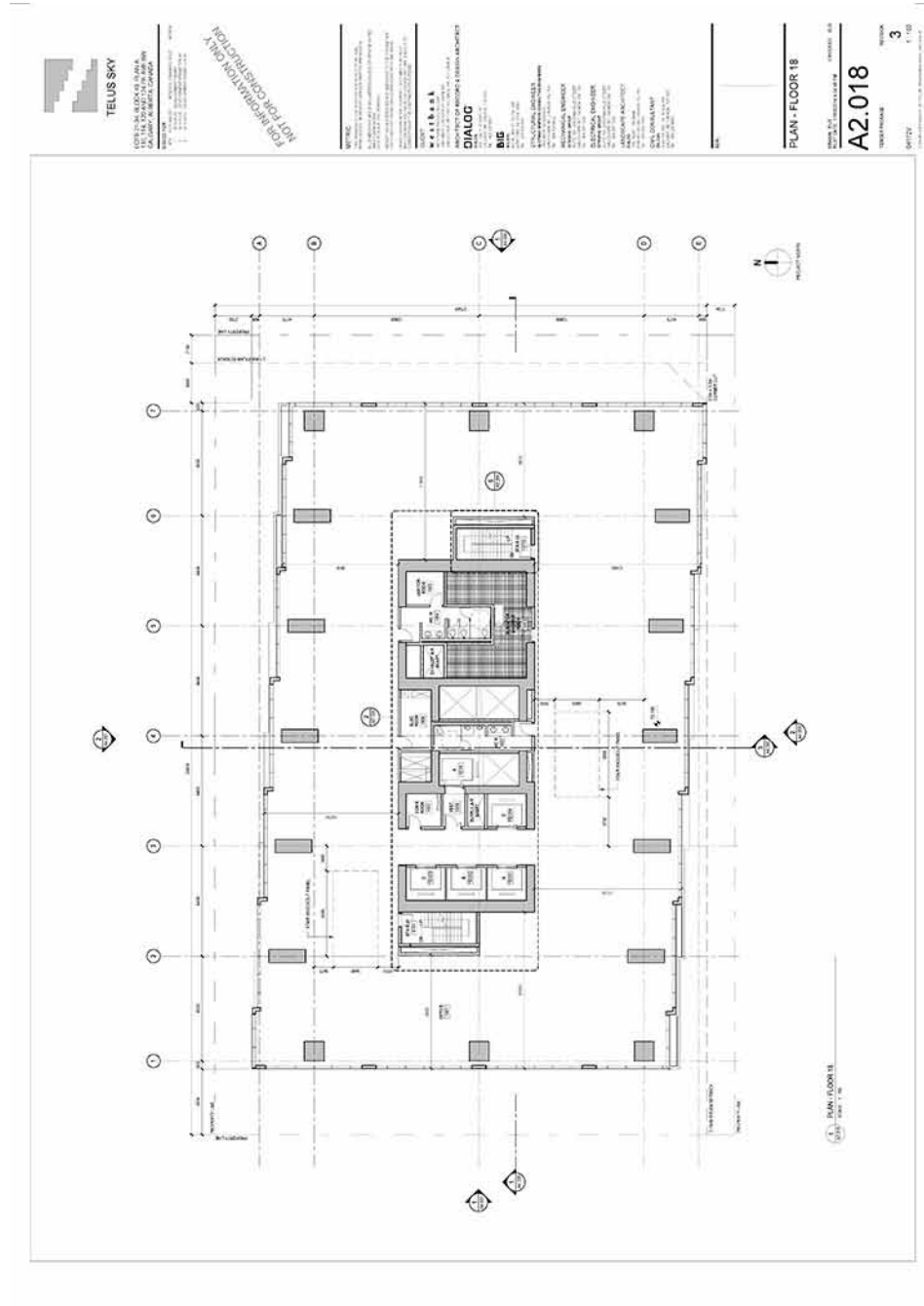
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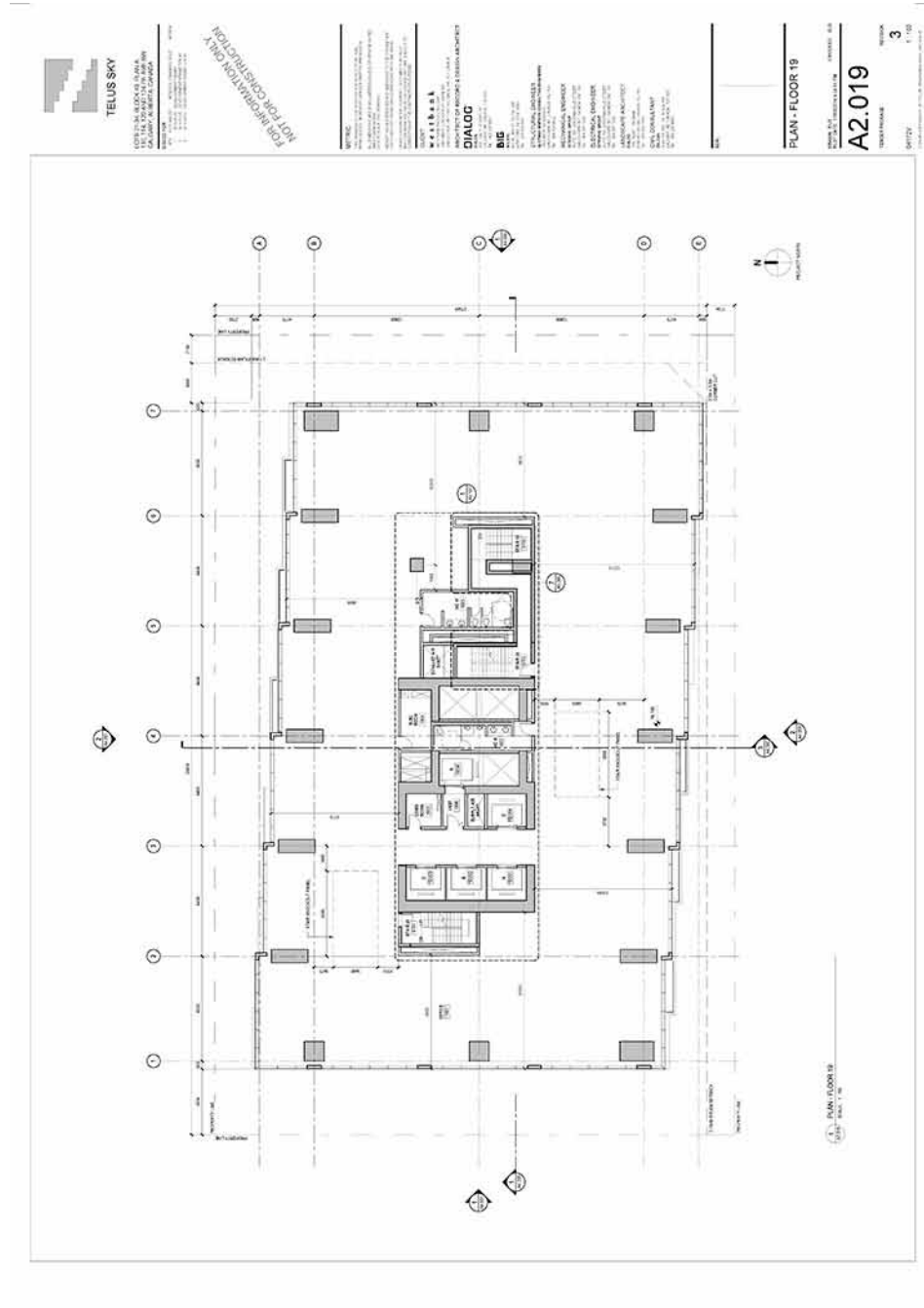
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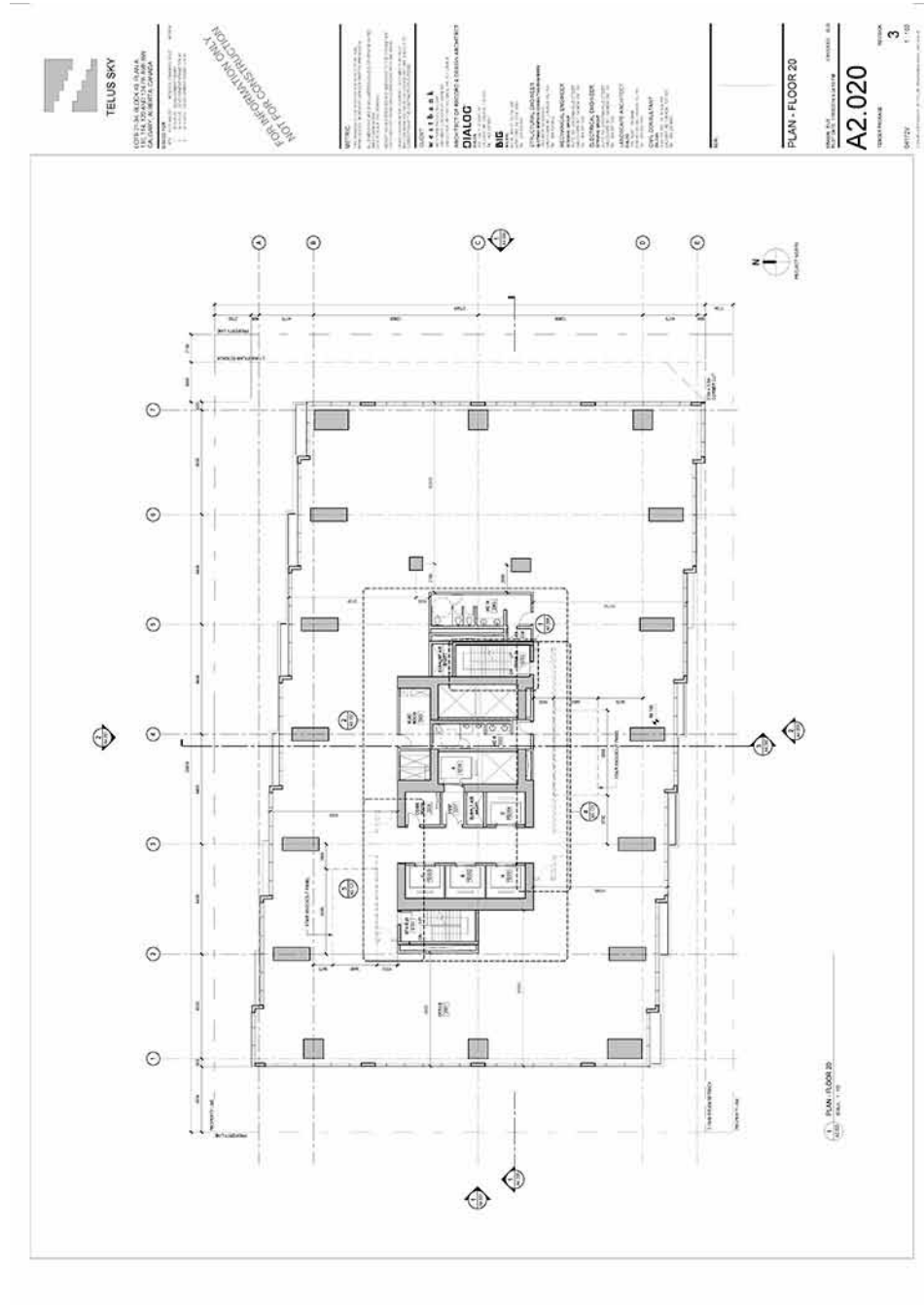
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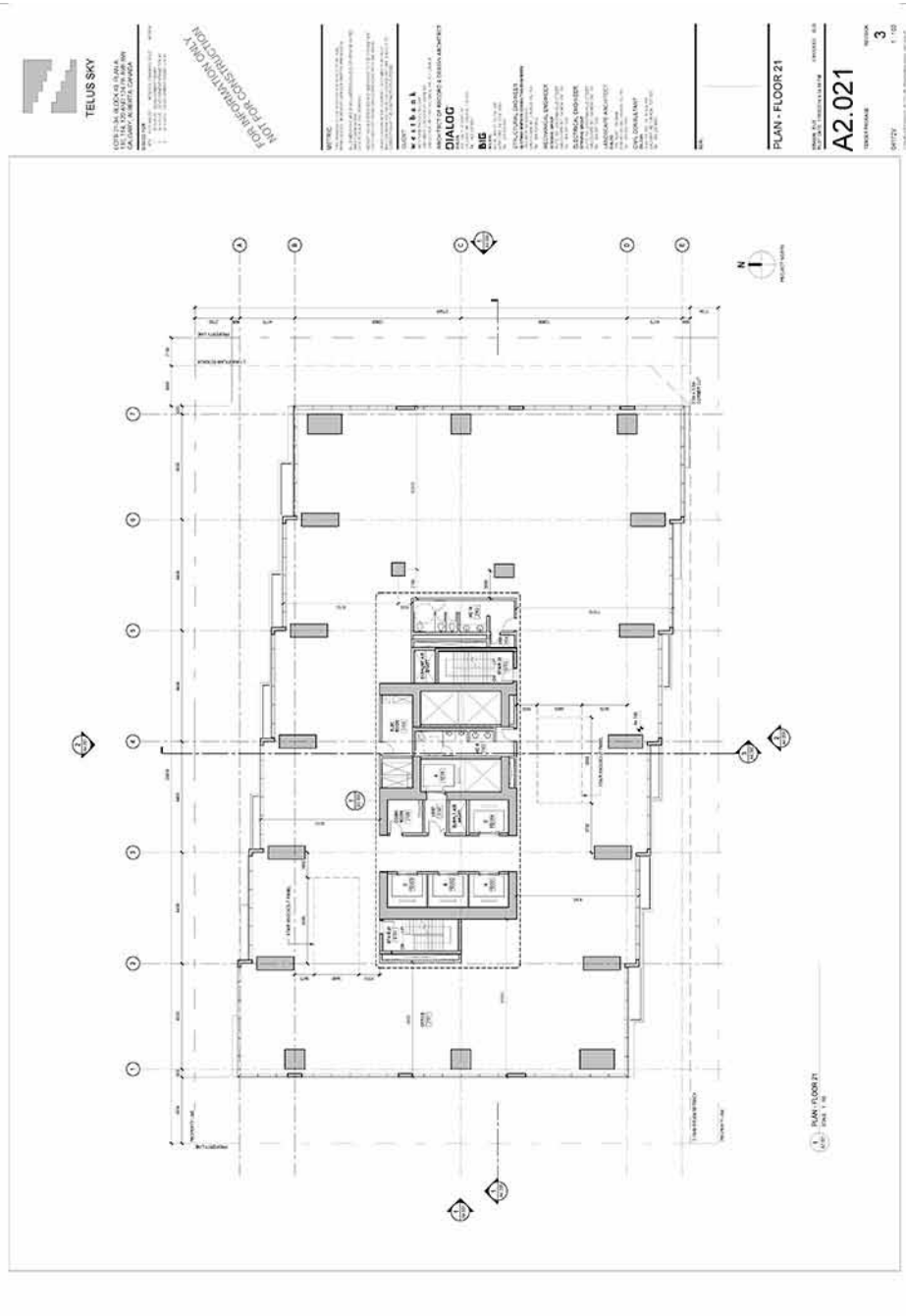
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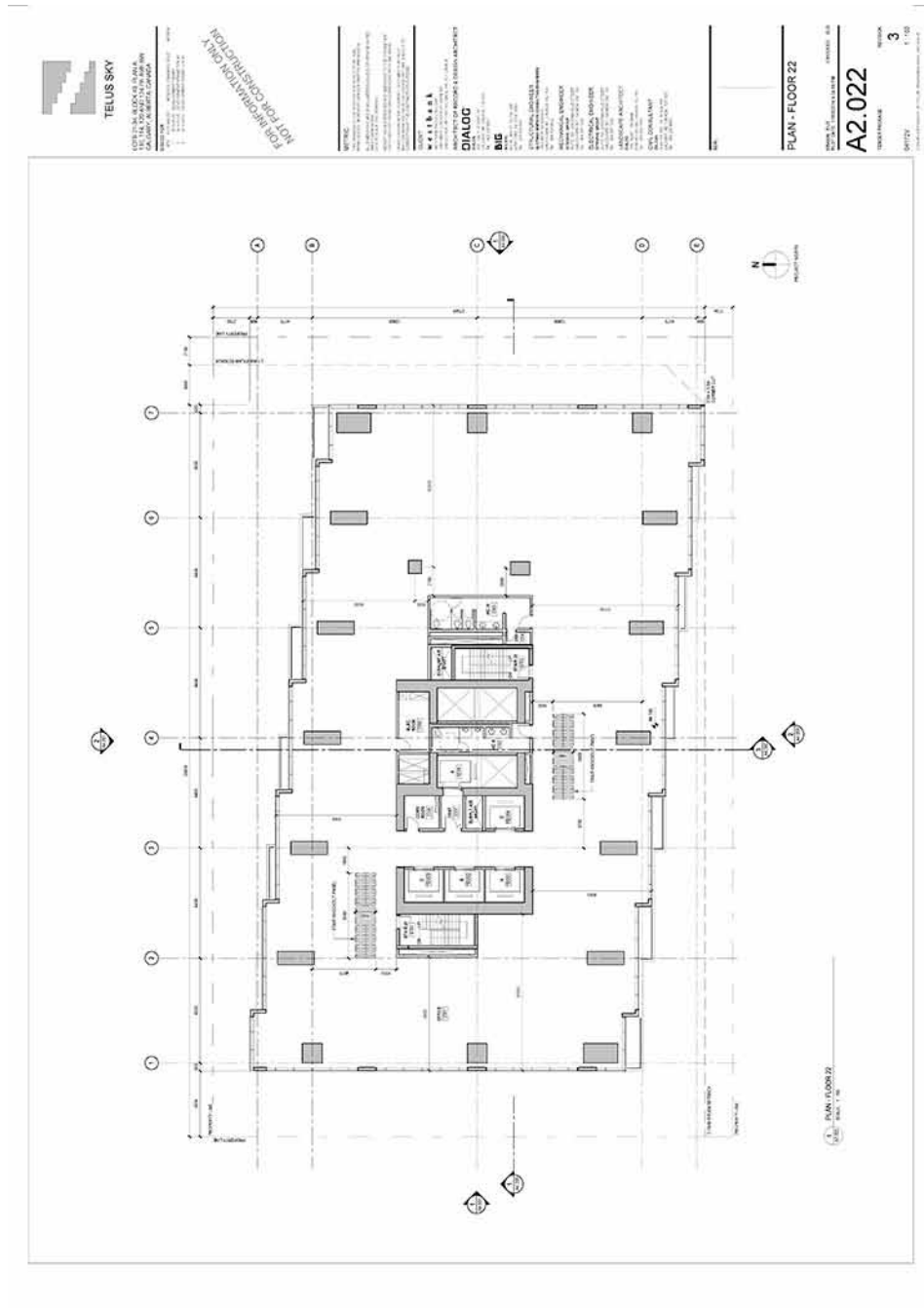
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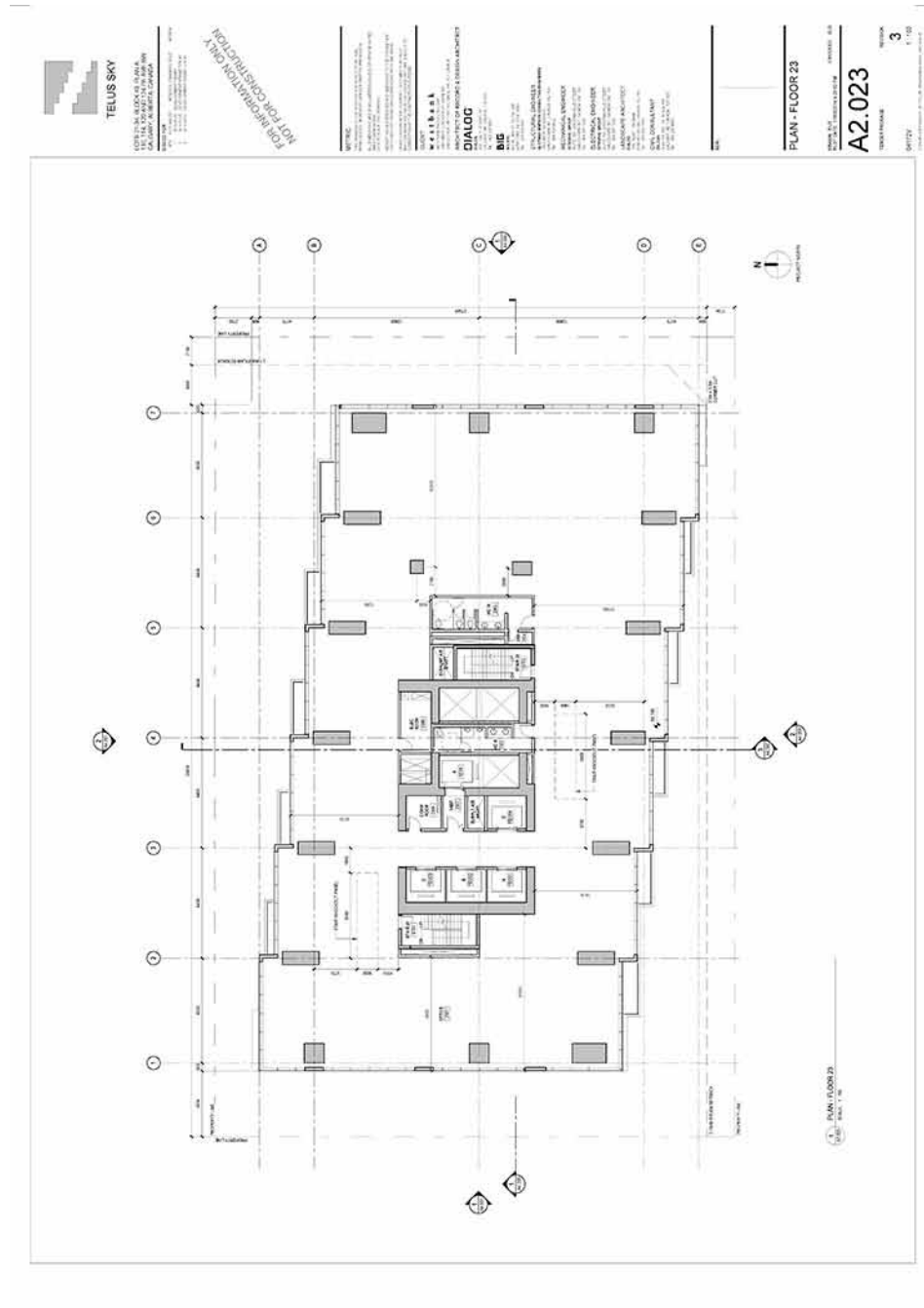
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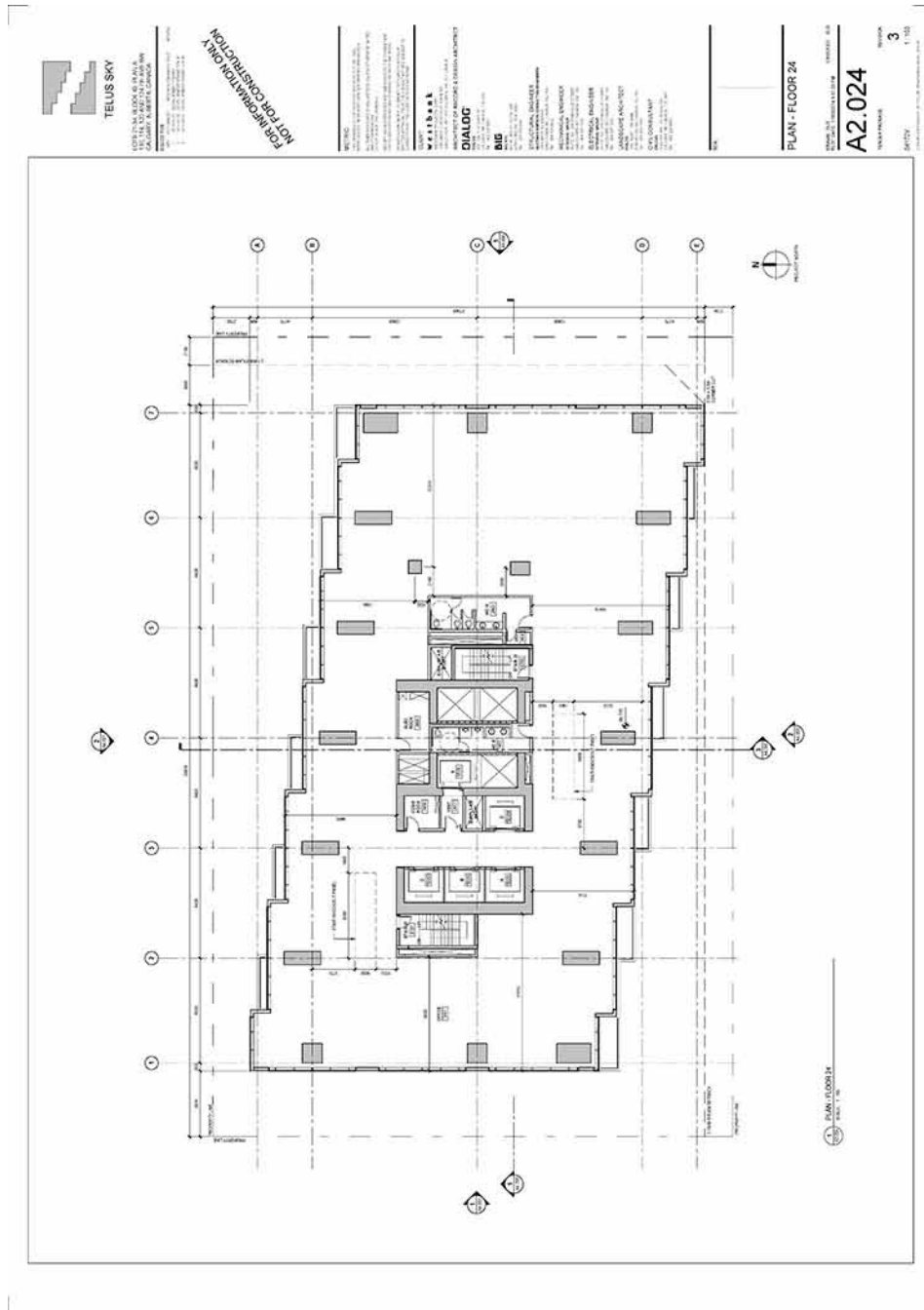
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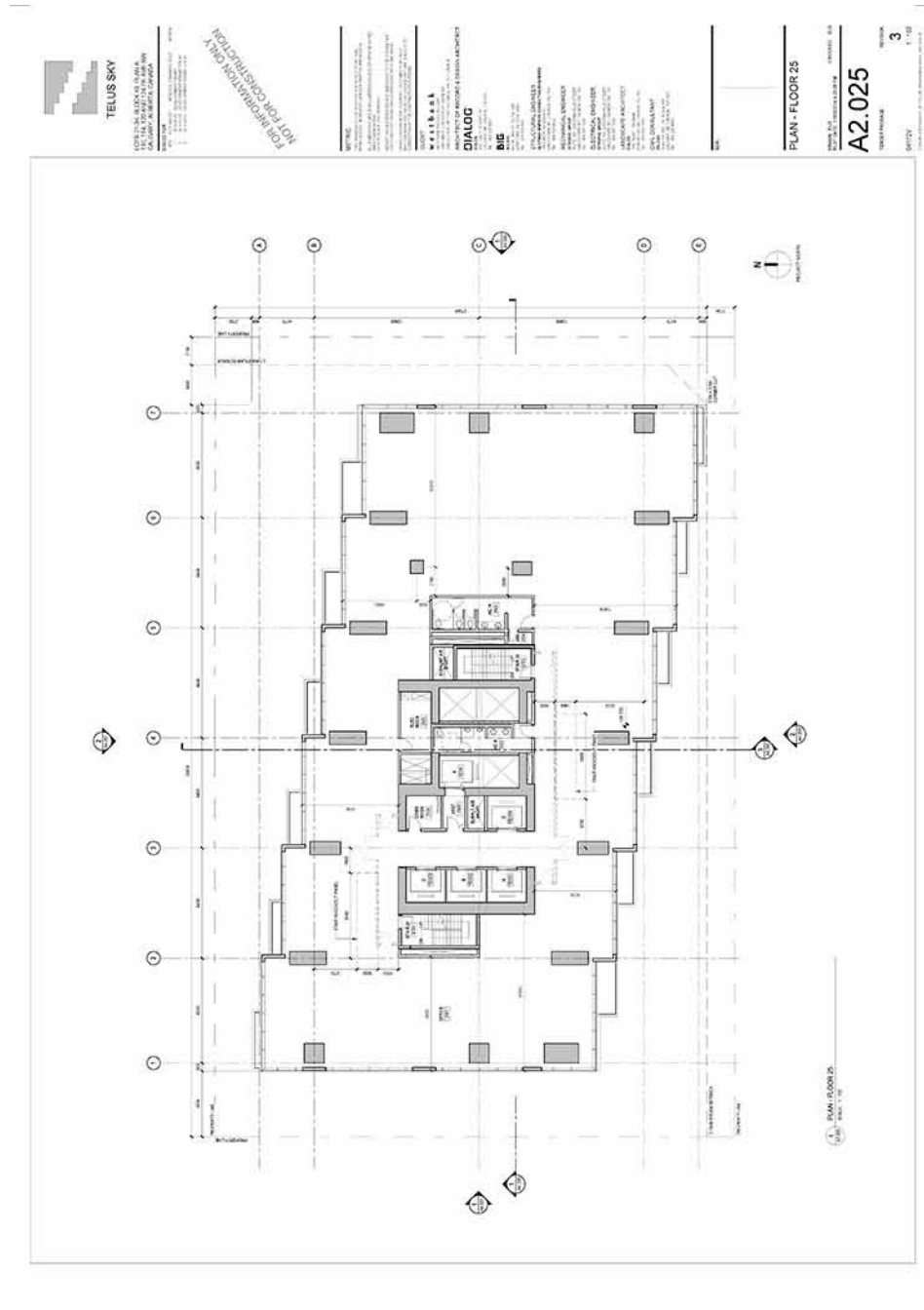
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MAP 15C



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1000 7 AVENUE SW SUITE 300
CALGARY, ALBERTA T2P 0A7
403.263.1111
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ARCHITECTURE
326 UNITS
OFFICE
RETAIL STORES

DIALOG
326 UNITS
OFFICE
RETAIL STORES

BIG
326 UNITS
OFFICE
RETAIL STORES

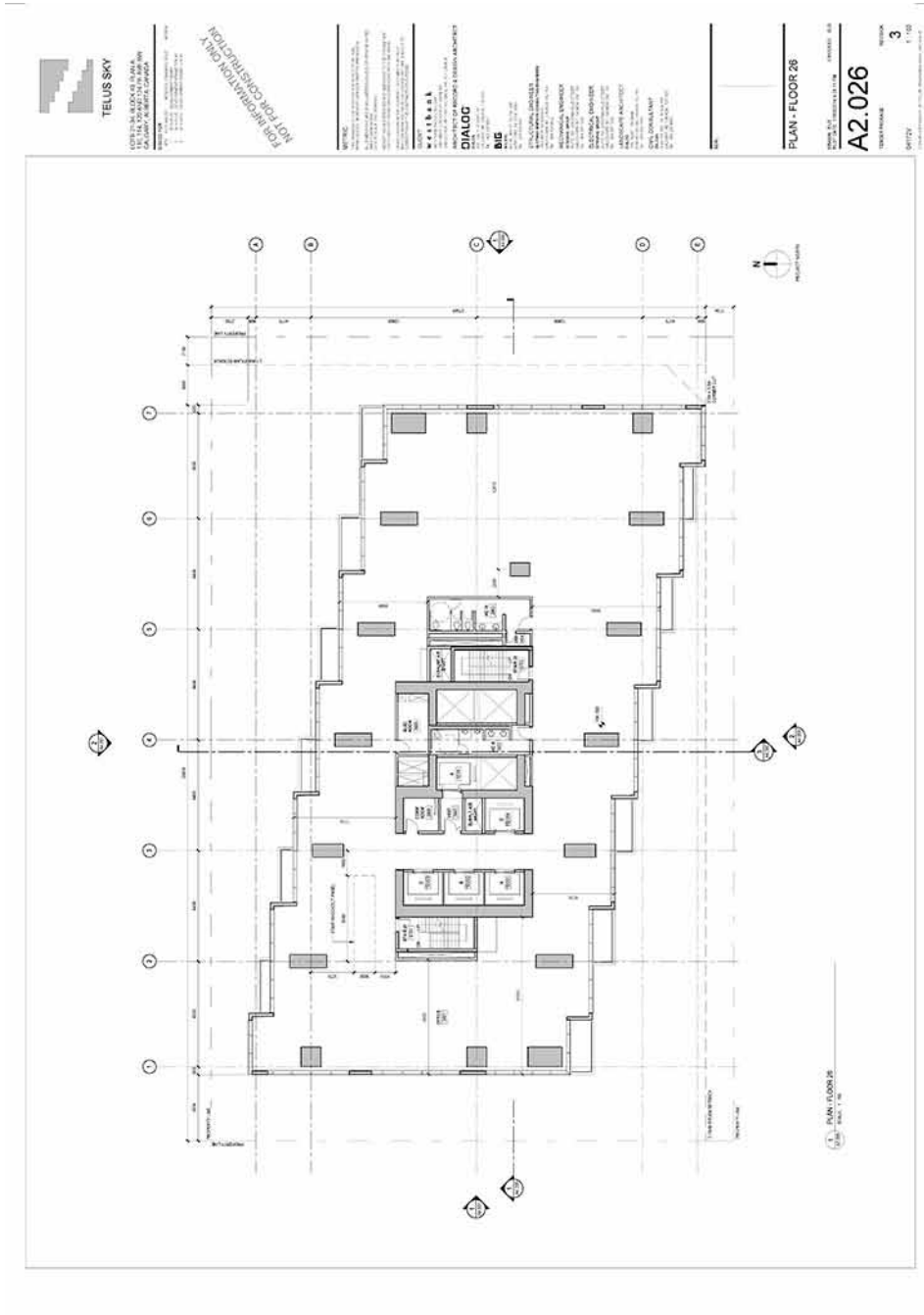
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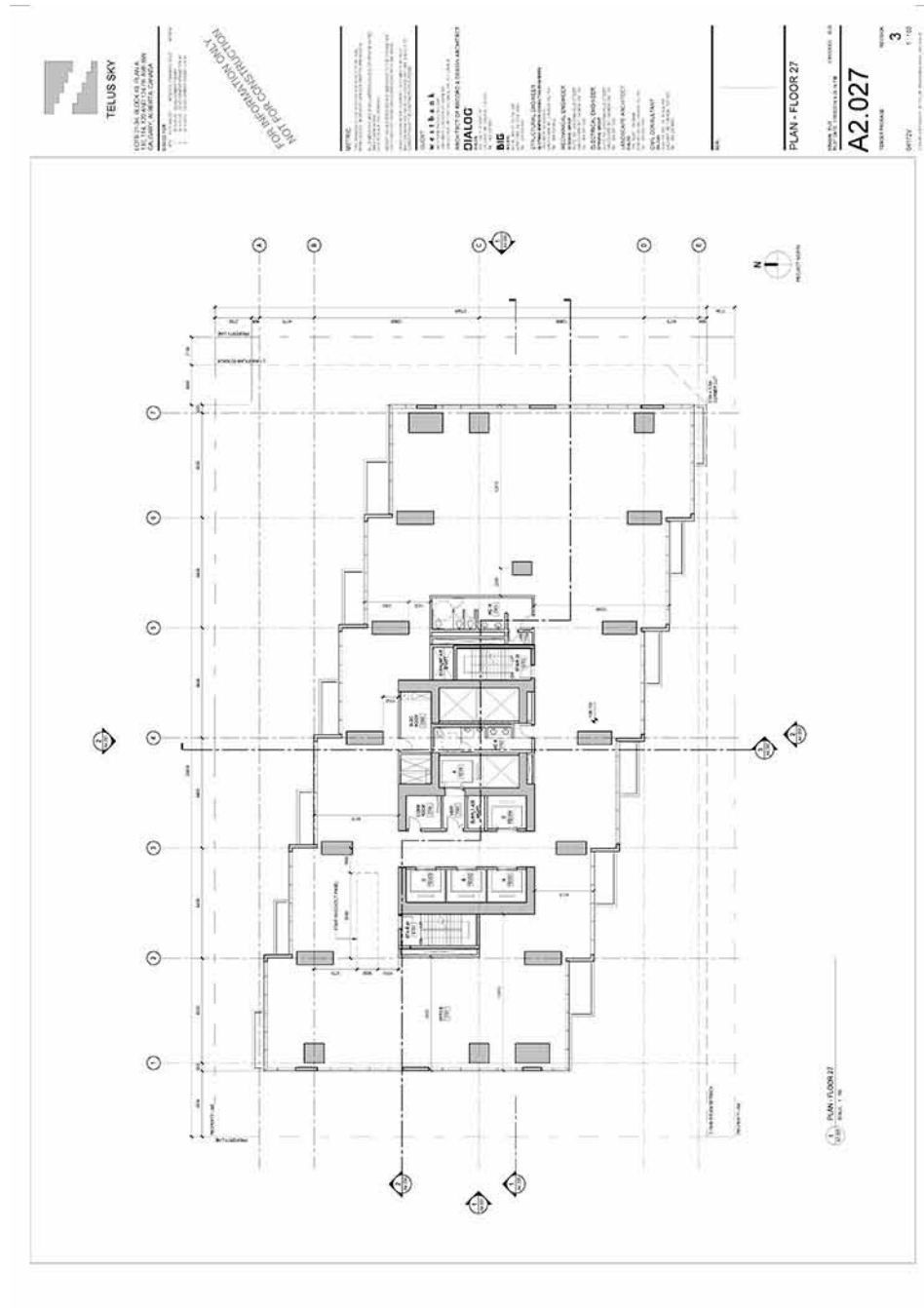
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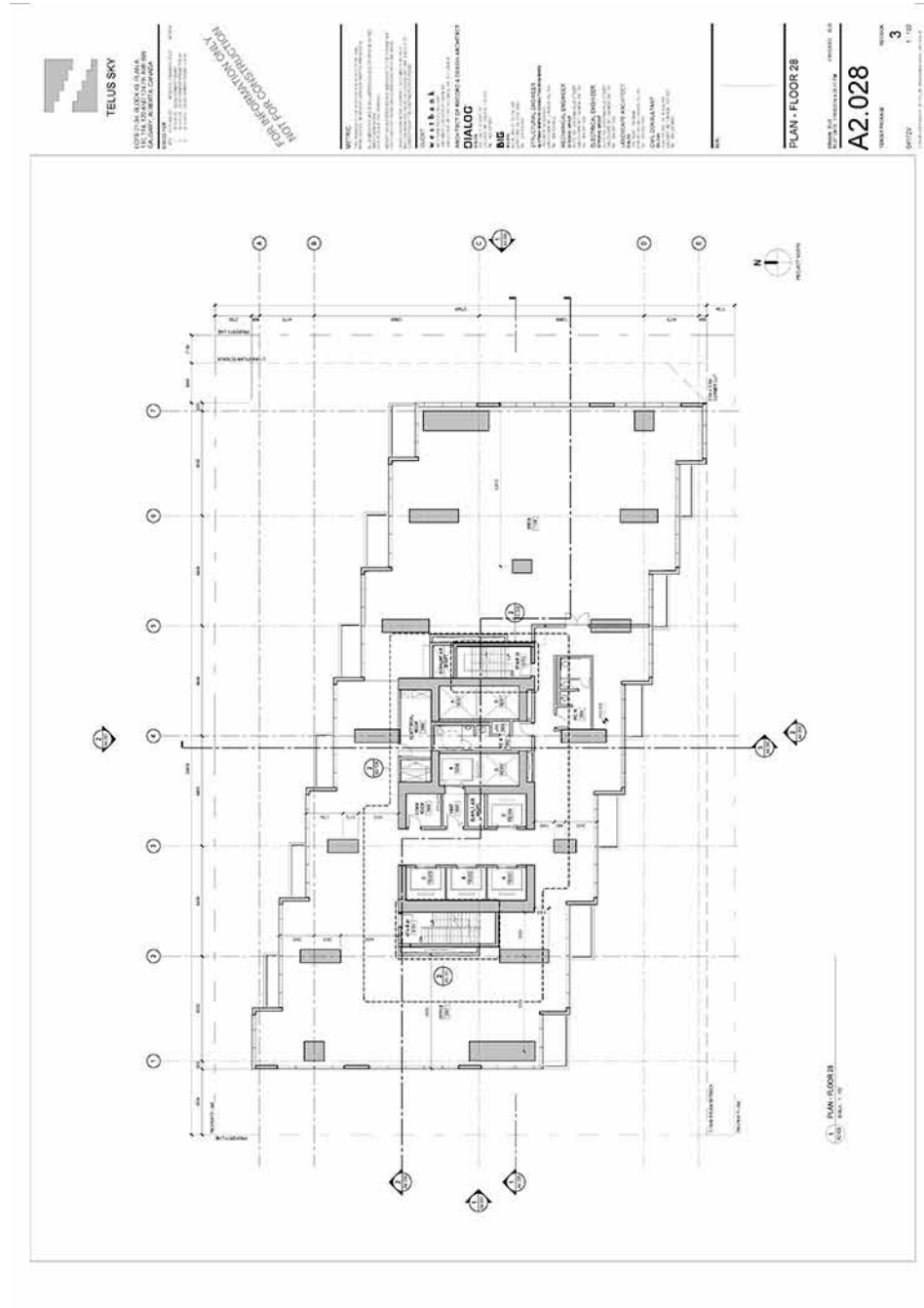
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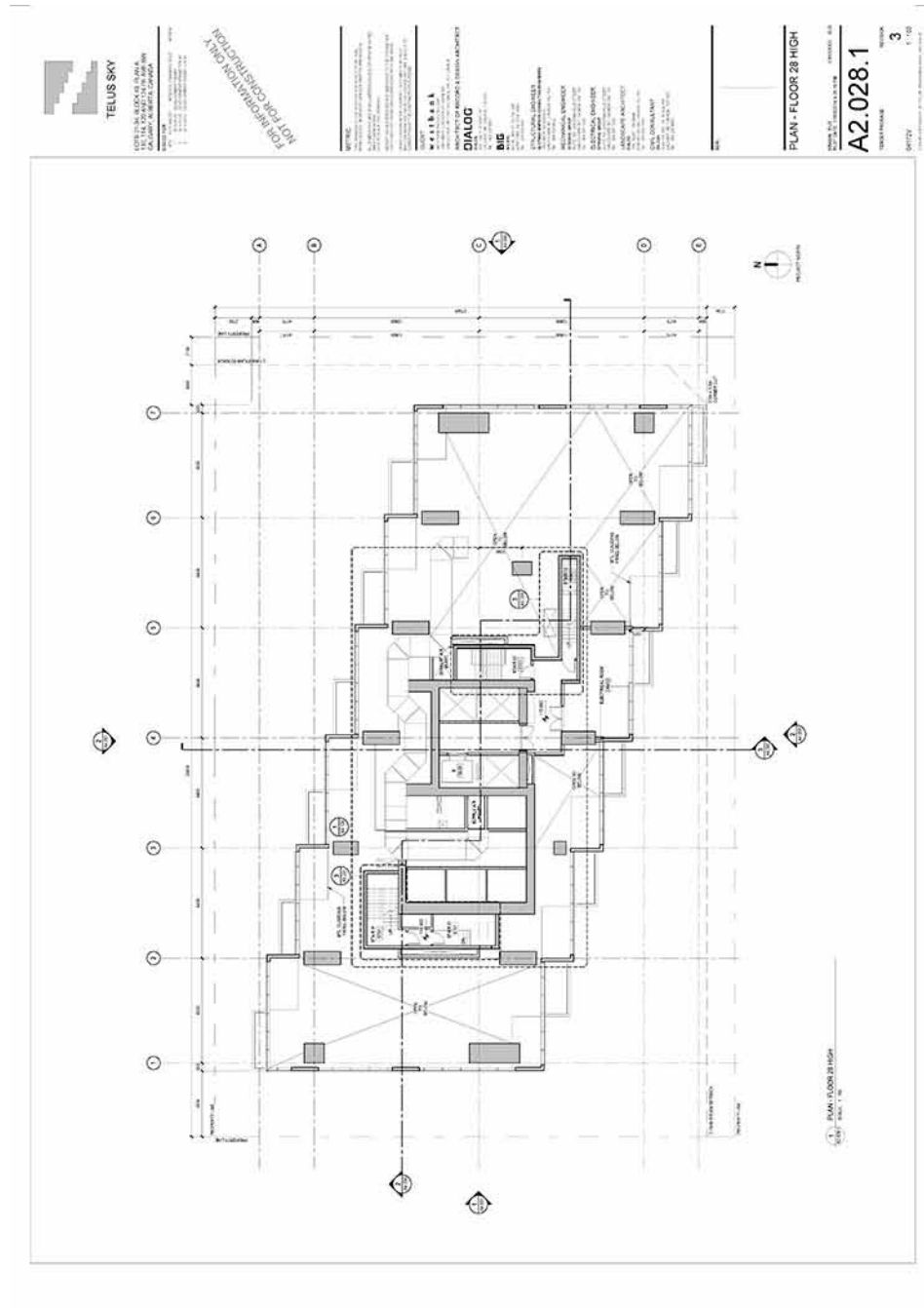
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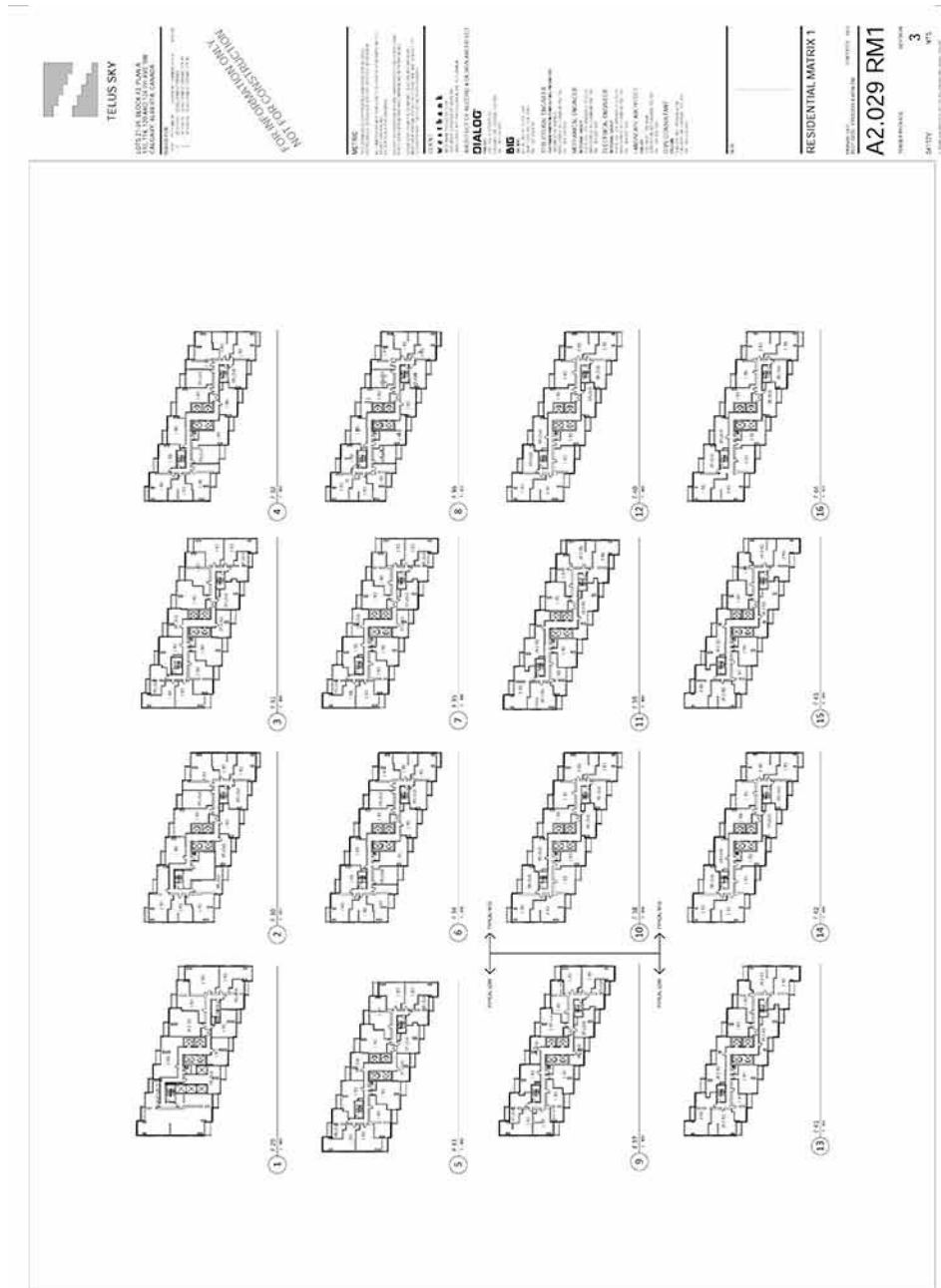
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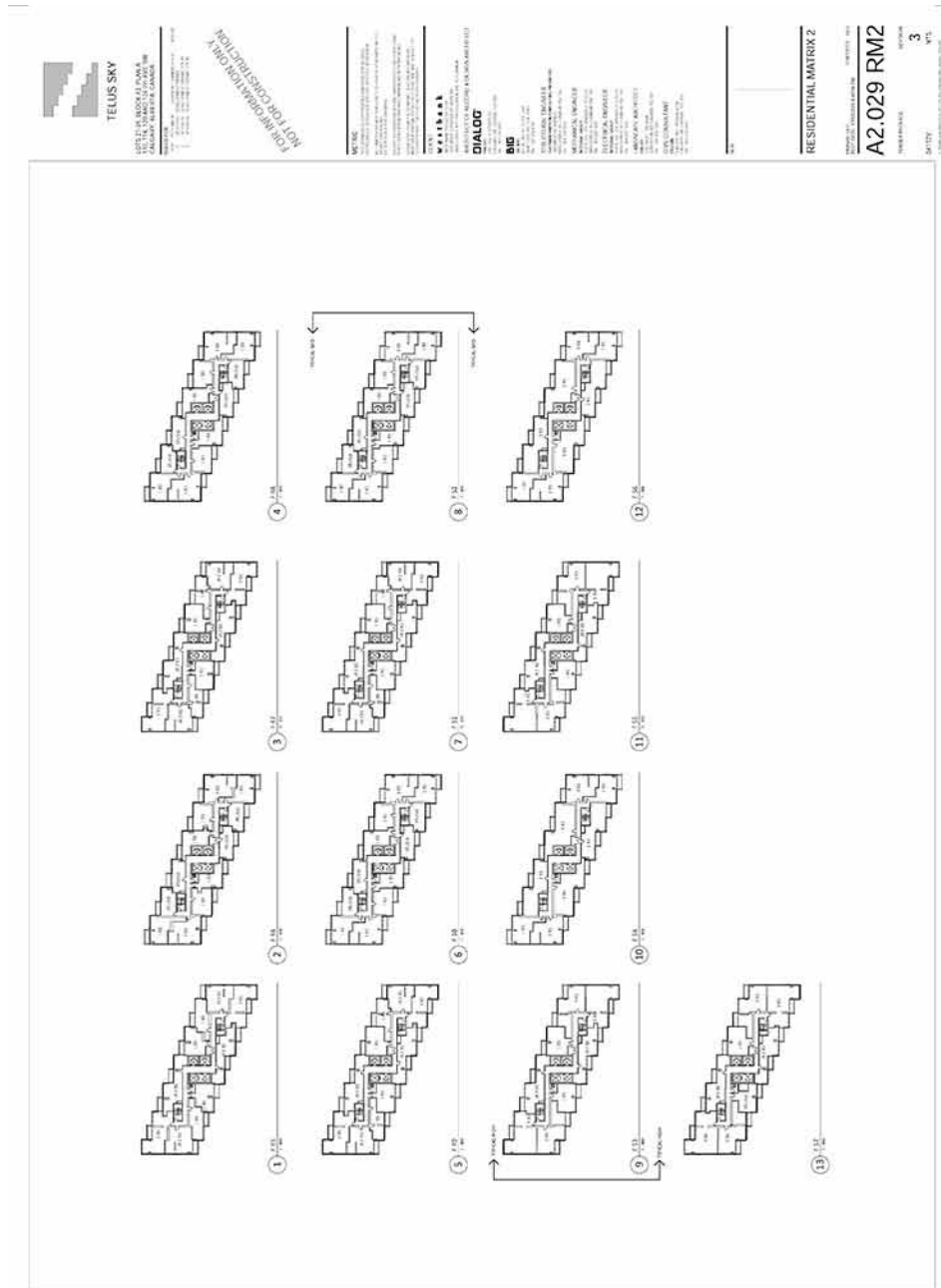
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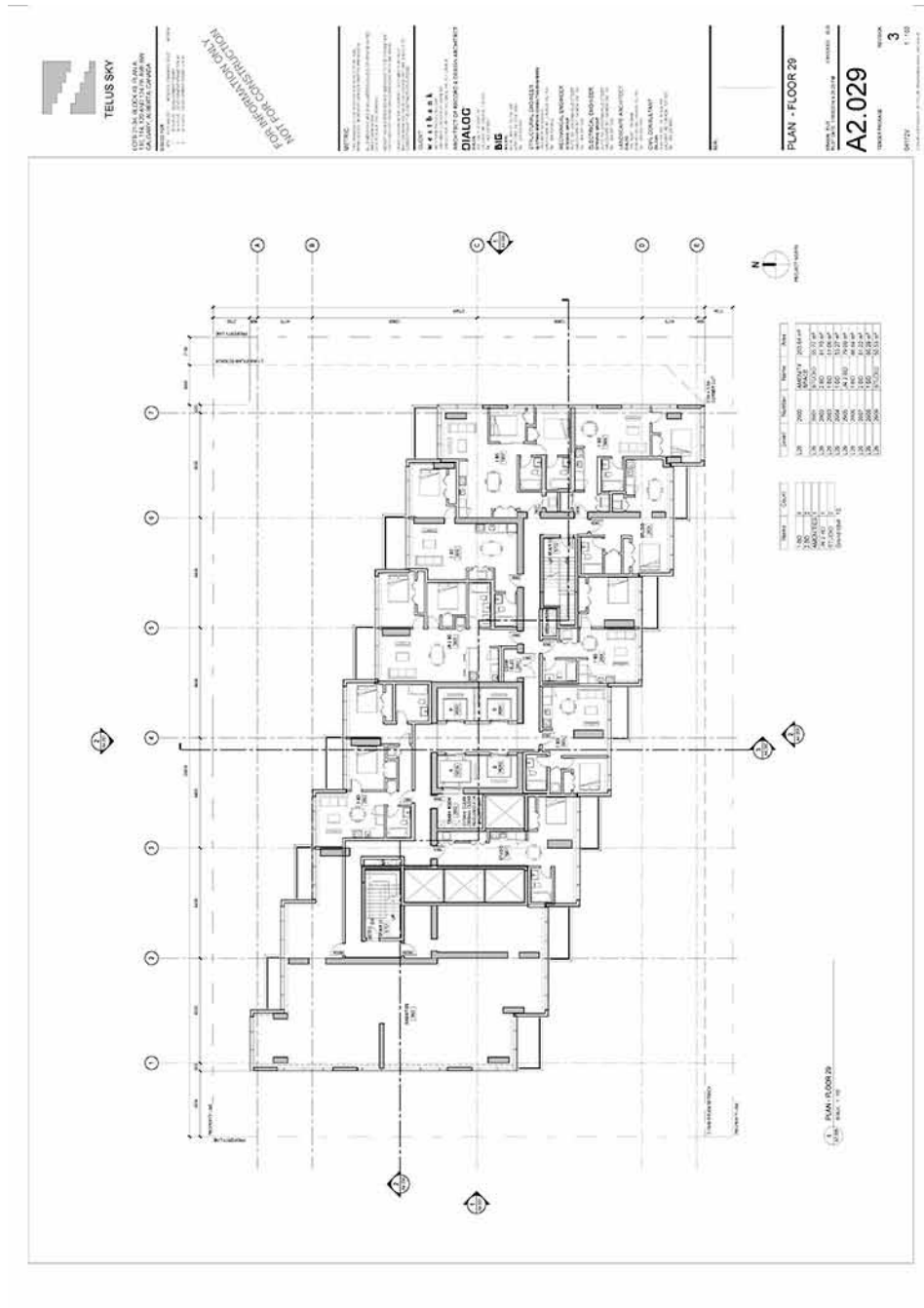
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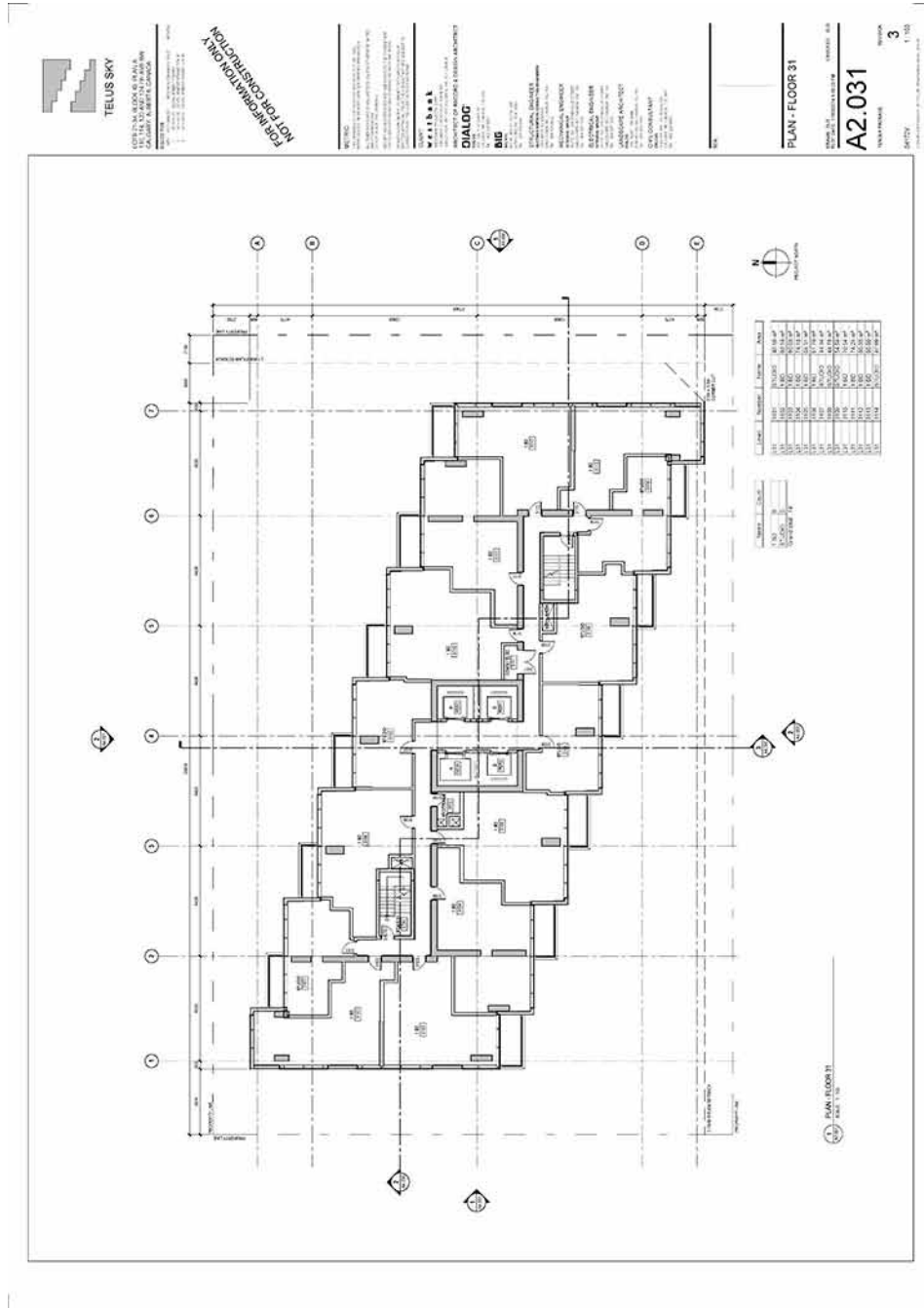
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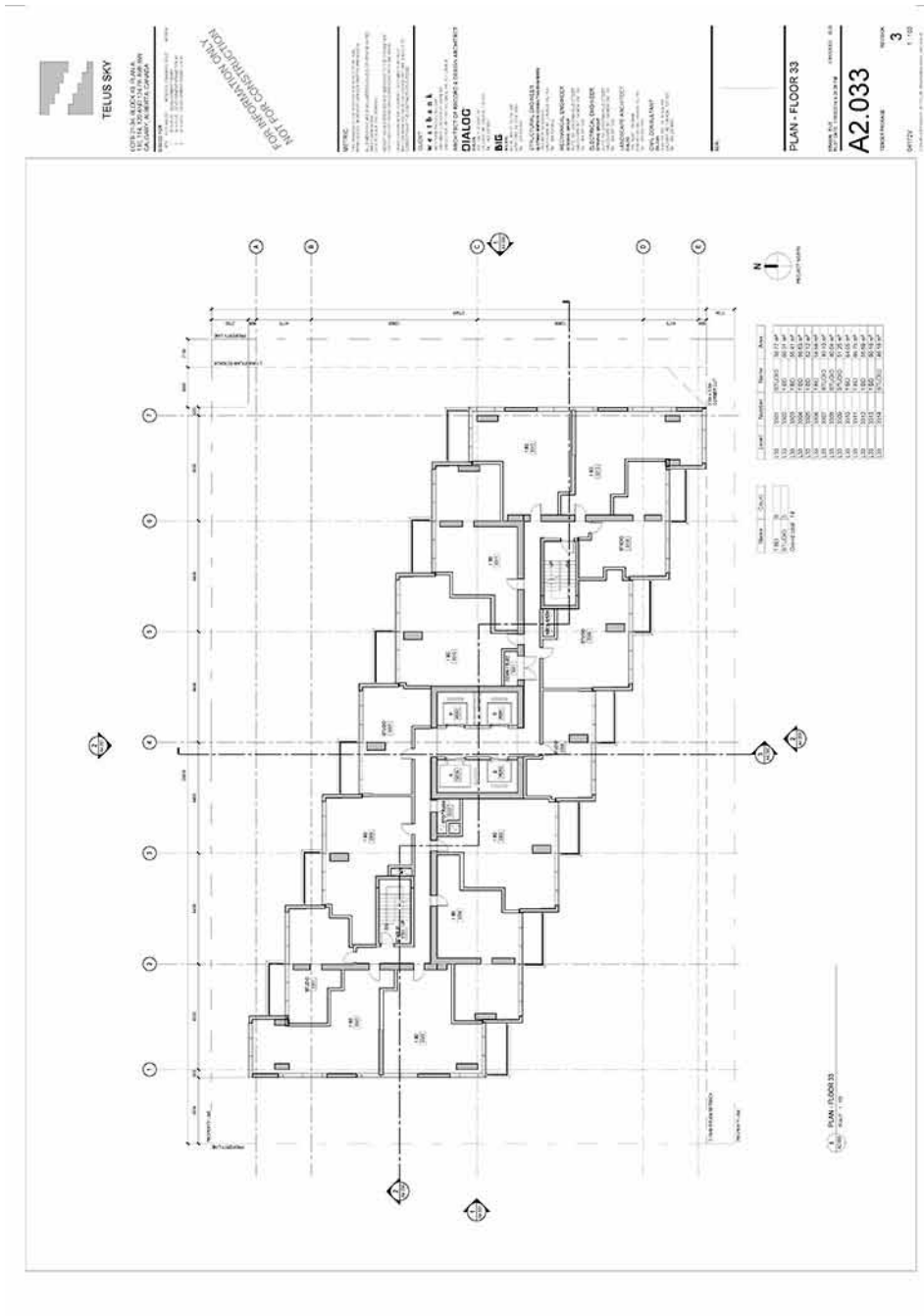
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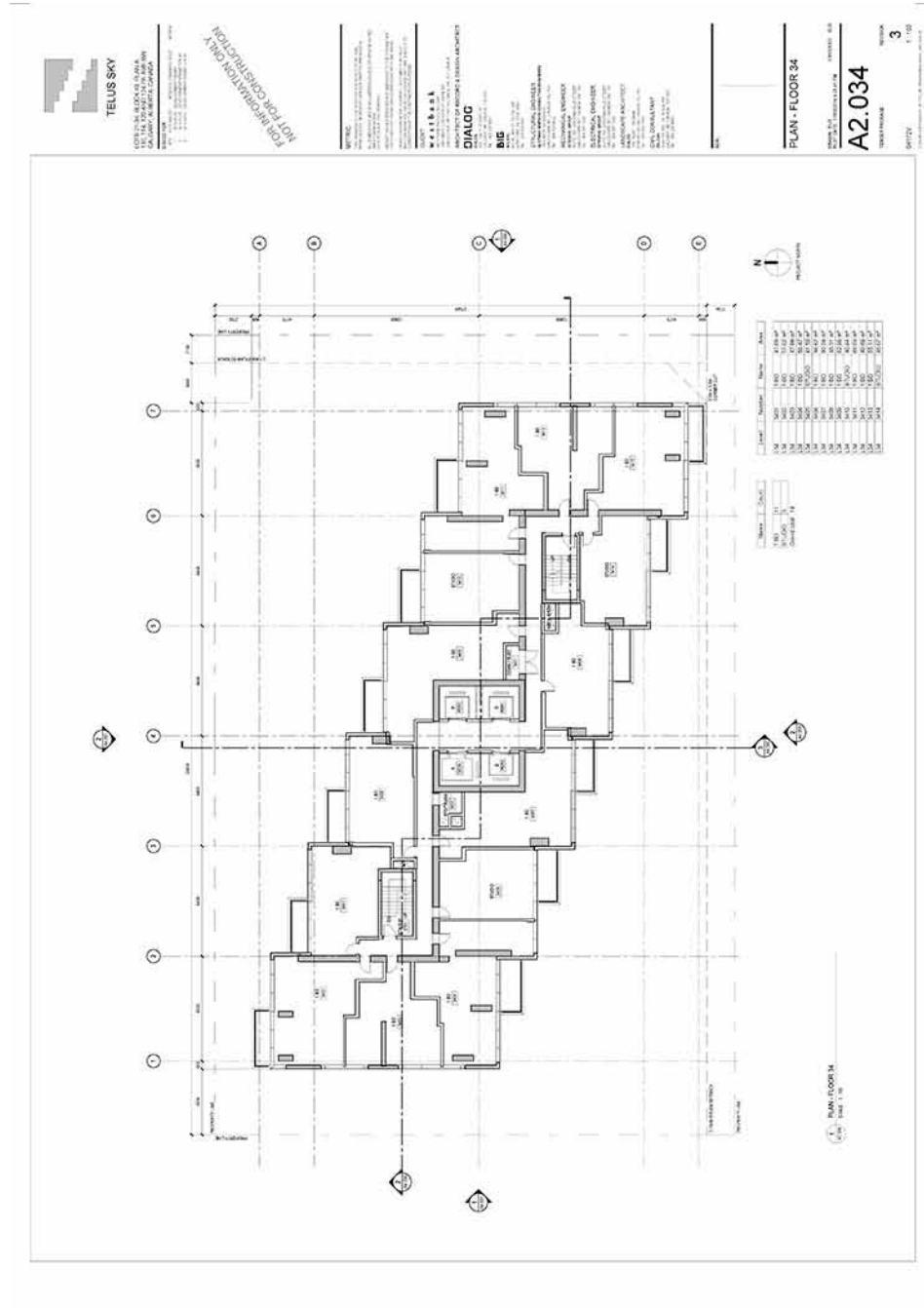
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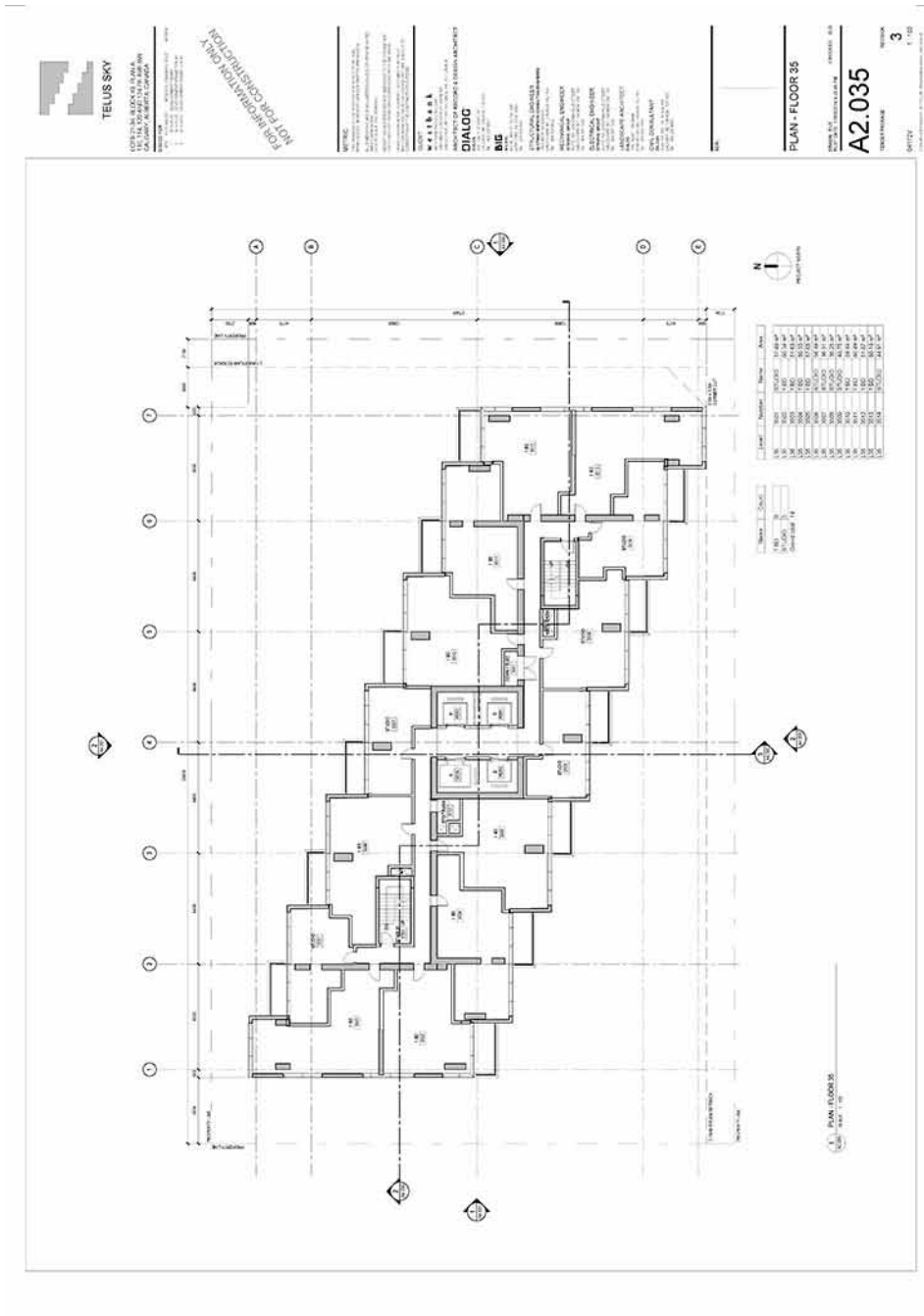
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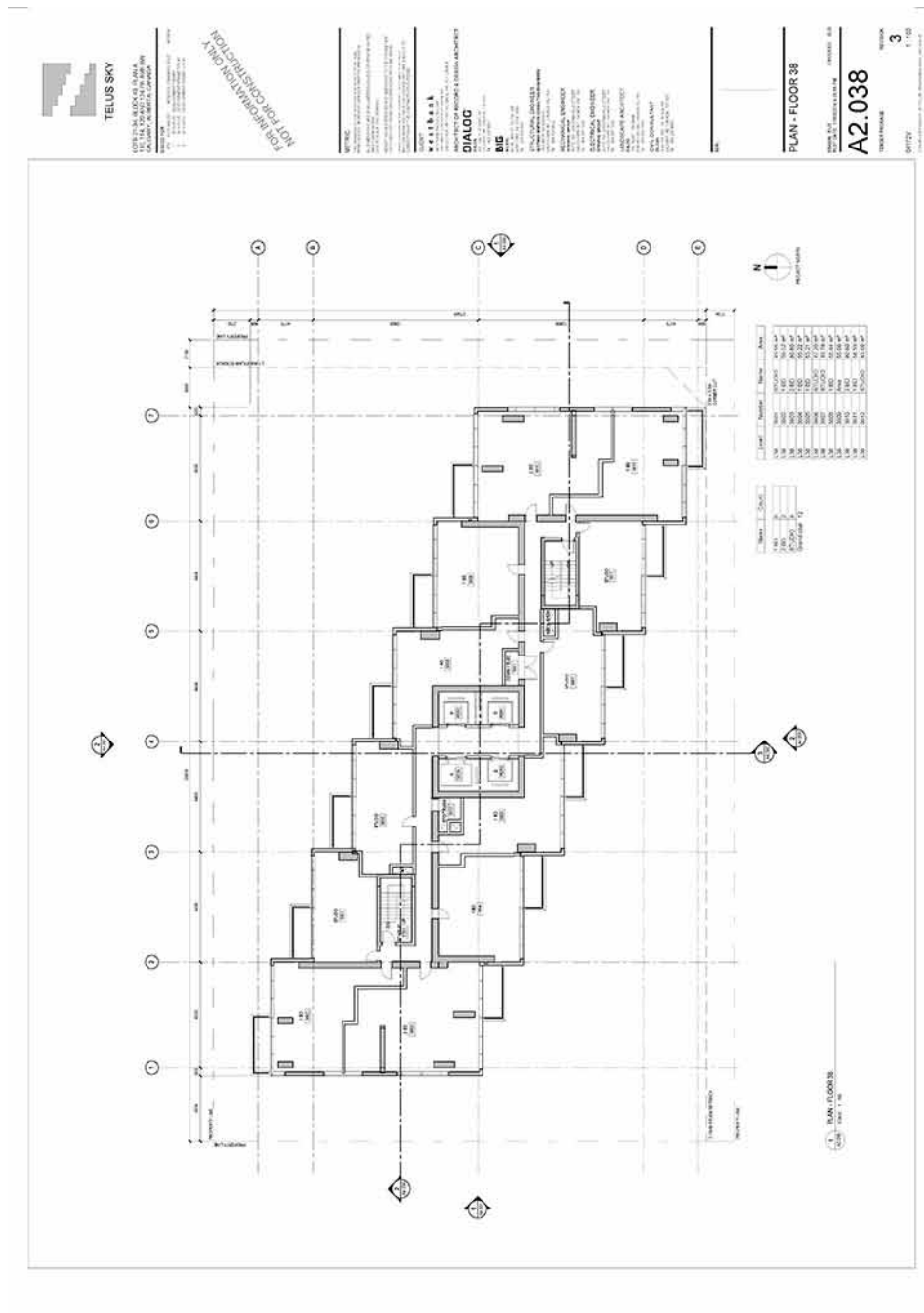
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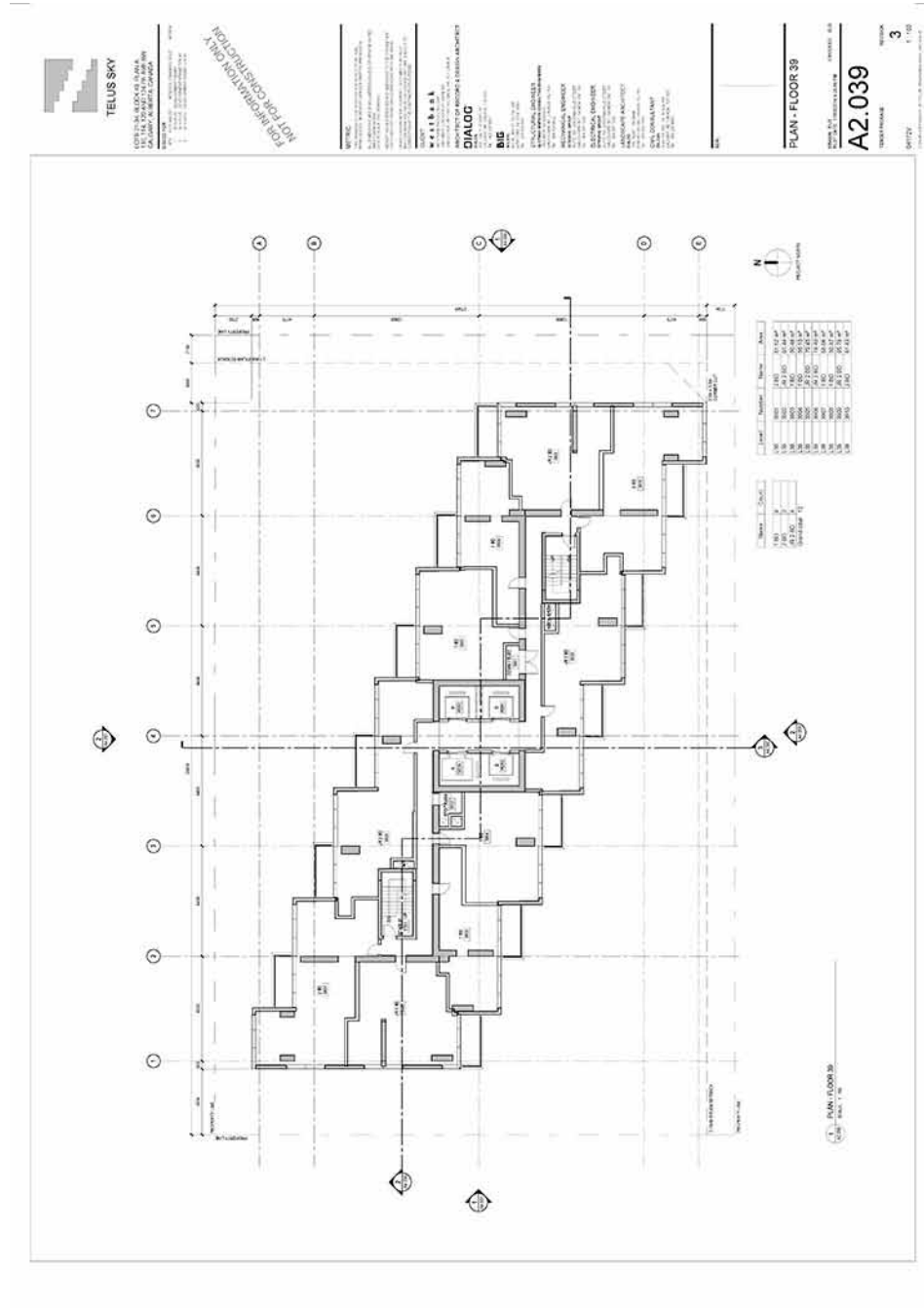
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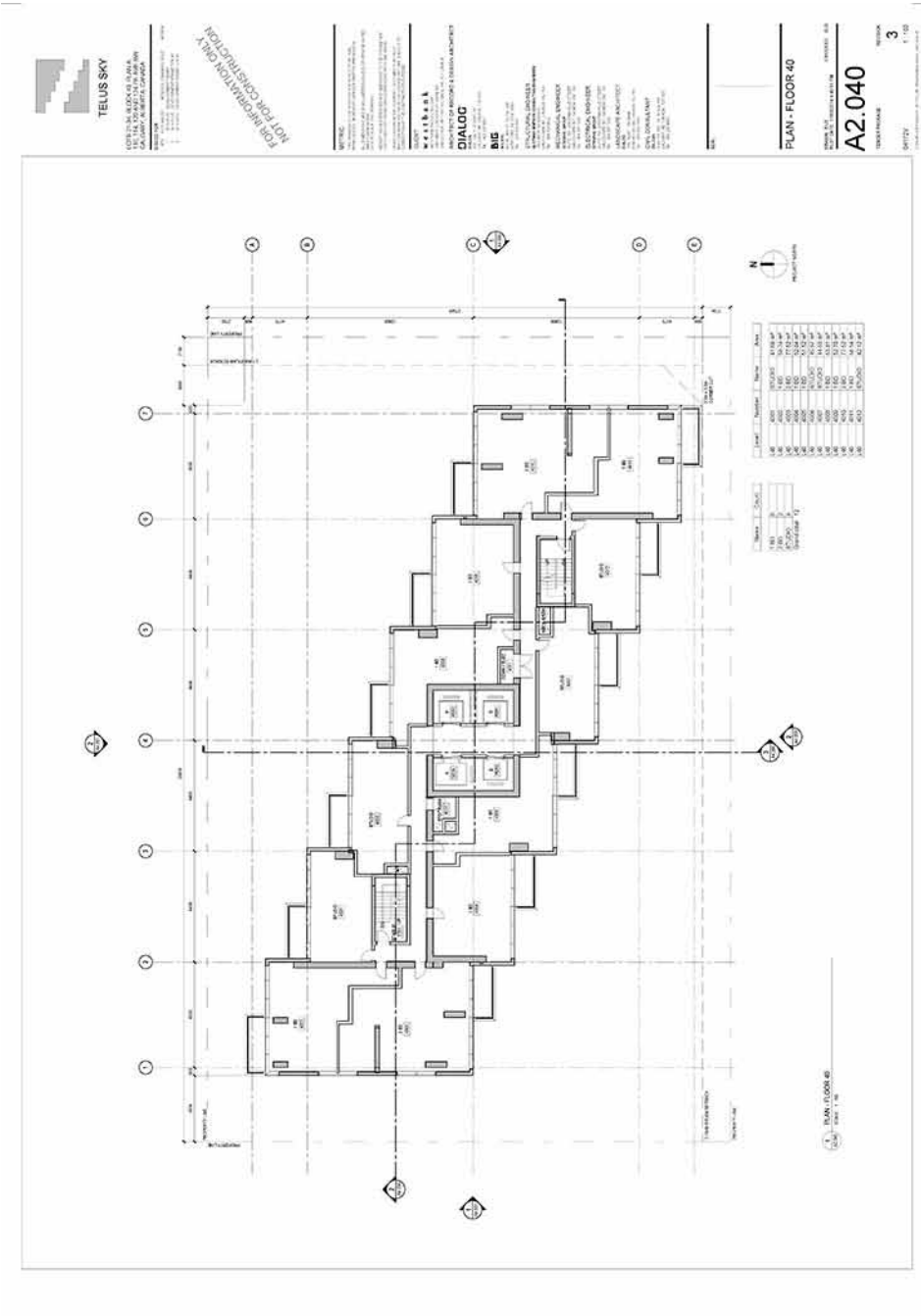
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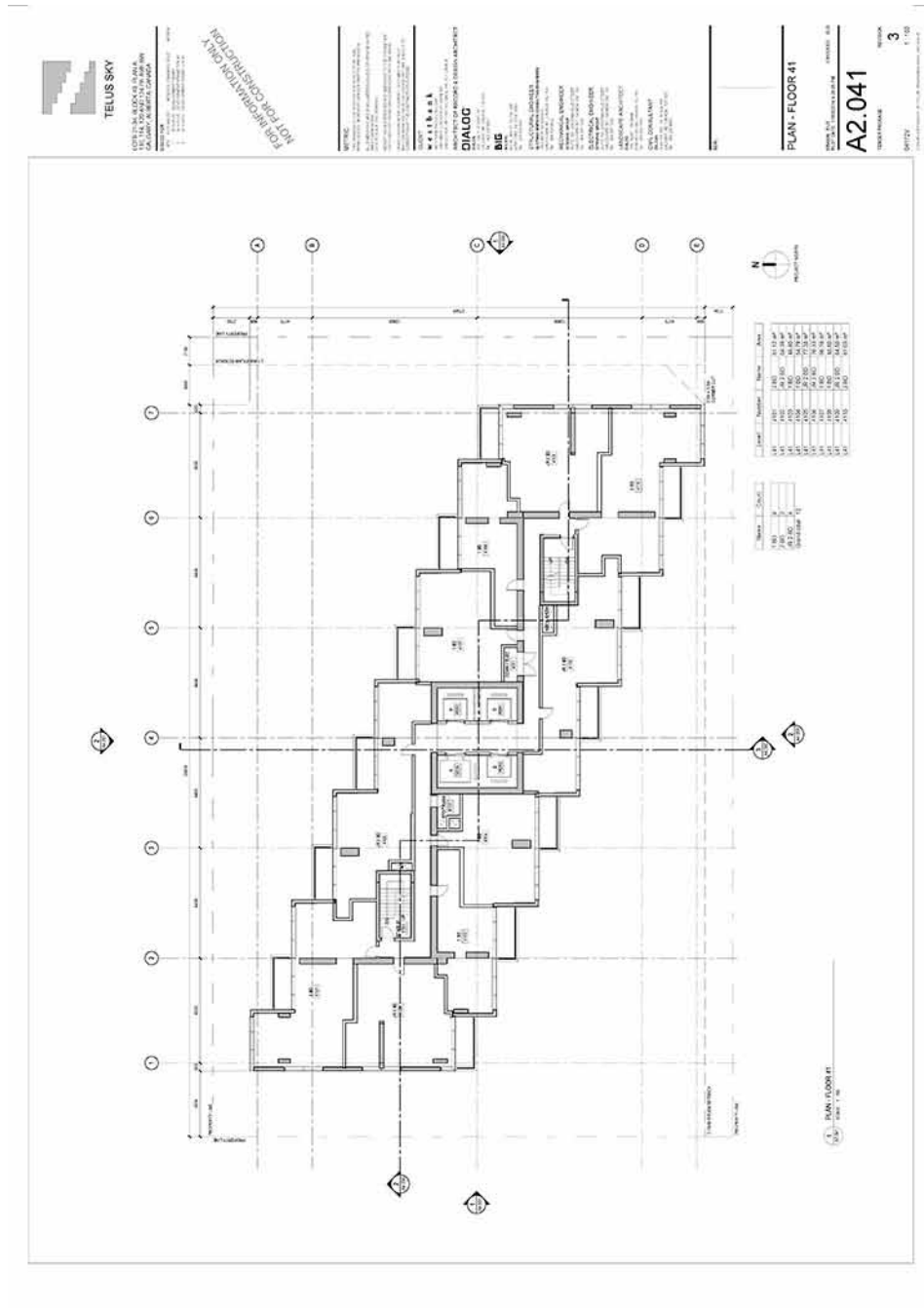
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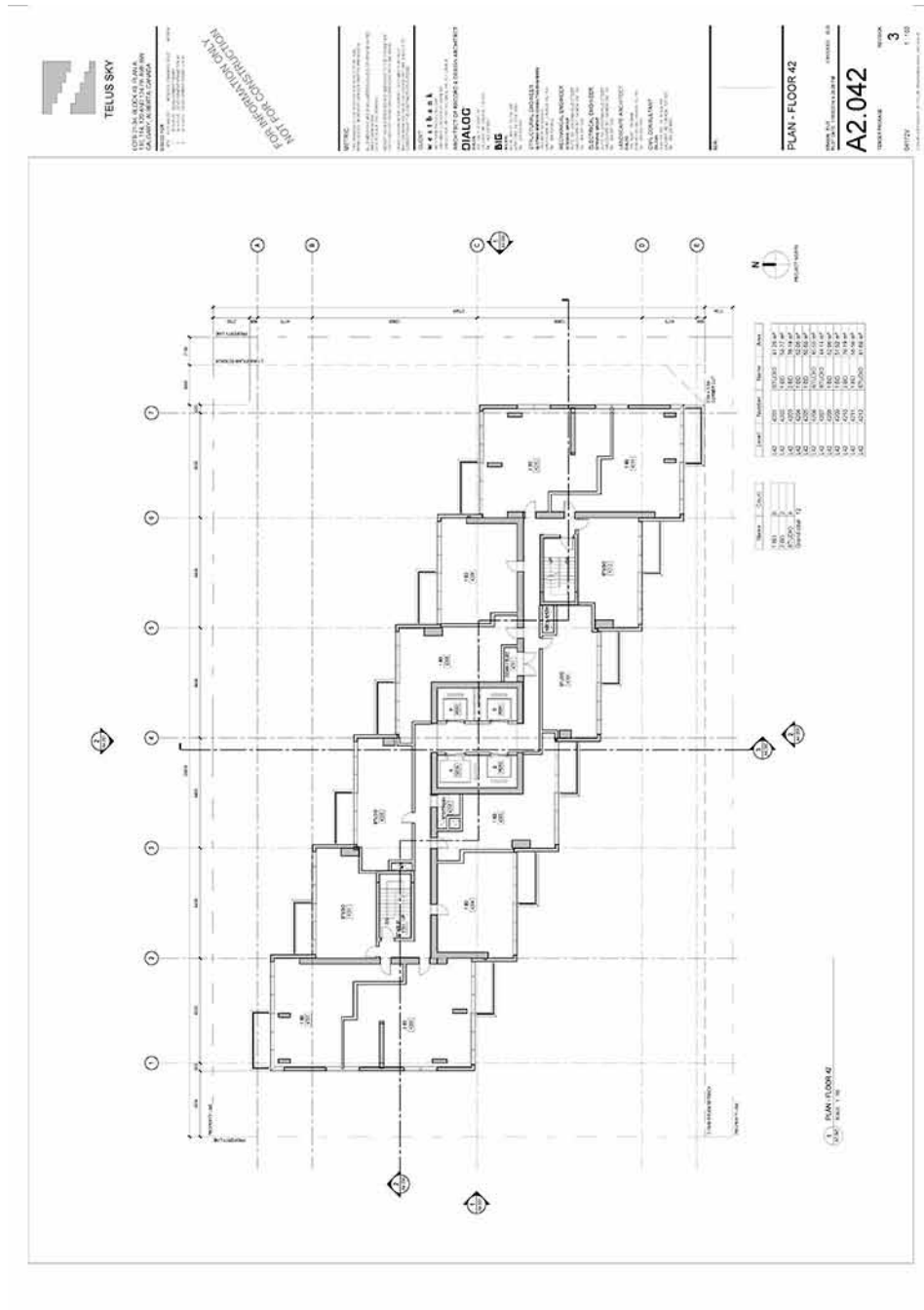
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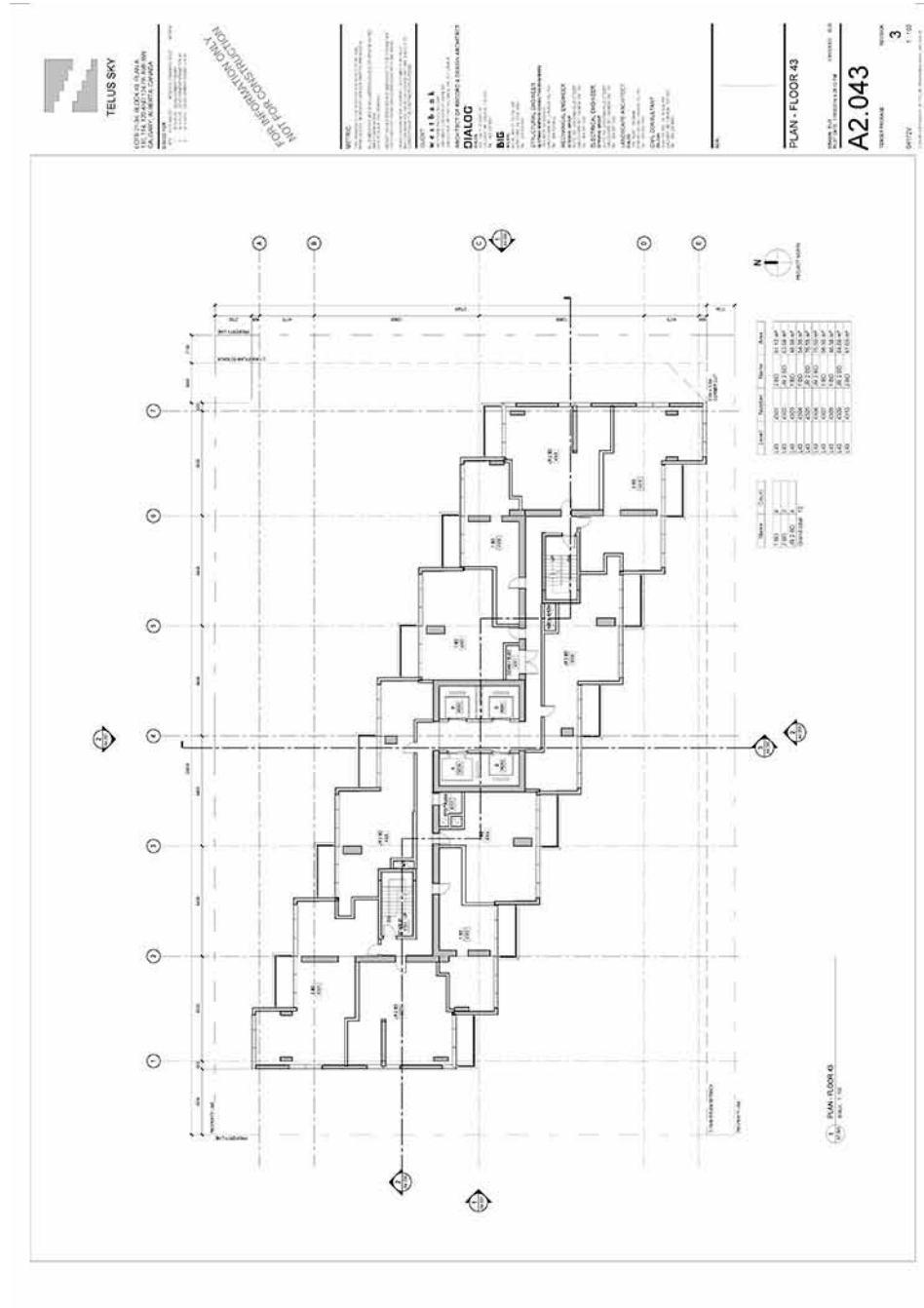
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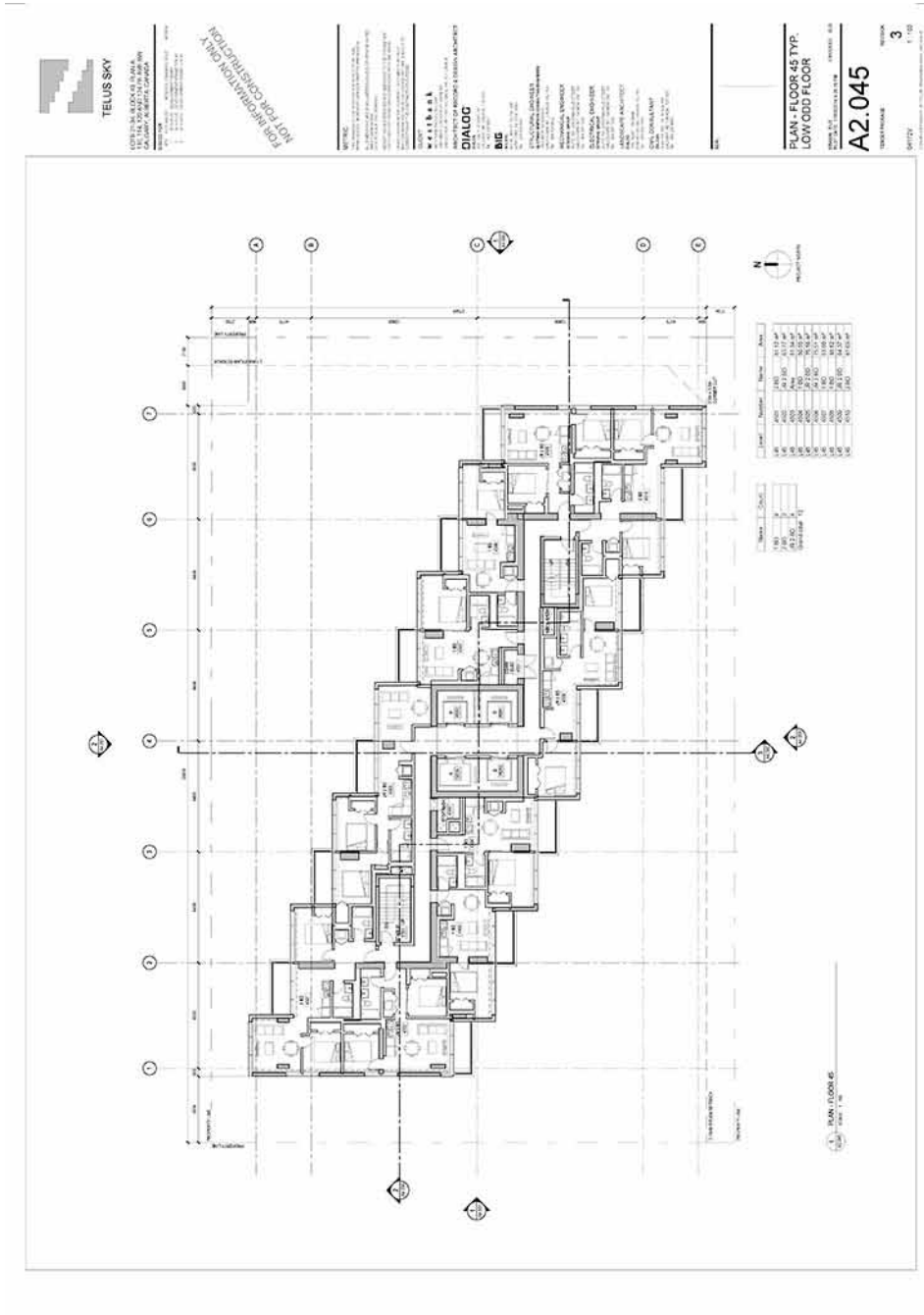
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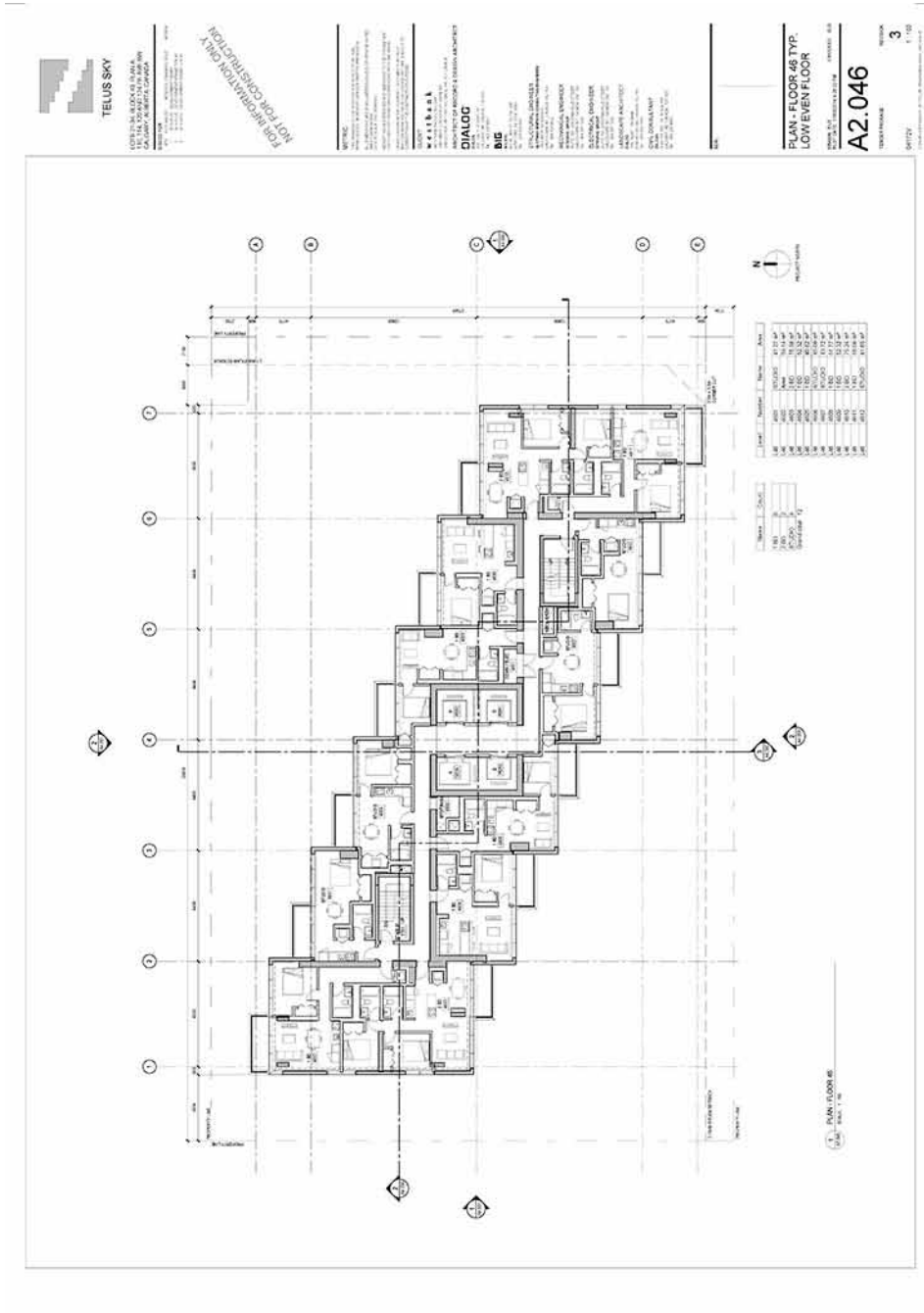
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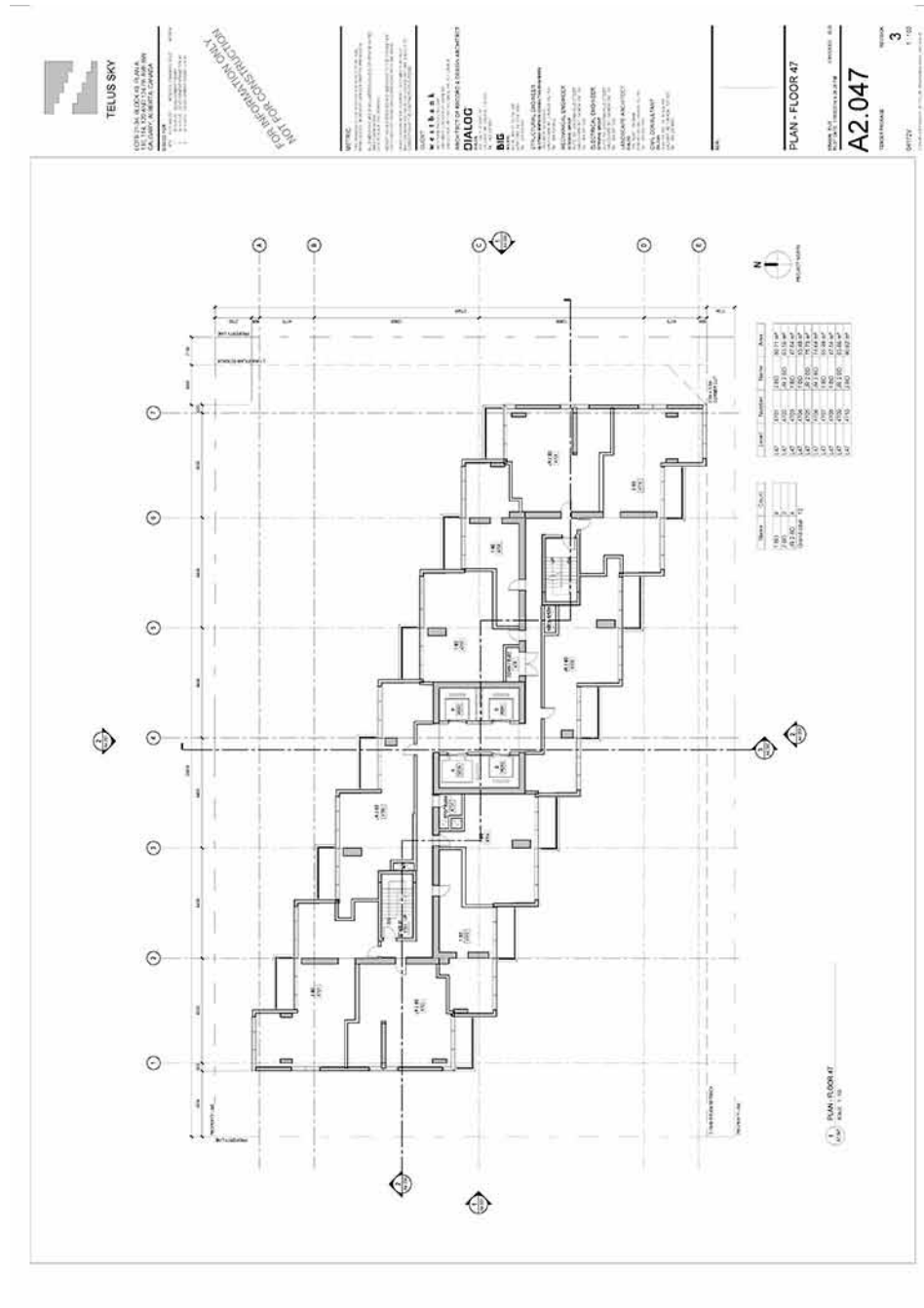
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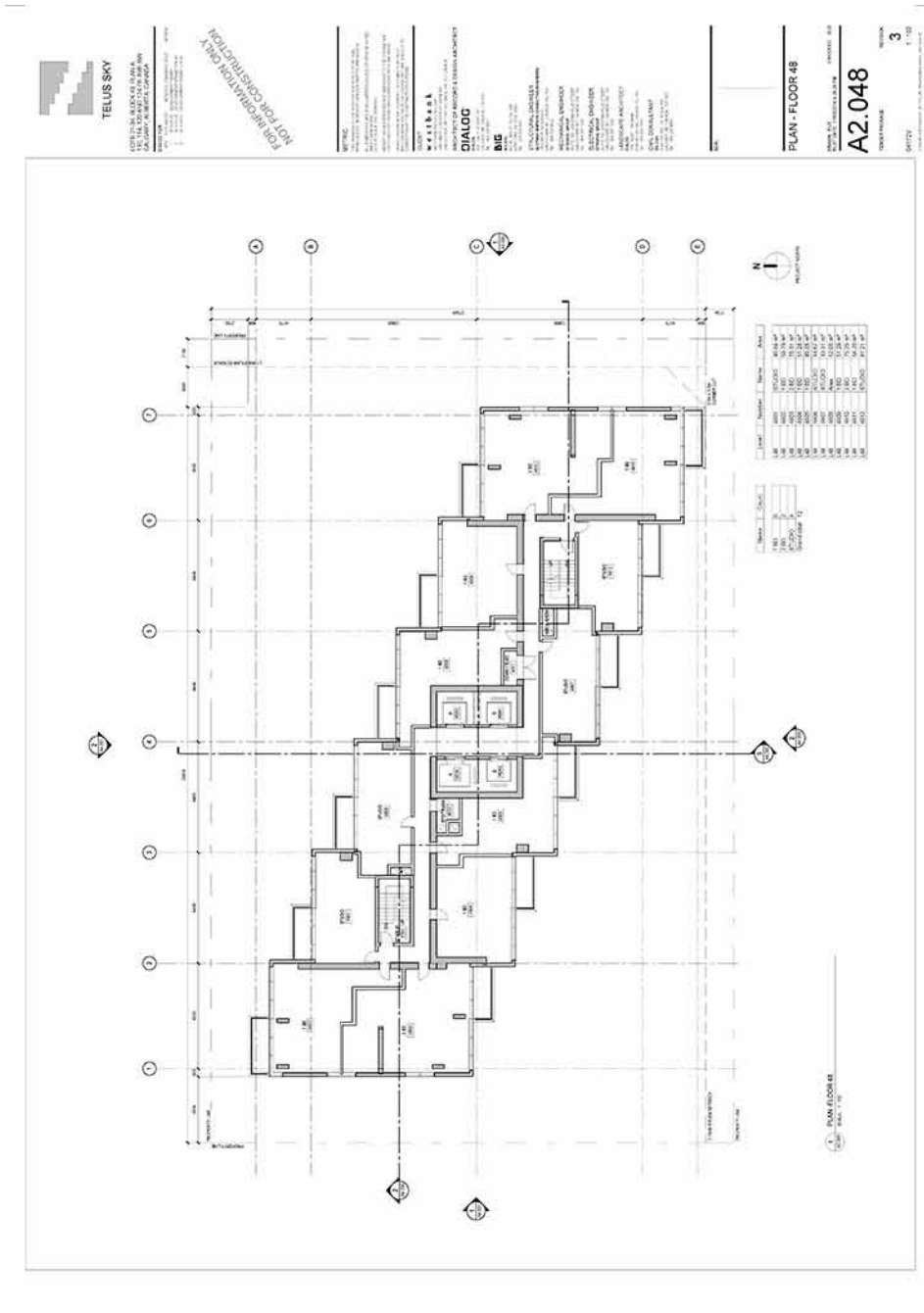
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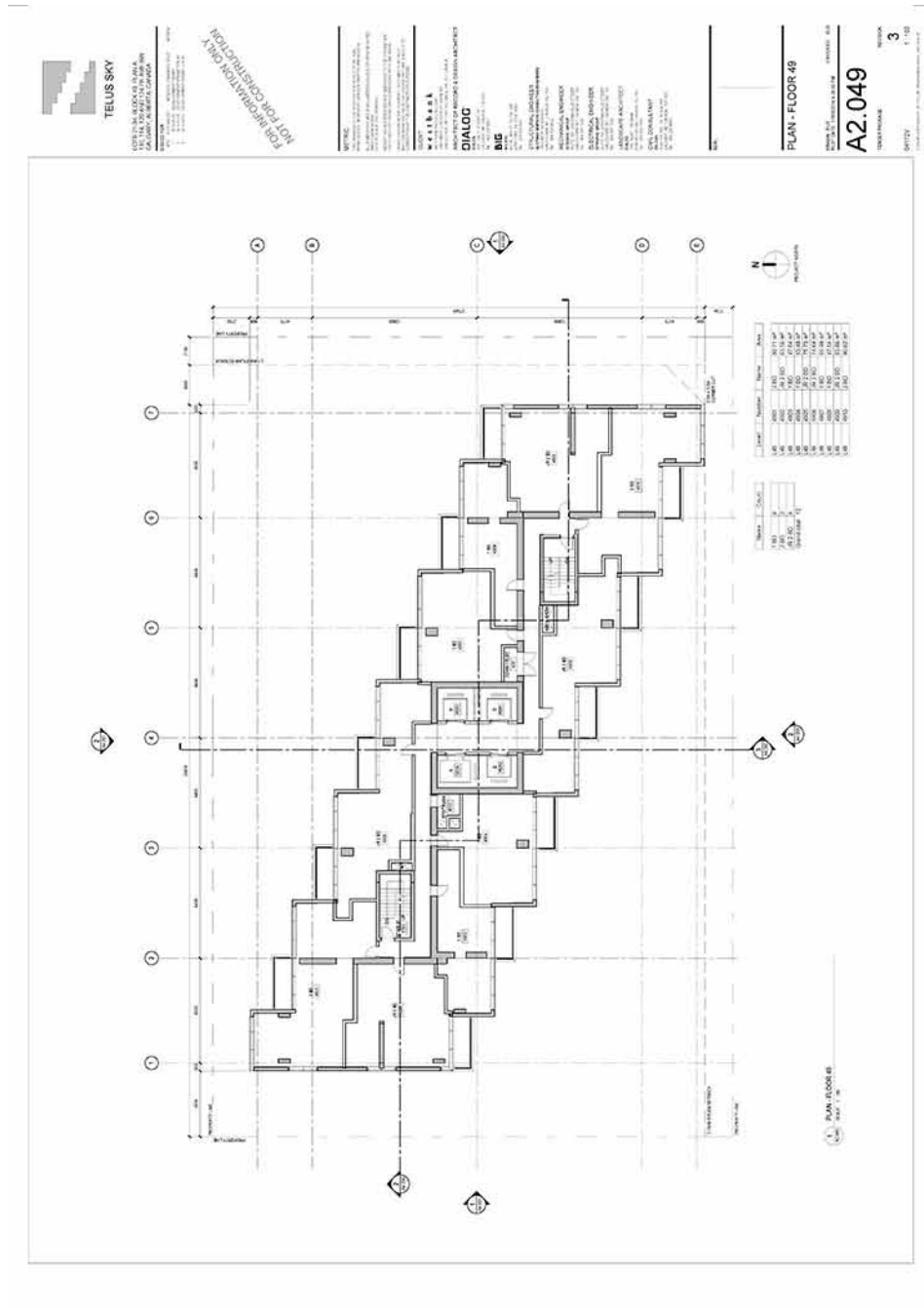
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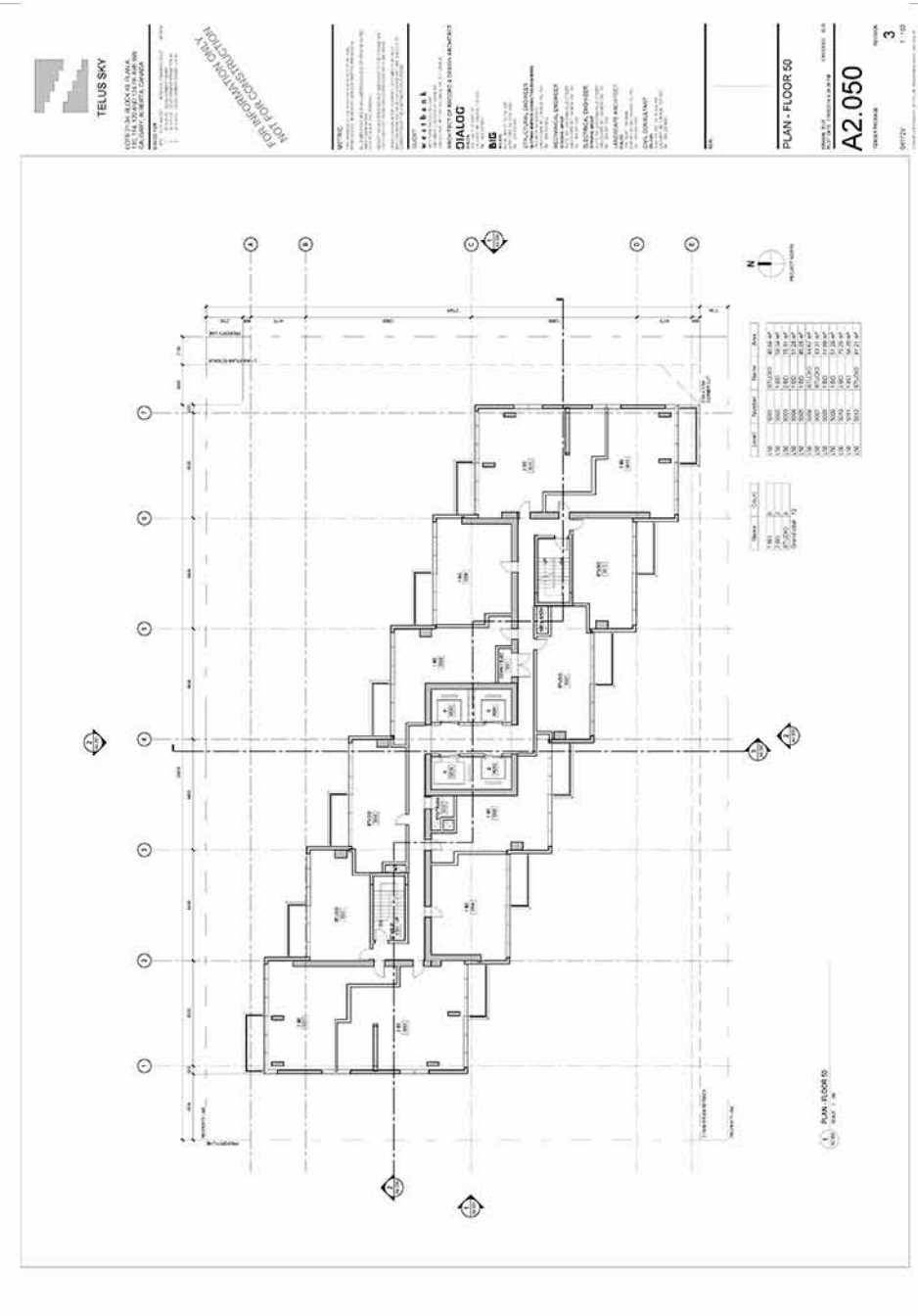
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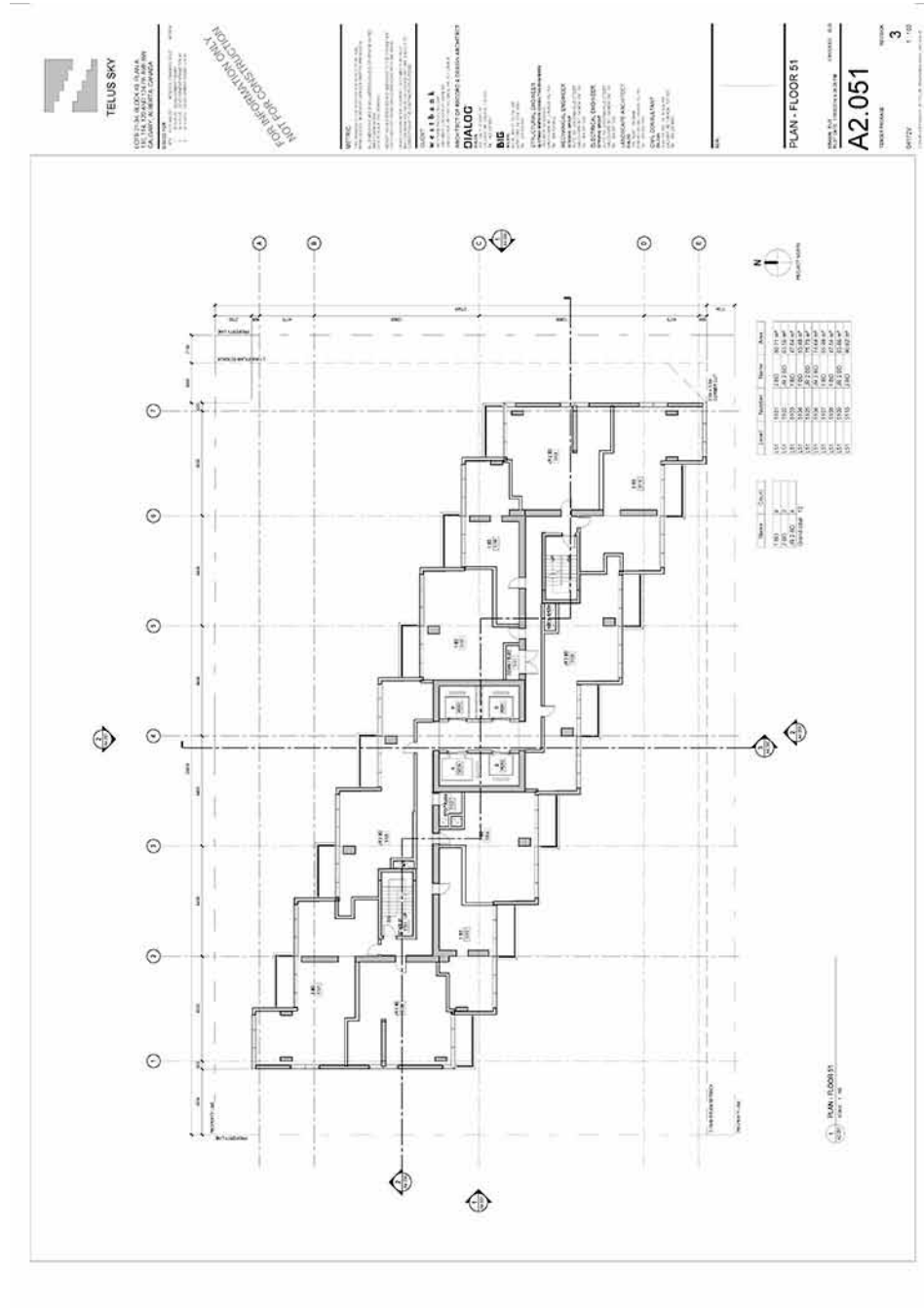
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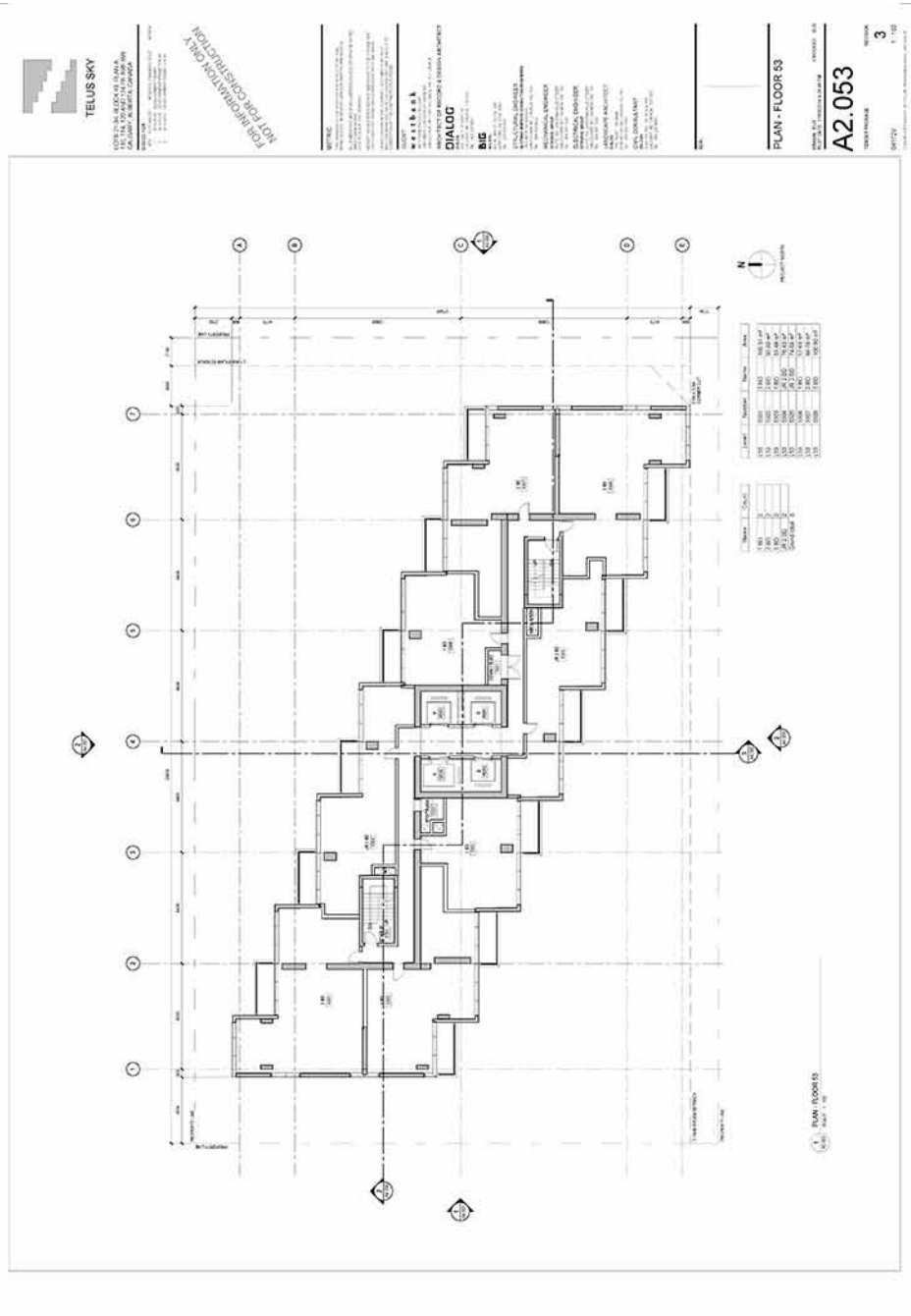
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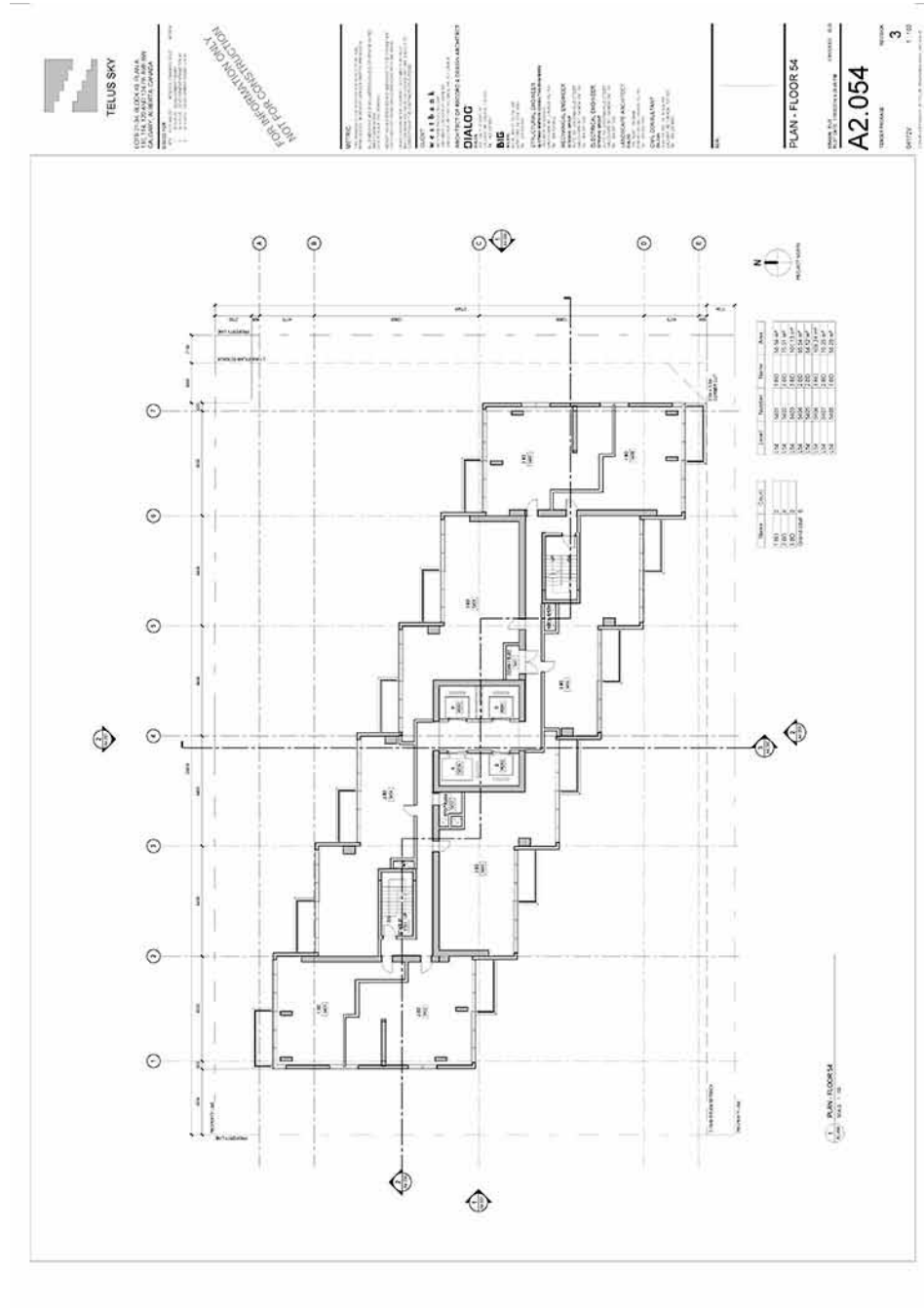
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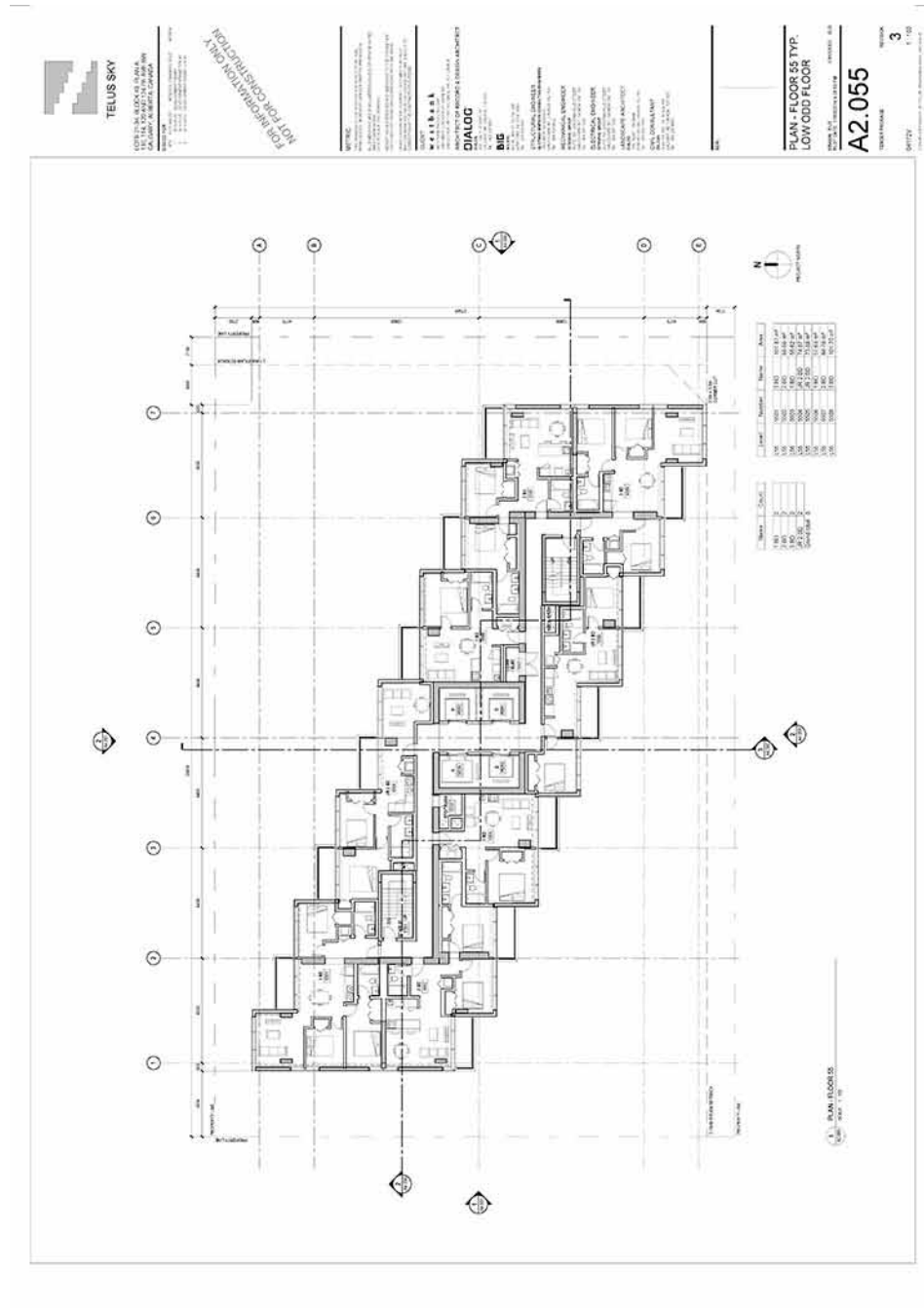
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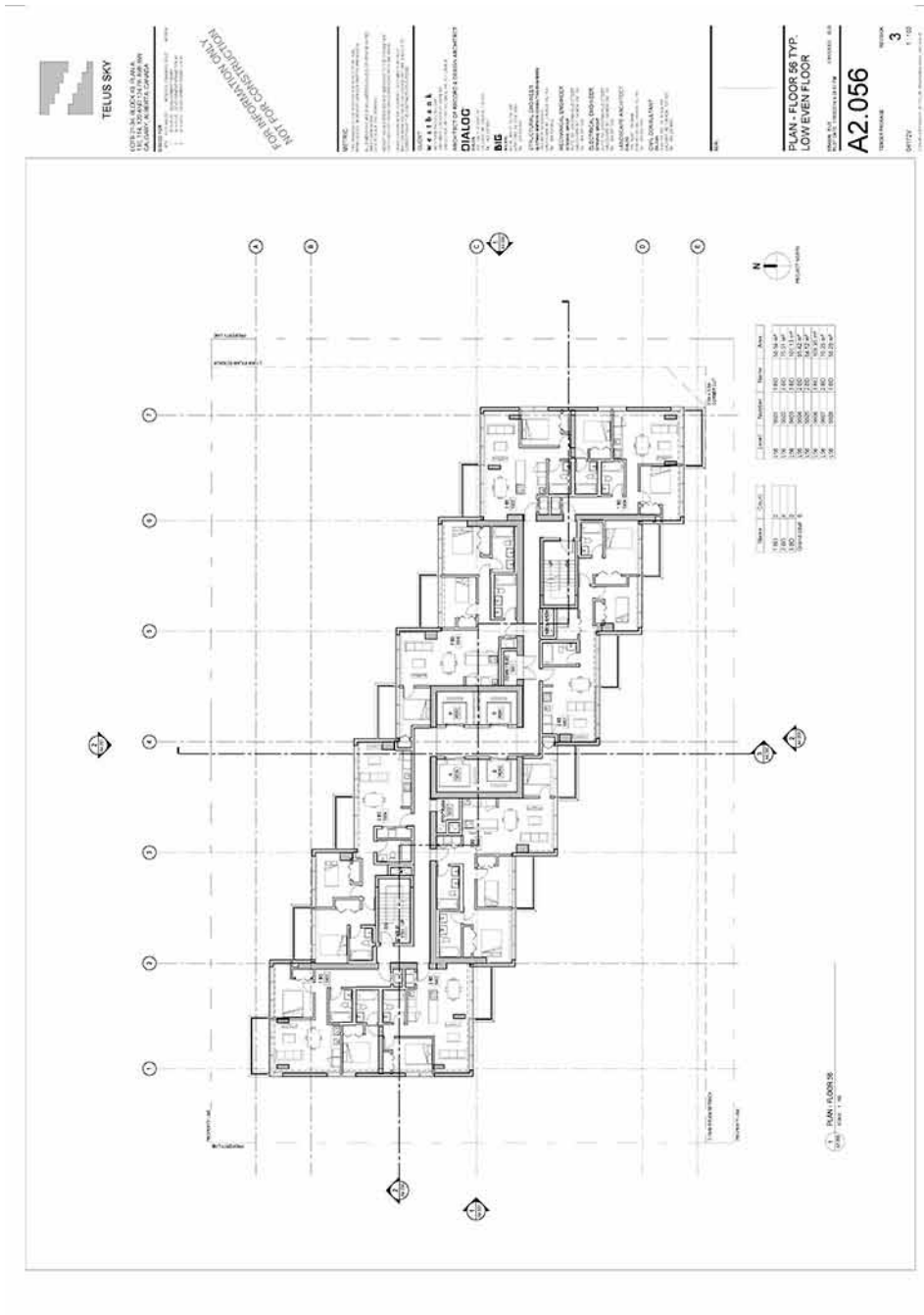
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MAP 15C



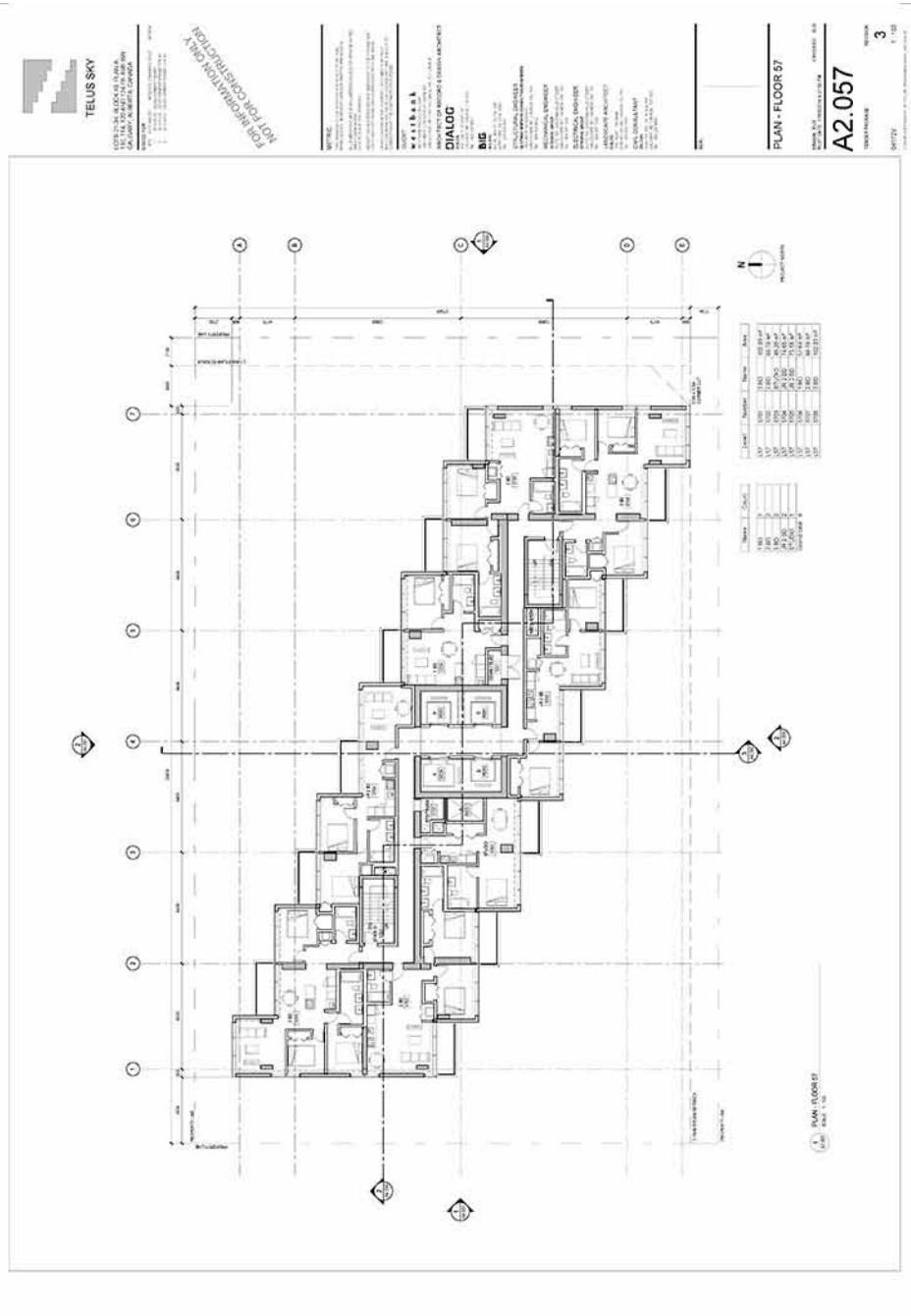
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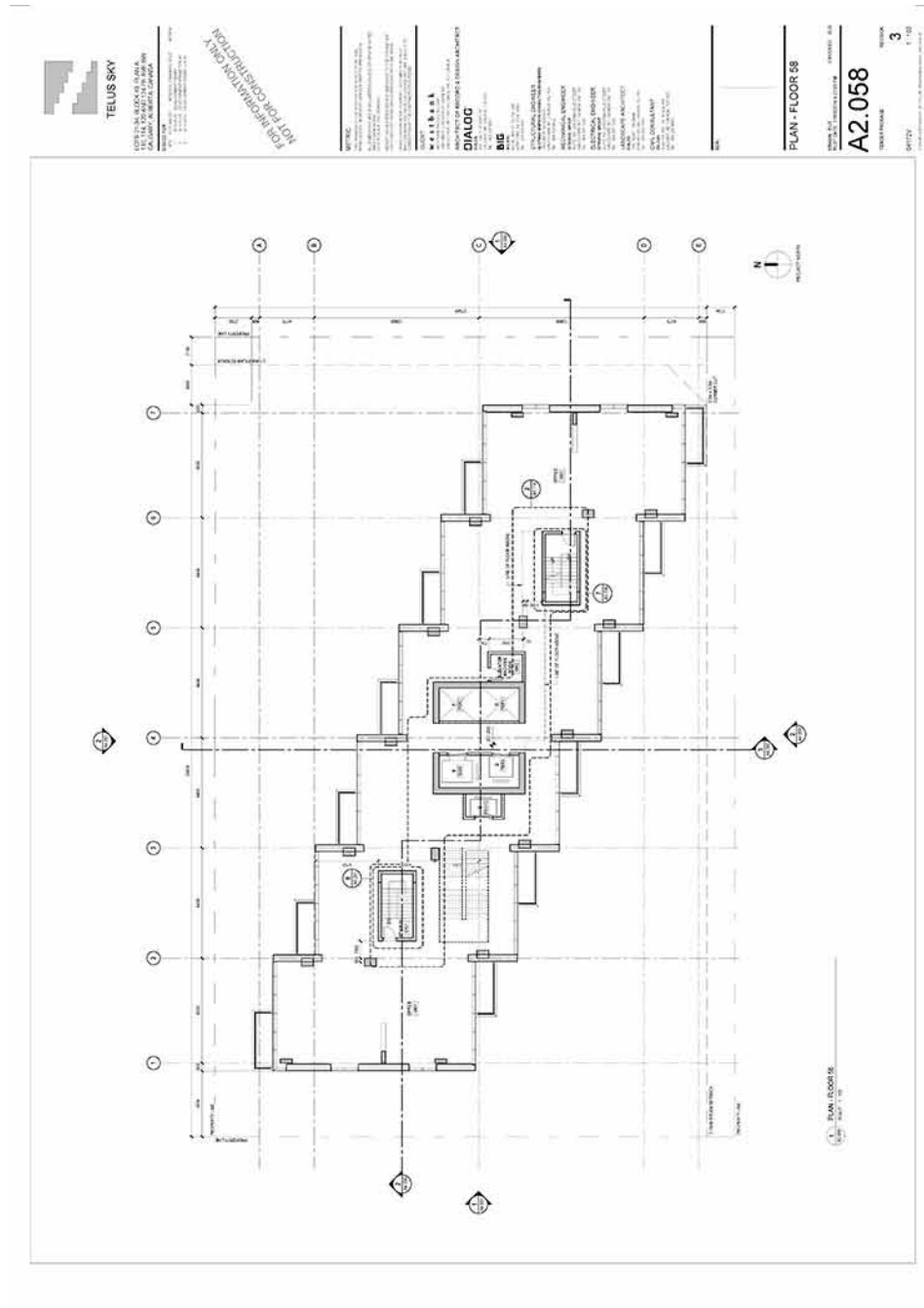
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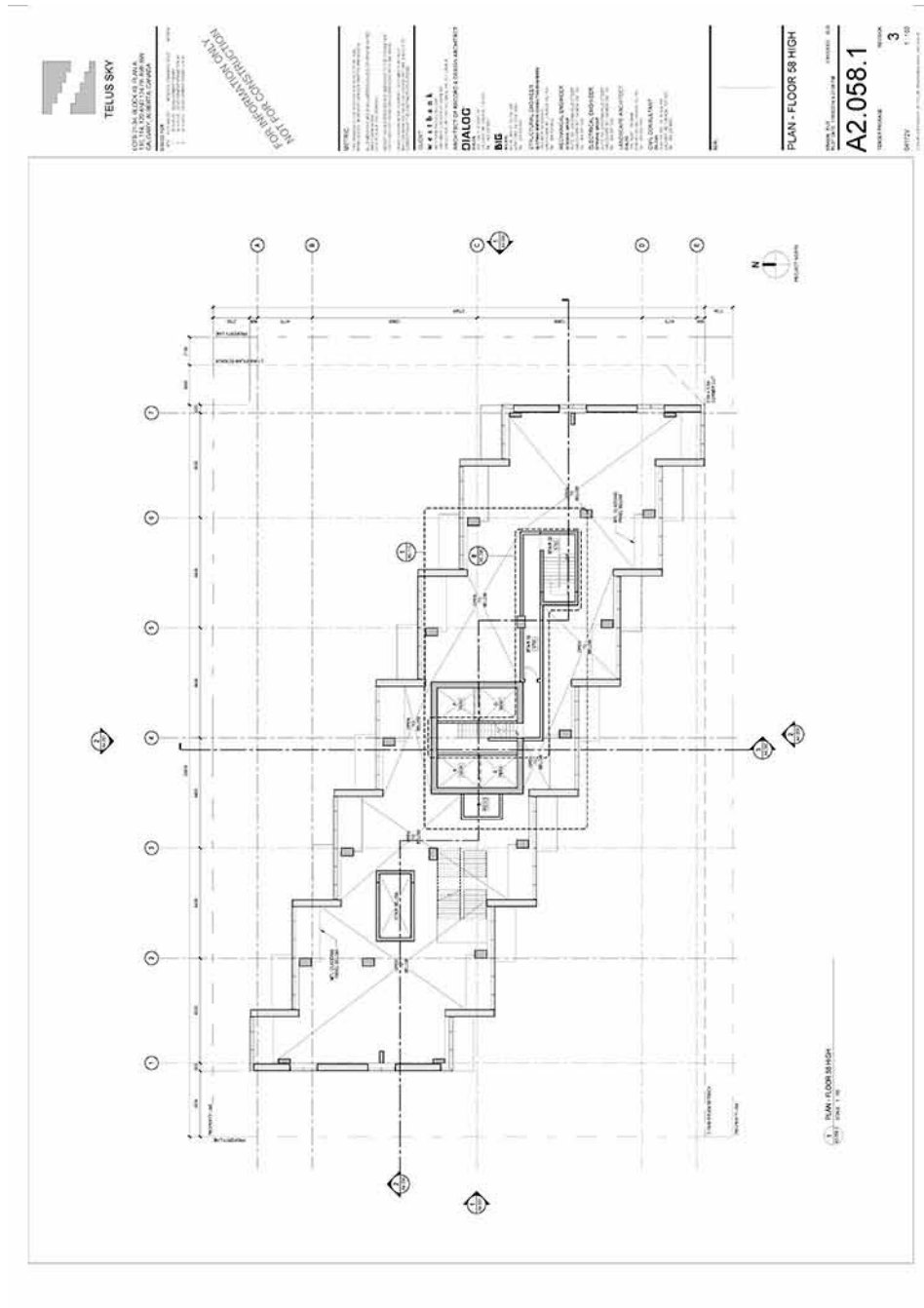
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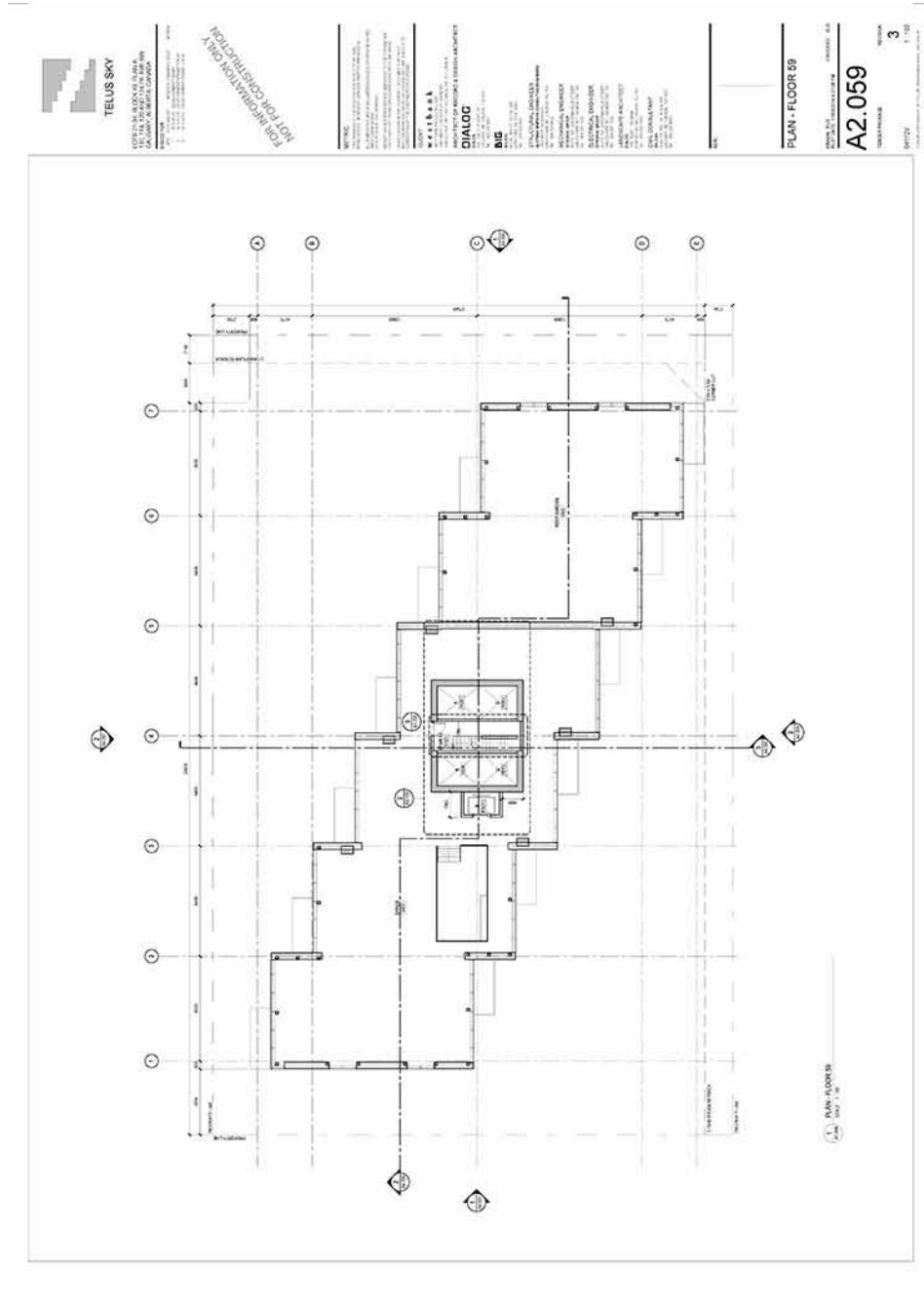
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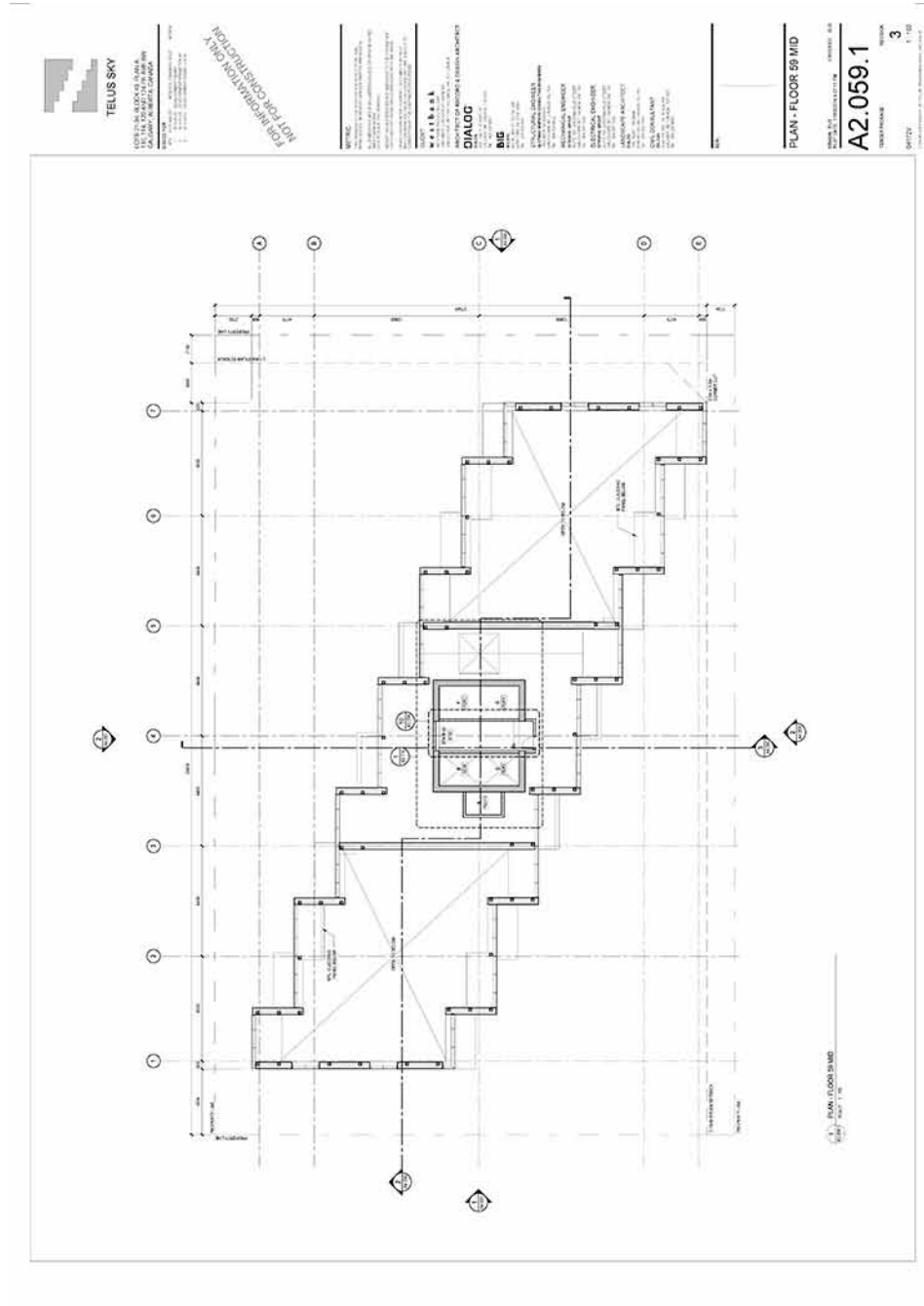
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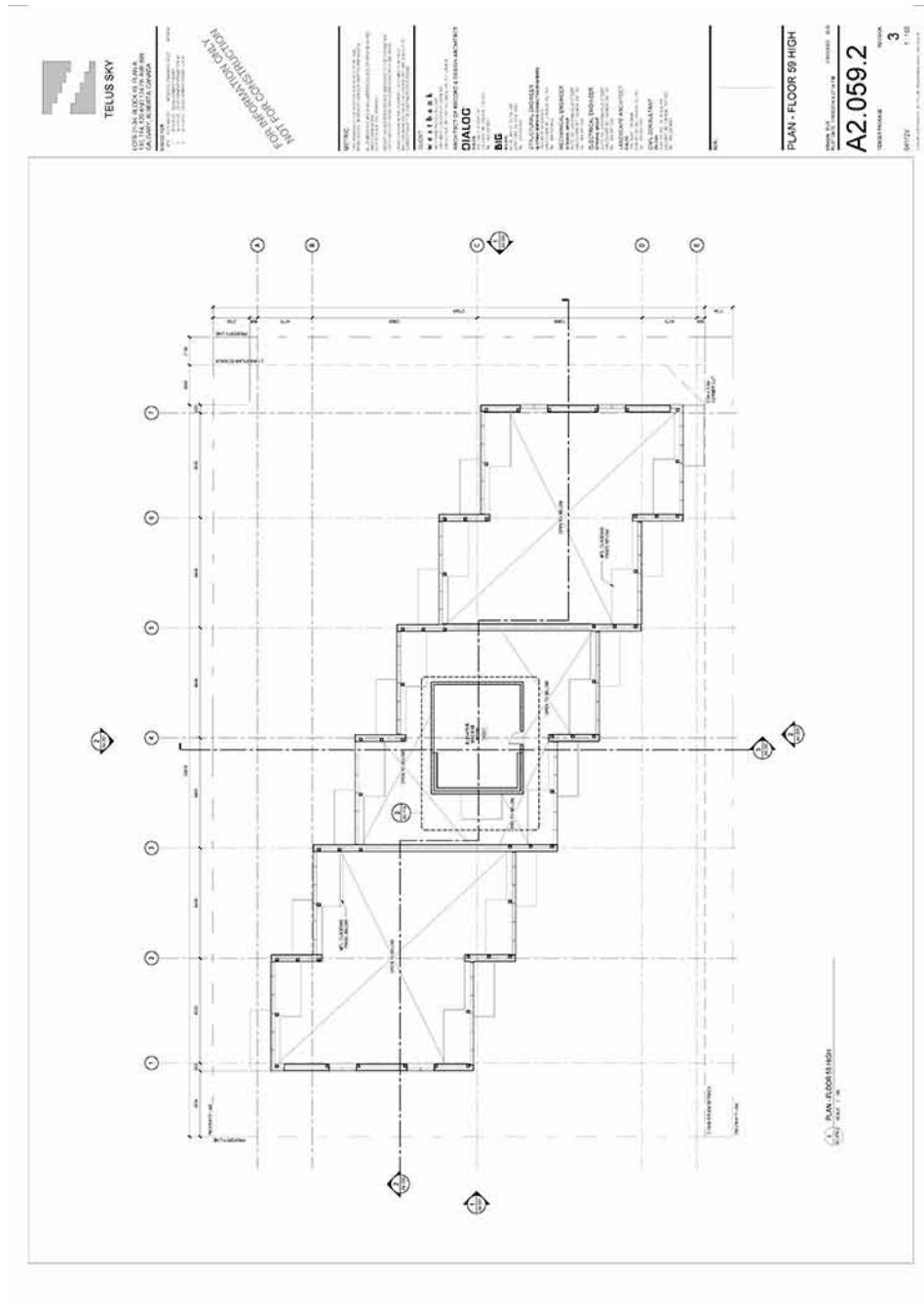
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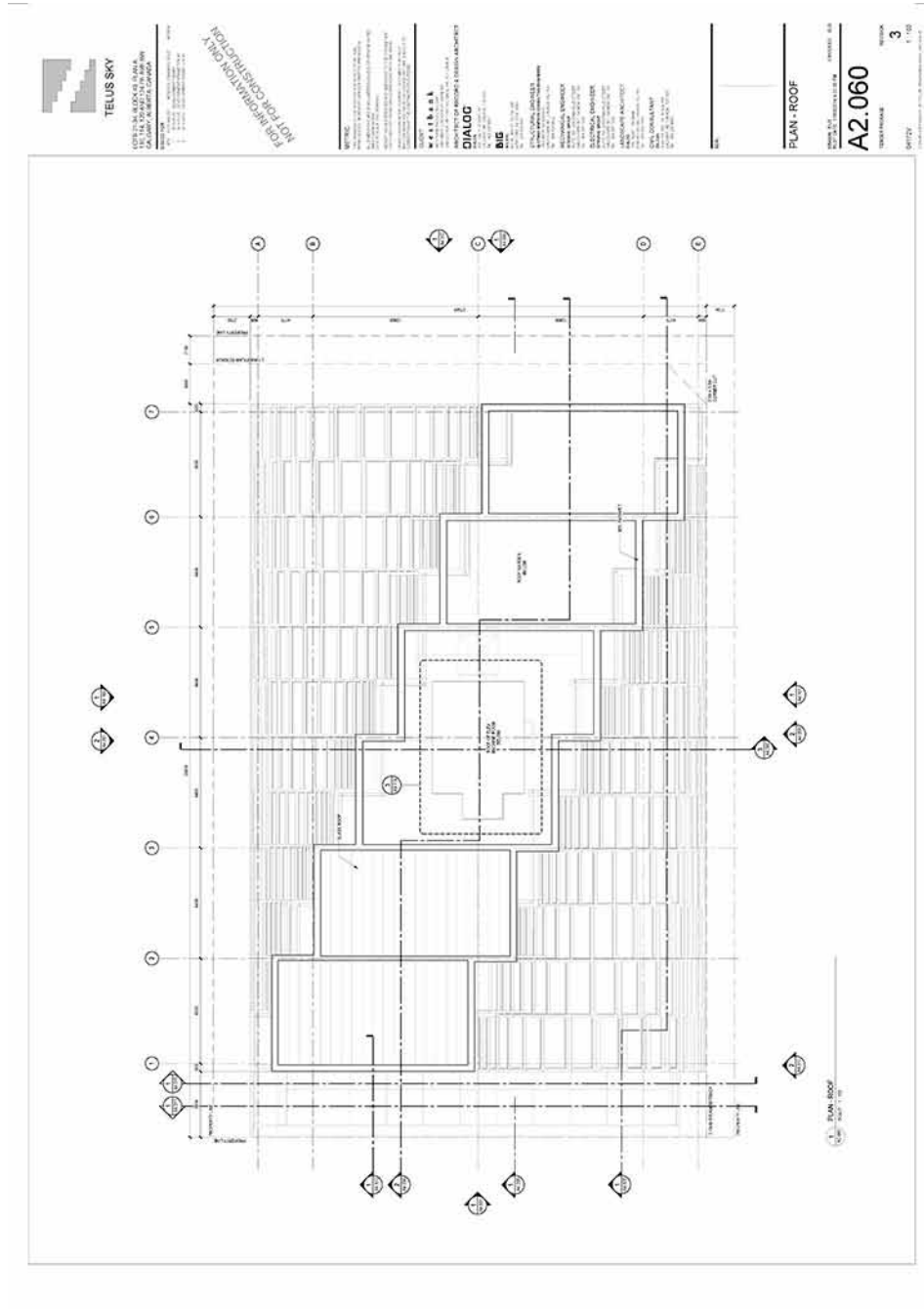
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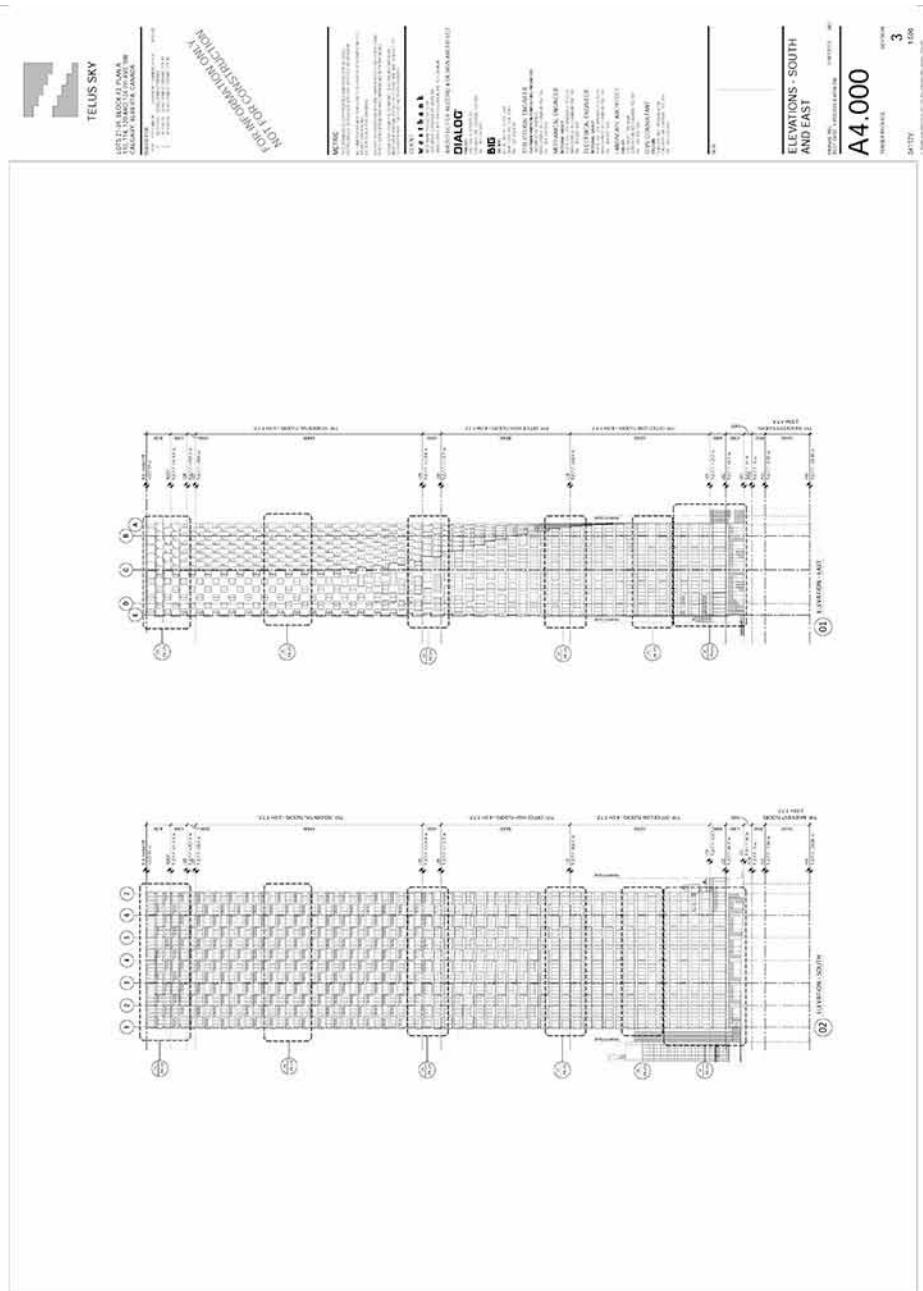
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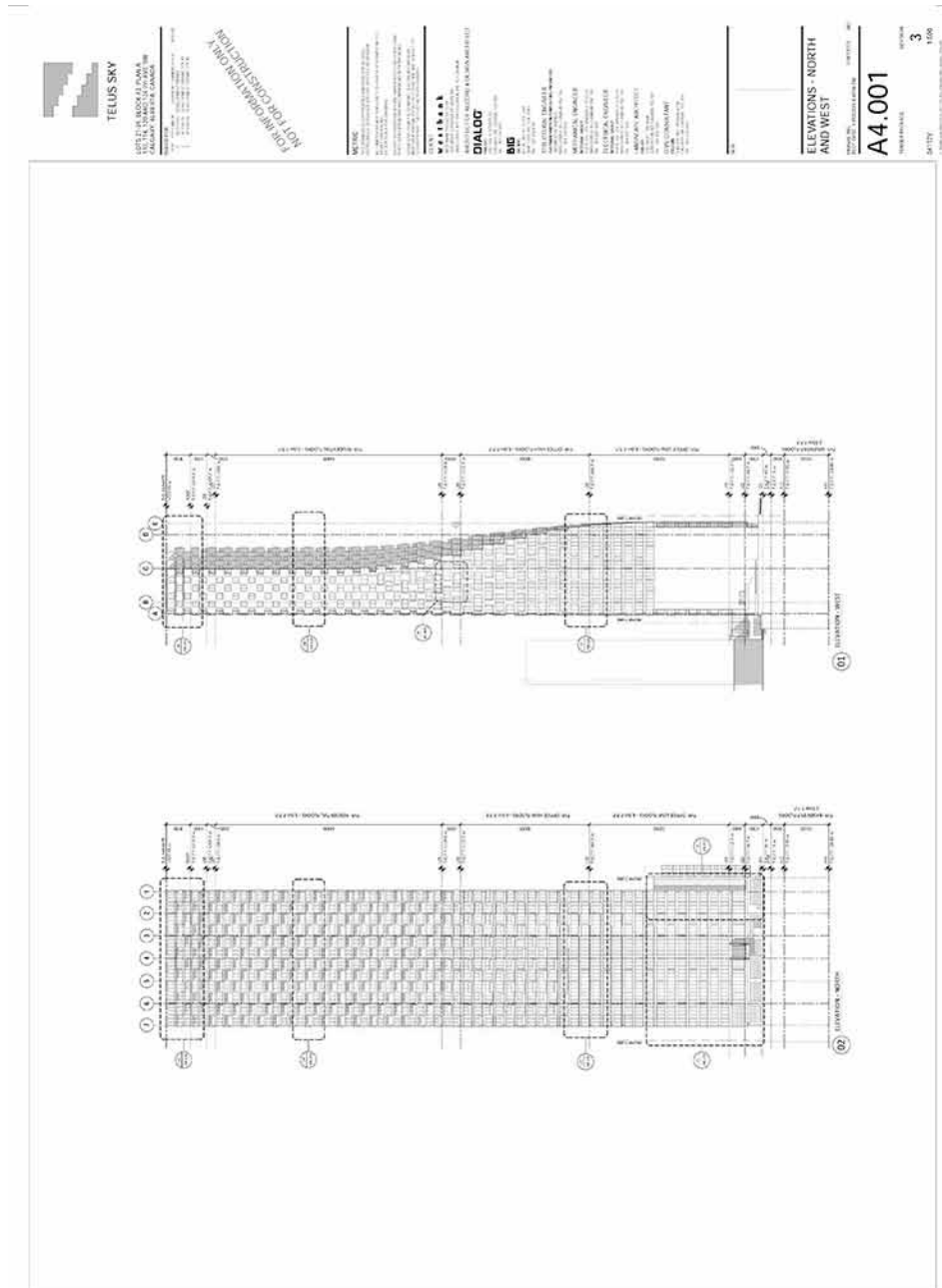
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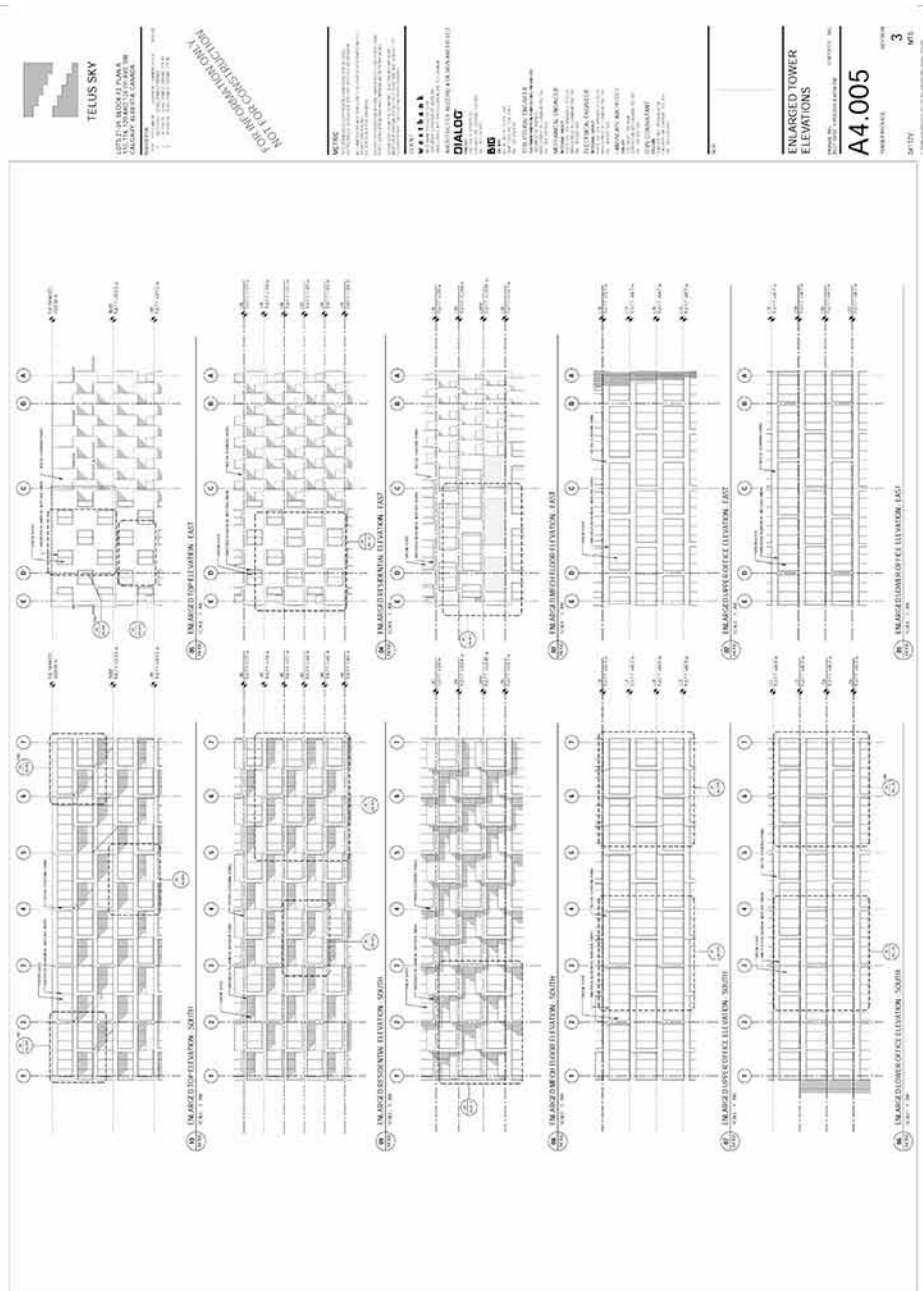
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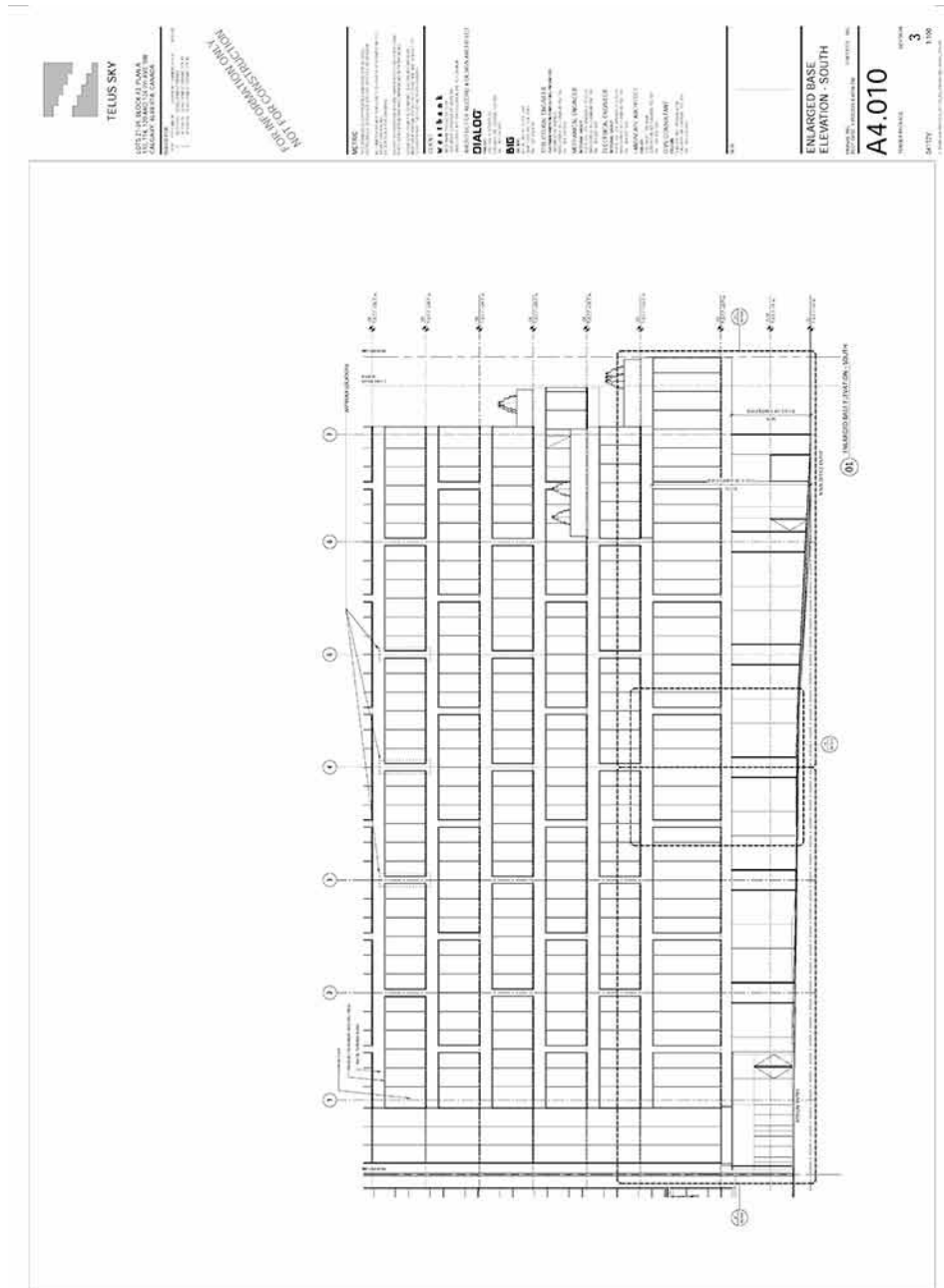
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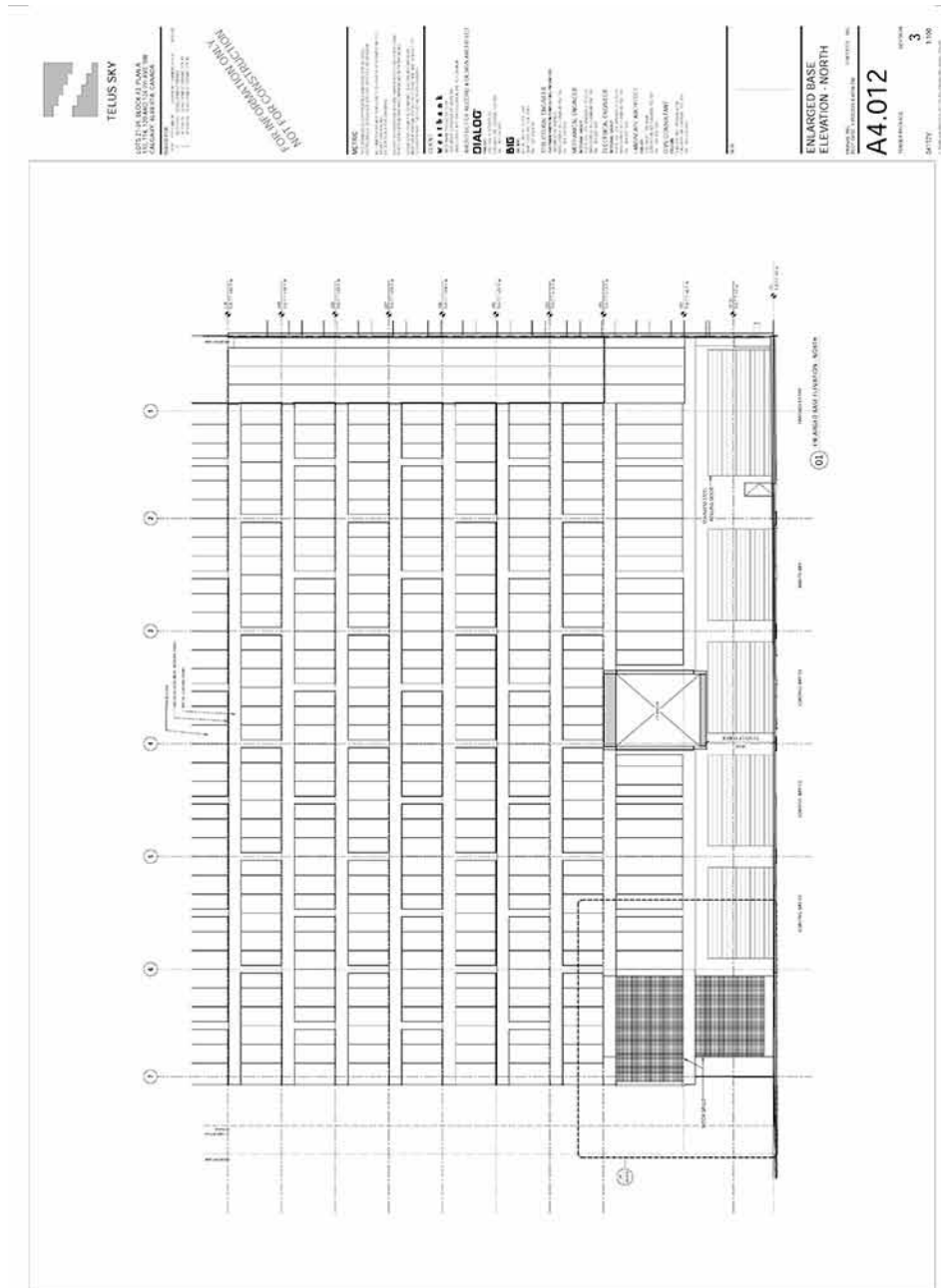
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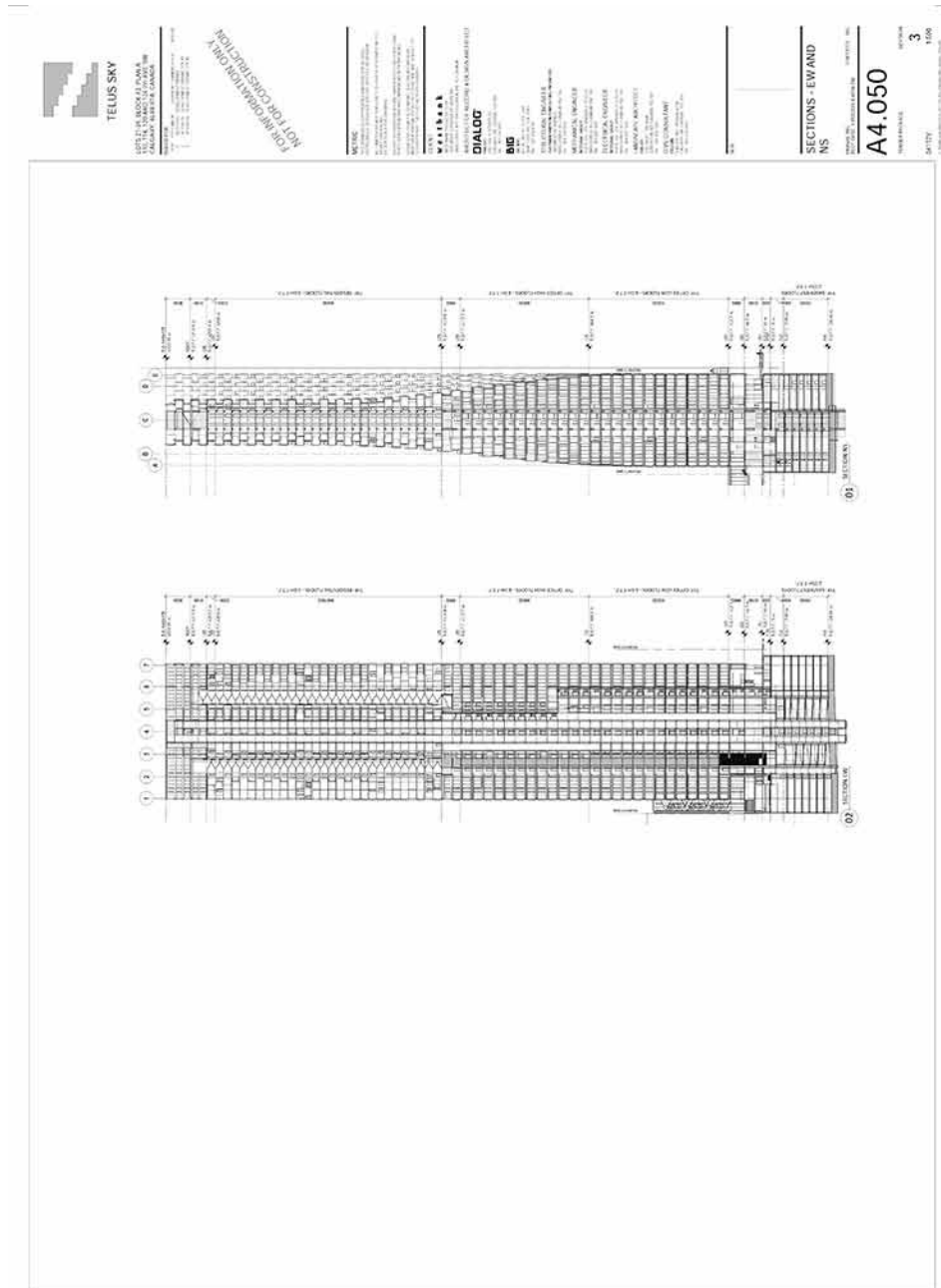
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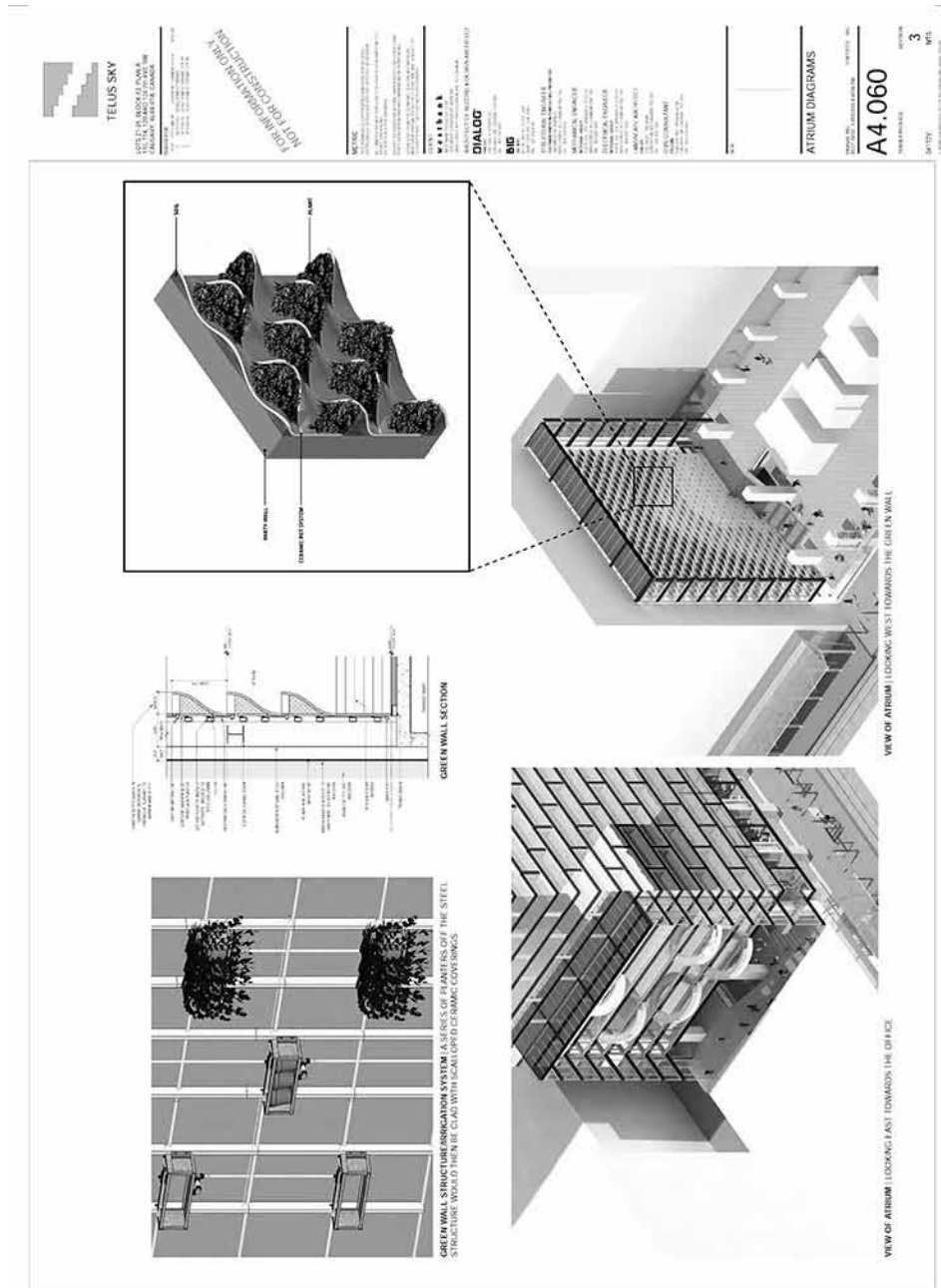
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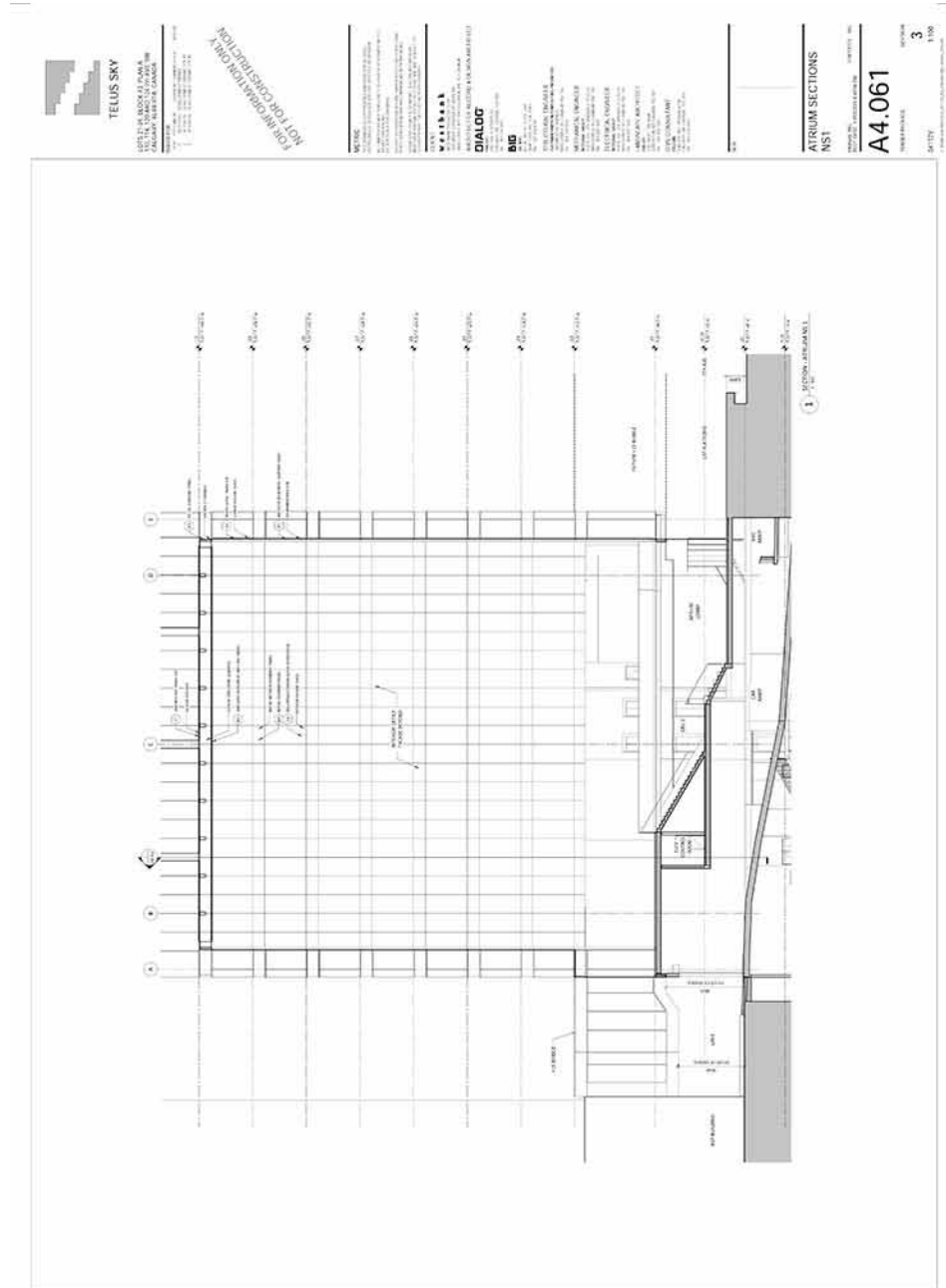
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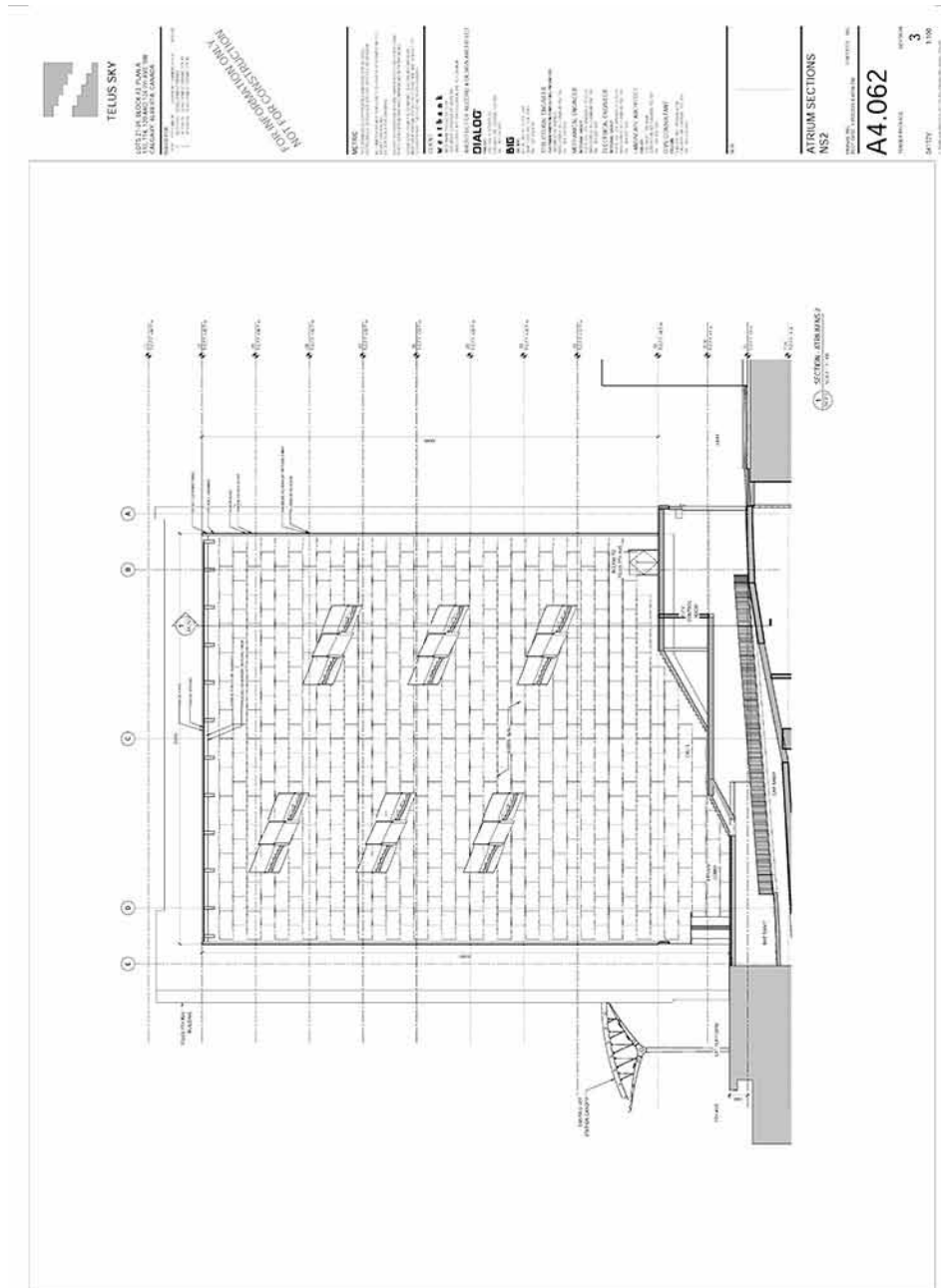
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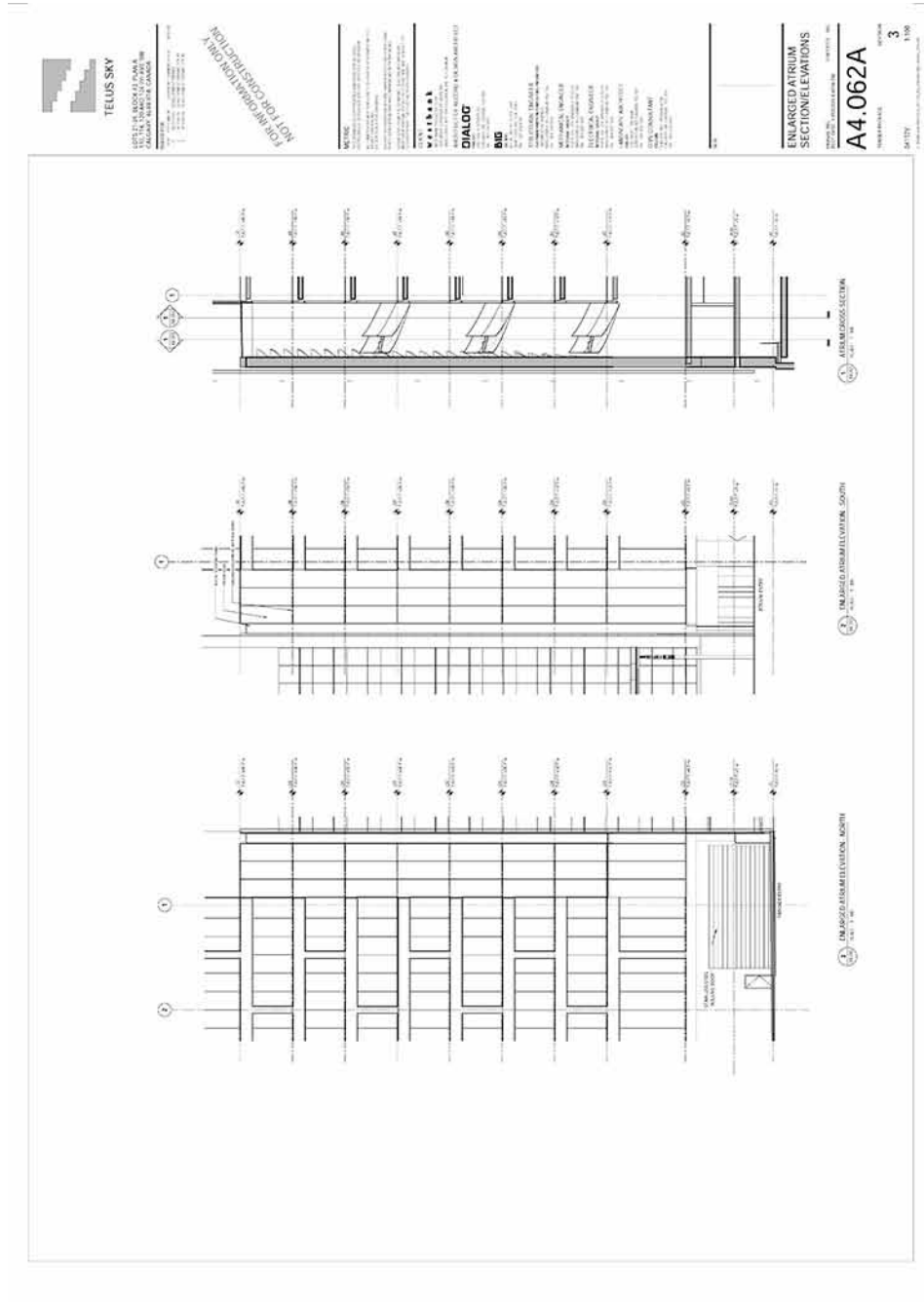
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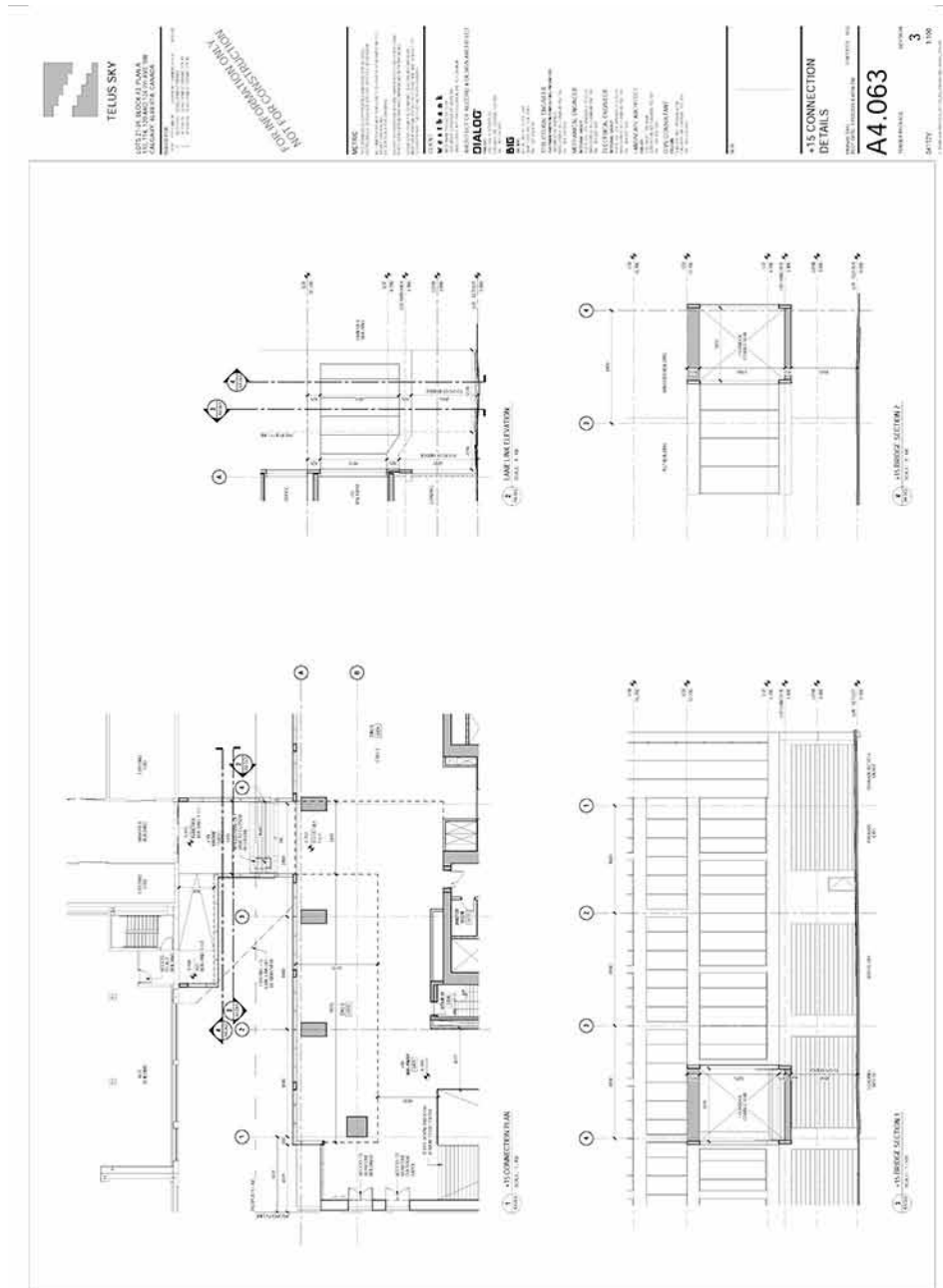
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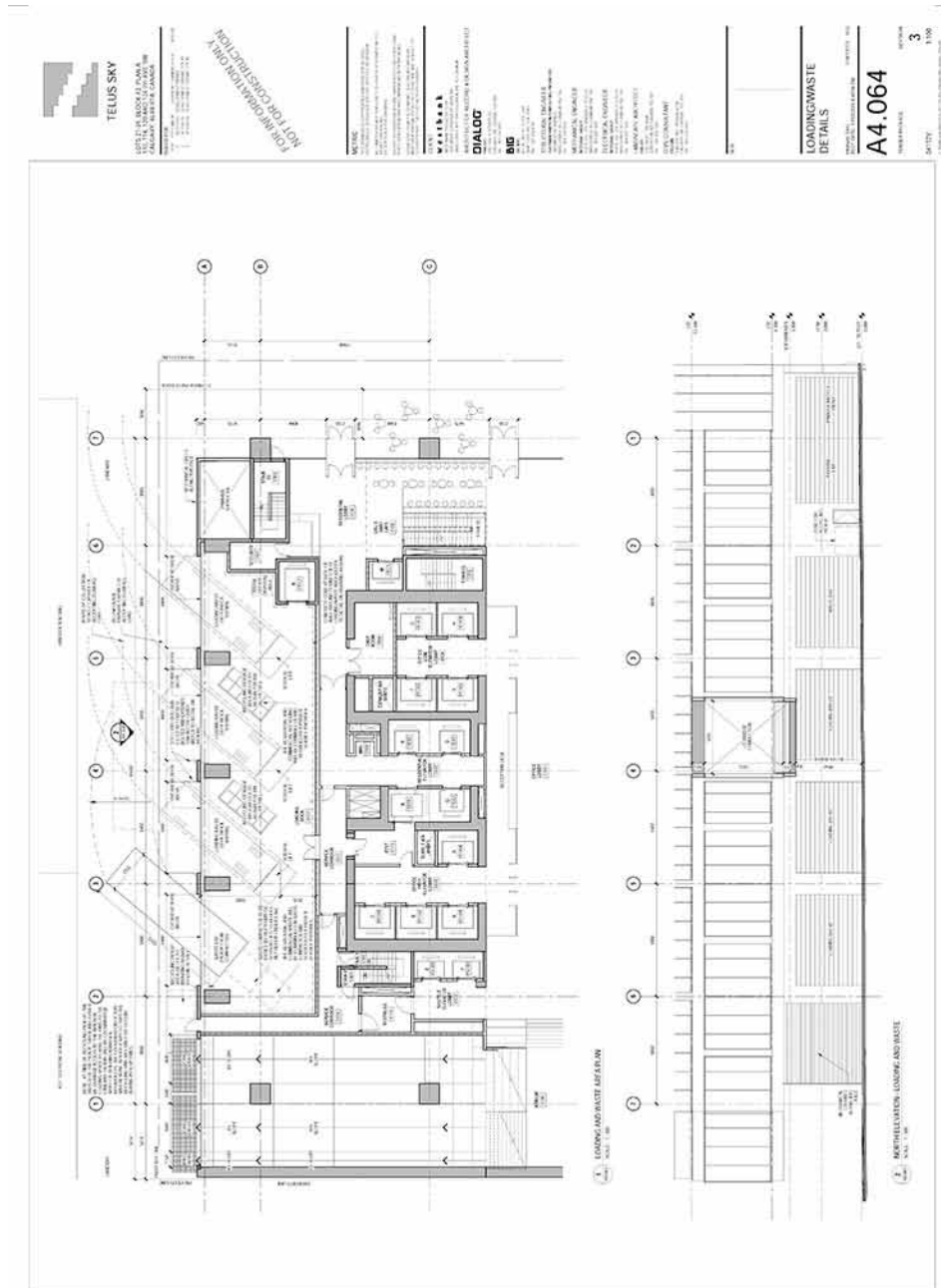
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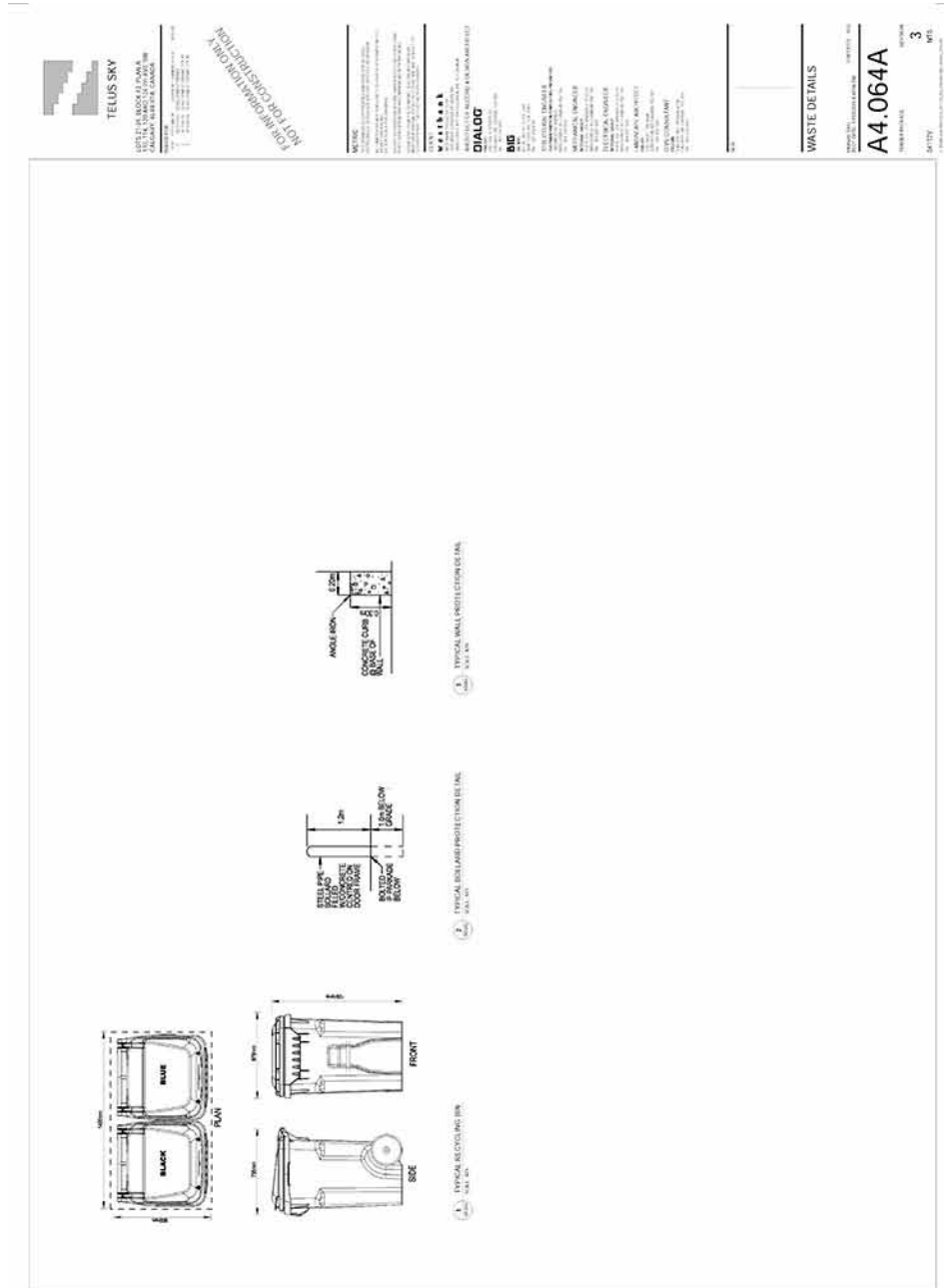
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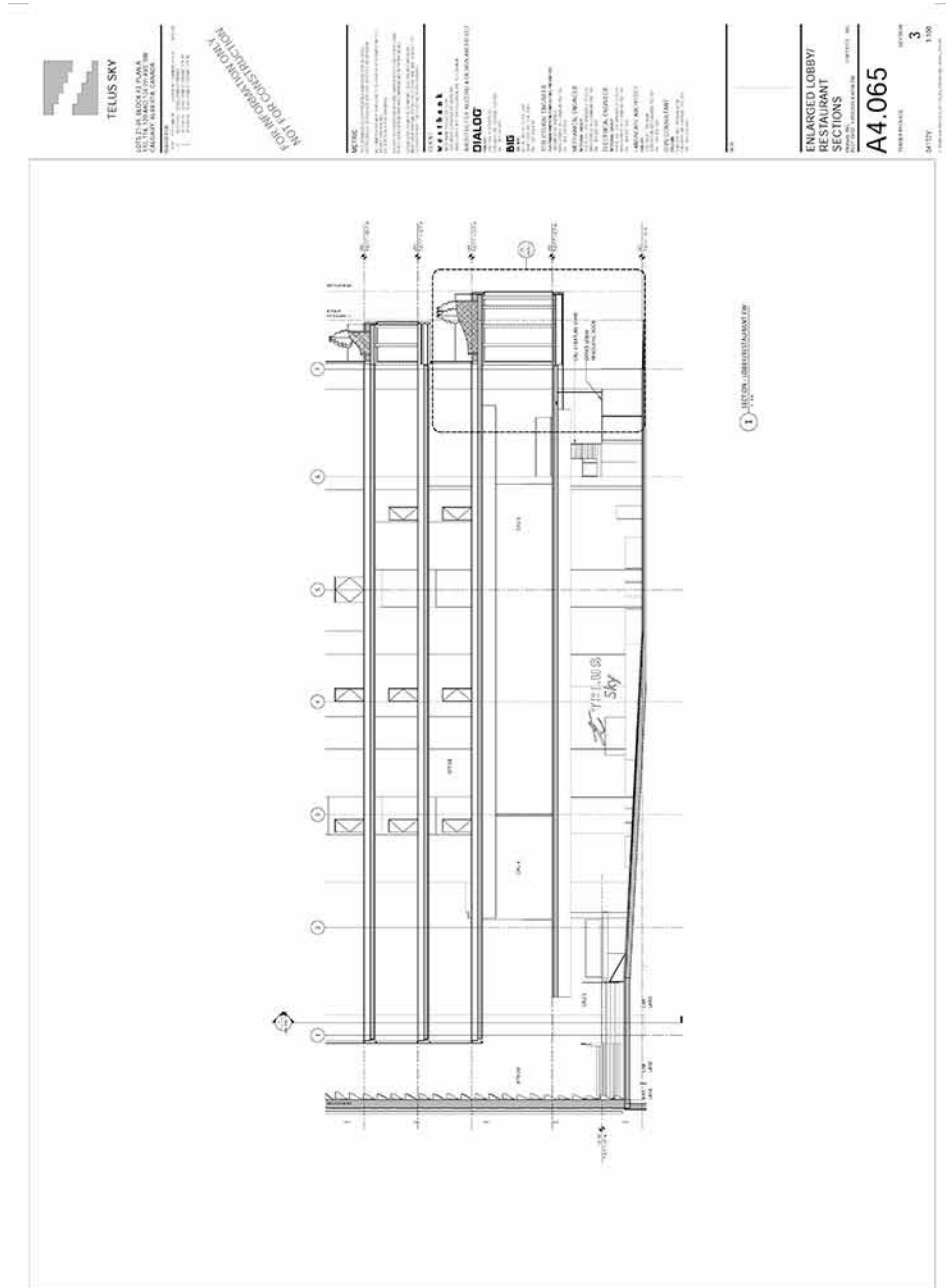
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TELUS SKY
1001 10 AVENUE SW, SUITE 1000
CALGARY, ALBERTA T2C 1E9
TEL: 403.243.8888
WWW.TELUS.COM

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NOTES:
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. ALL FINISHES ARE TO BE AS SHOWN ON THE ARCHITECTURAL DRAWINGS.
3. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE ARCHITECT.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING CODE OF CANADA AND ALL APPLICABLE BYLAW REGULATIONS.
5. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED AT ALL TIMES.
6. ALL STRUCTURAL WORK SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE NATIONAL BUILDING CODE OF CANADA AND ALL APPLICABLE BYLAW REGULATIONS.
7. ALL MECHANICAL, ELECTRICAL AND PLUMBING WORK SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE NATIONAL BUILDING CODE OF CANADA AND ALL APPLICABLE BYLAW REGULATIONS.
8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
9. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT AND THE CALGARY PLANNING COMMISSION.

WALKER
ARCHITECTS
1001 10 AVENUE SW, SUITE 1000
CALGARY, ALBERTA T2C 1E9
TEL: 403.243.8888
WWW.WALKERARCHITECTS.COM

DIALOG
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WWW.DIALOGARCHITECTS.COM

BOG
1001 10 AVENUE SW, SUITE 1000
CALGARY, ALBERTA T2C 1E9
TEL: 403.243.8888
WWW.BOGARCHITECTS.COM

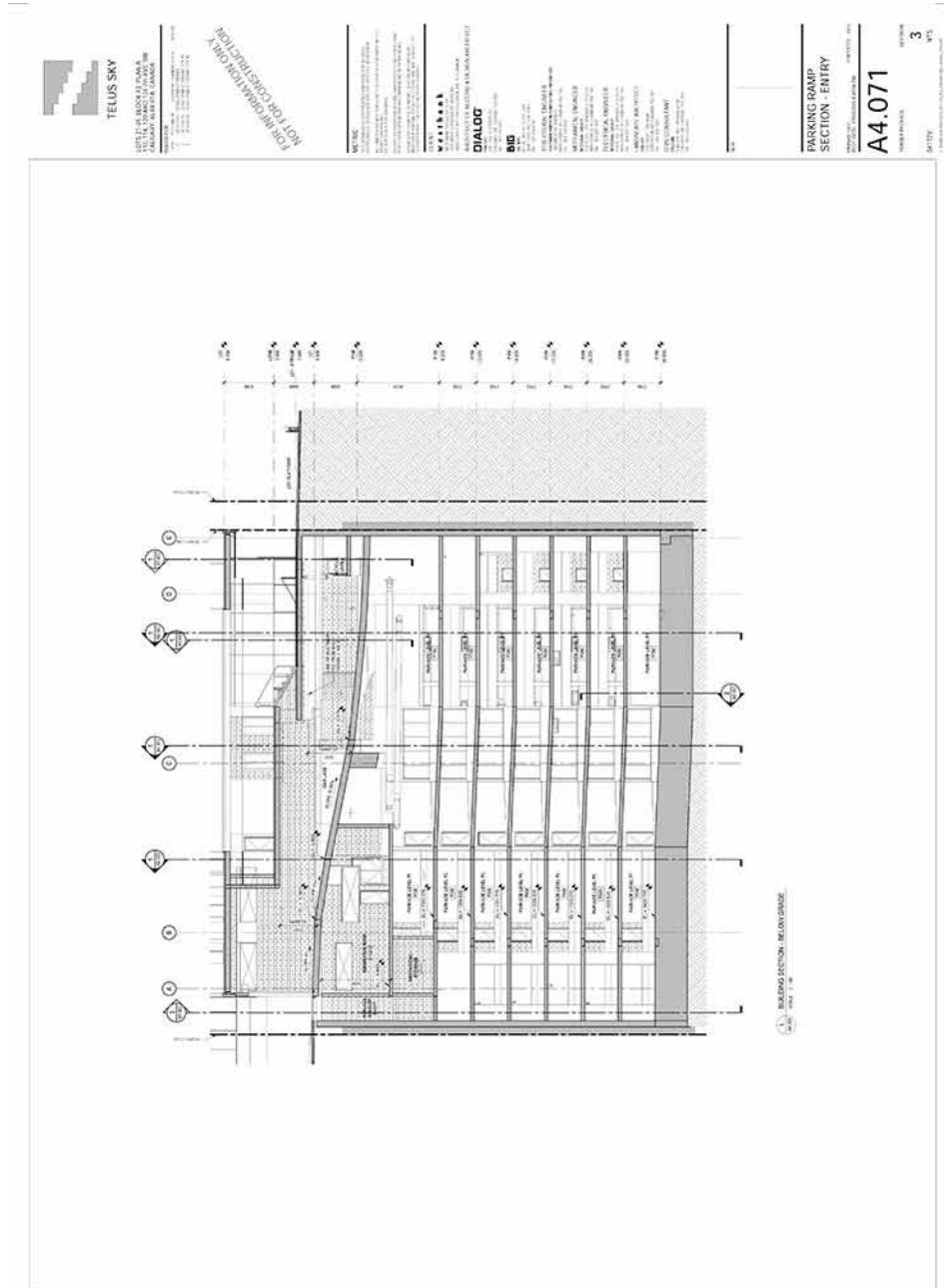
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CALGARY, ALBERTA T2C 1E9
TEL: 403.243.8888
WWW.A1001ARCHITECTS.COM

ENLARGED LOBBY/
RESTAURANT
SECTIONS
A4.065

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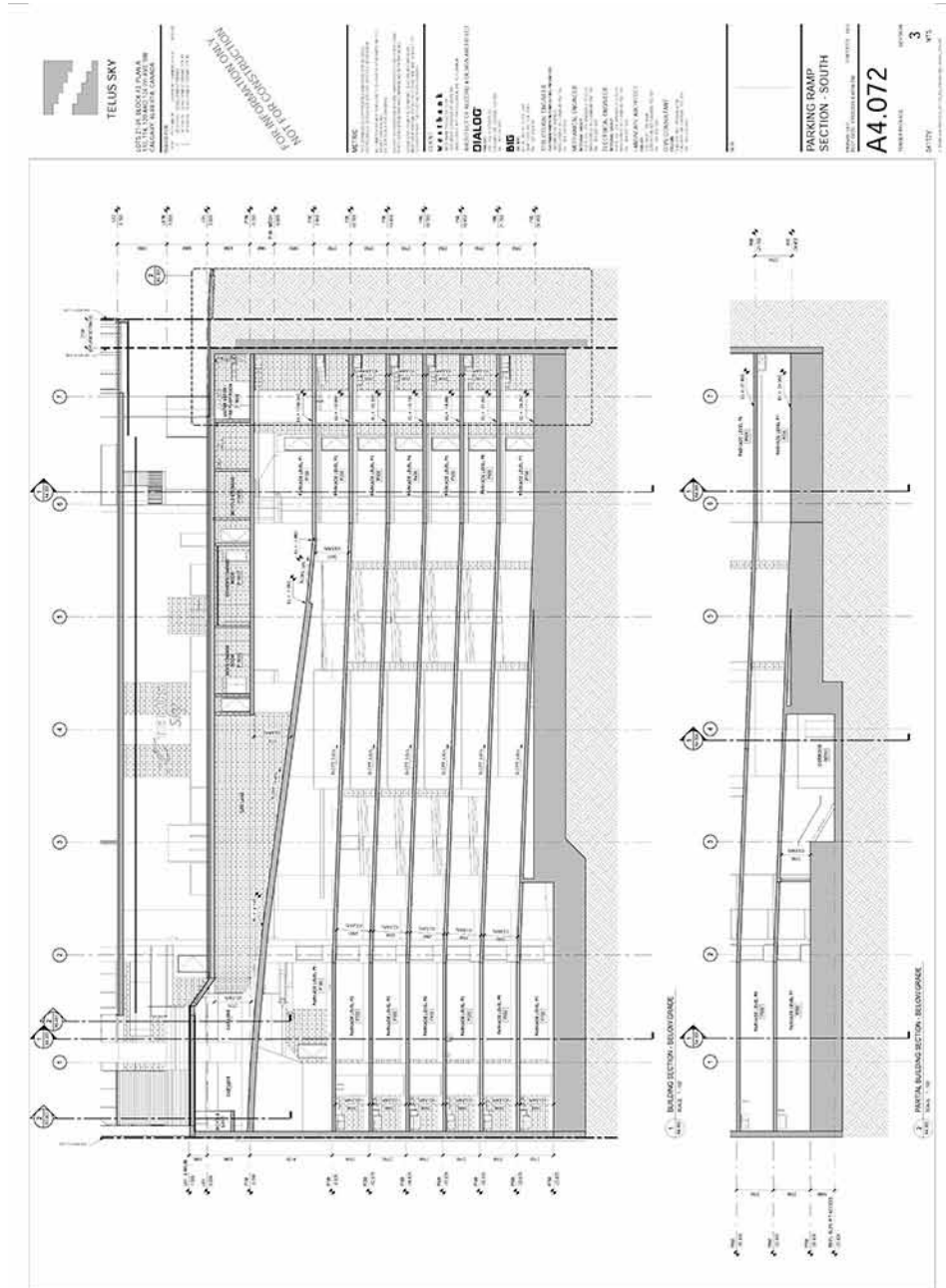
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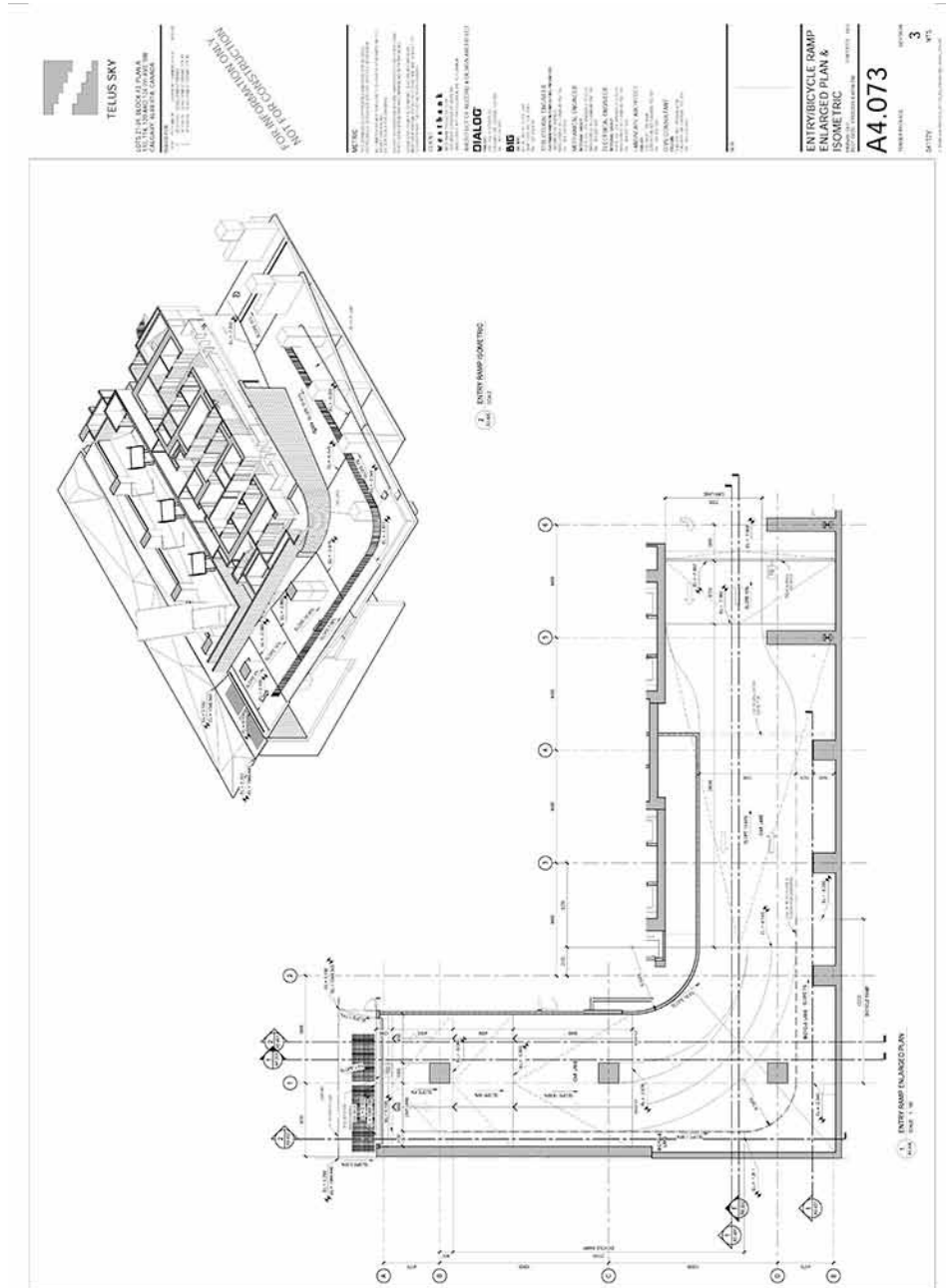
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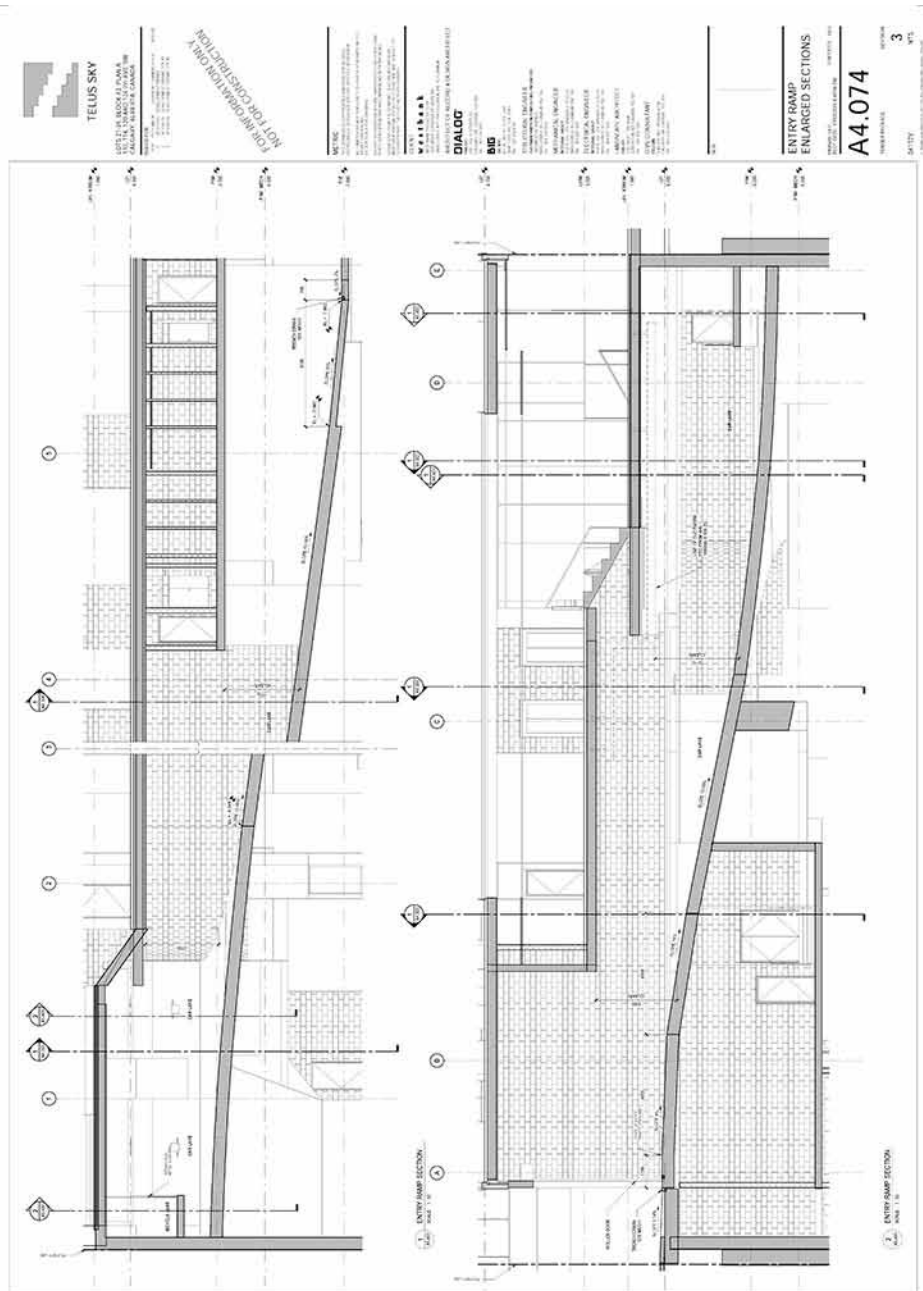
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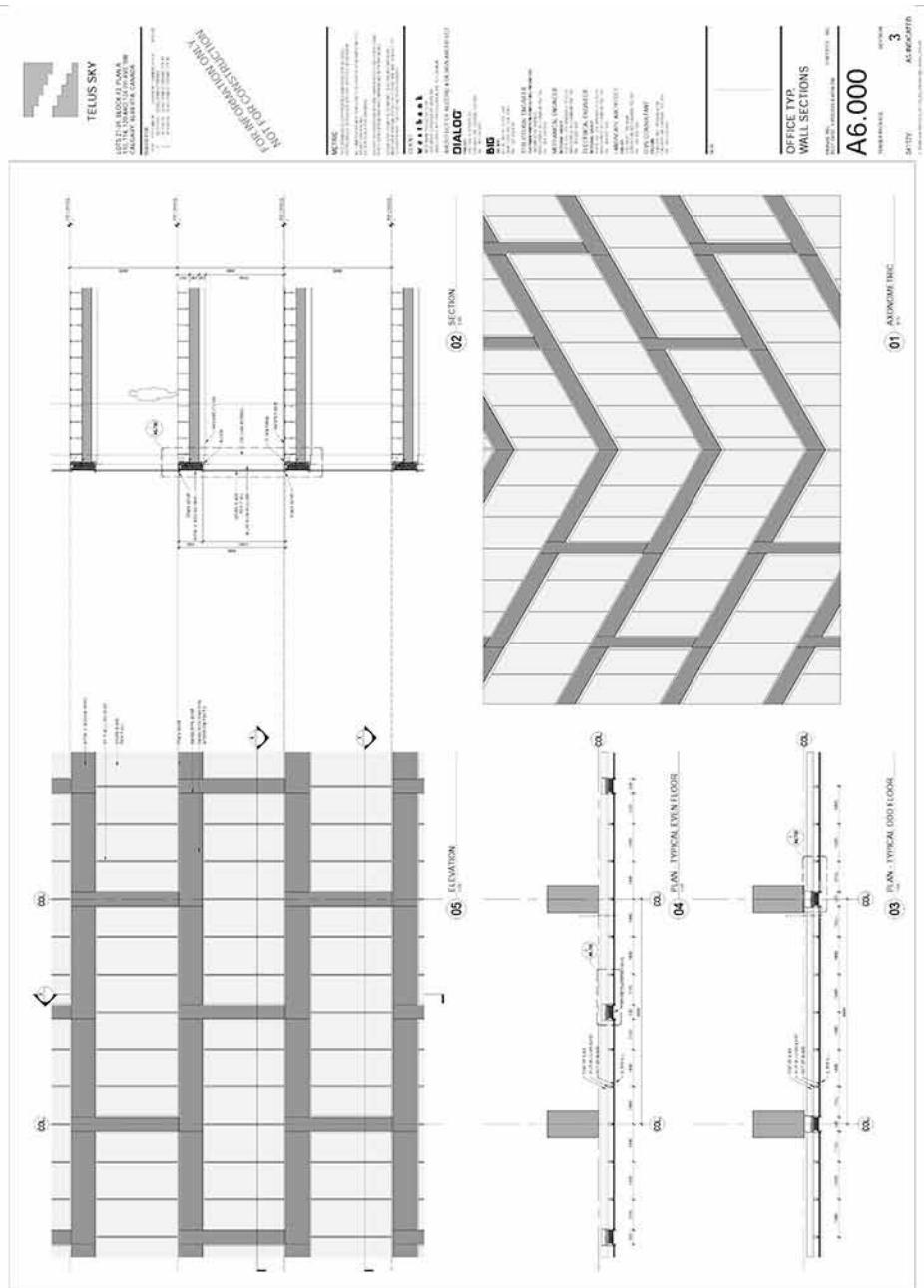
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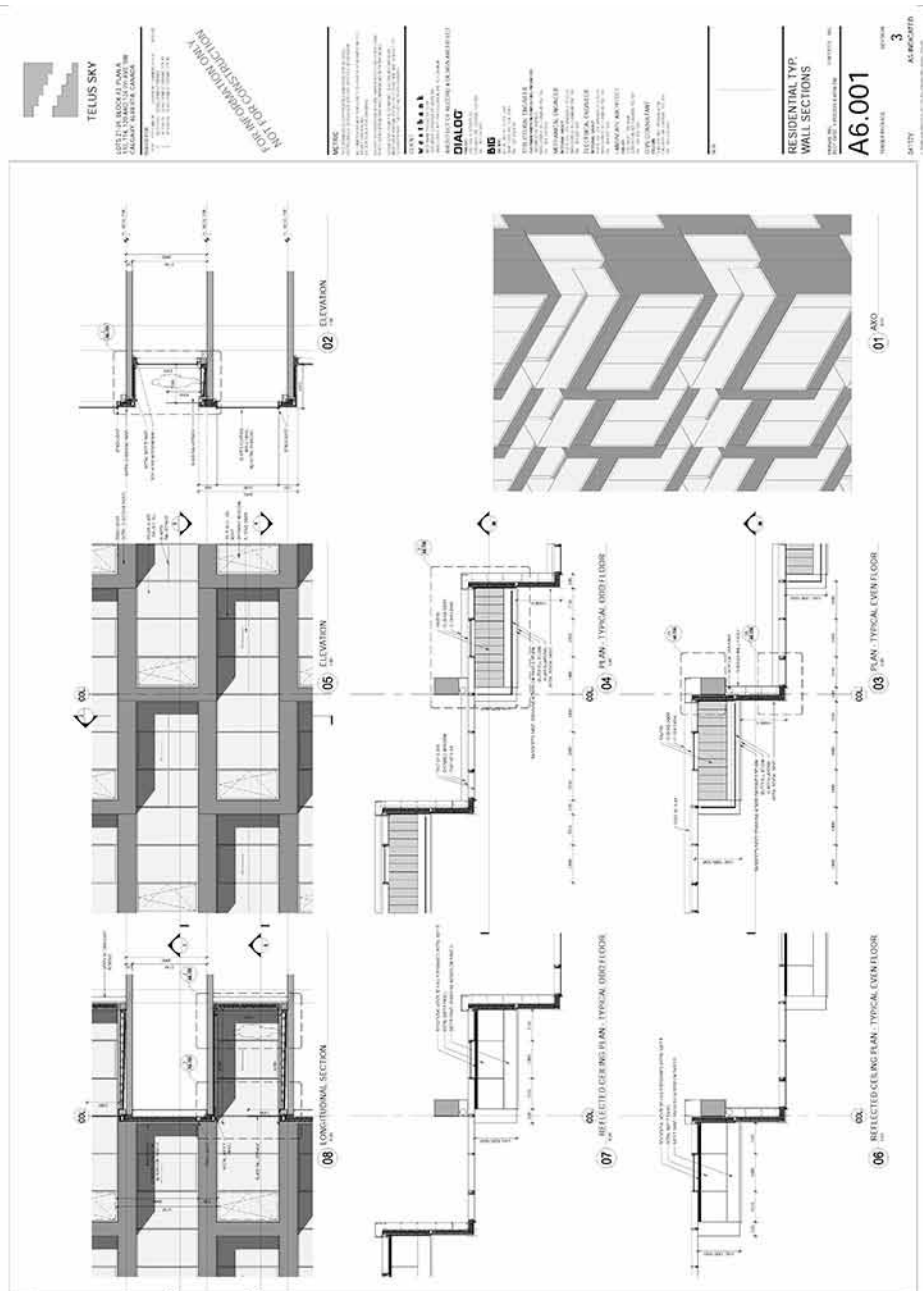
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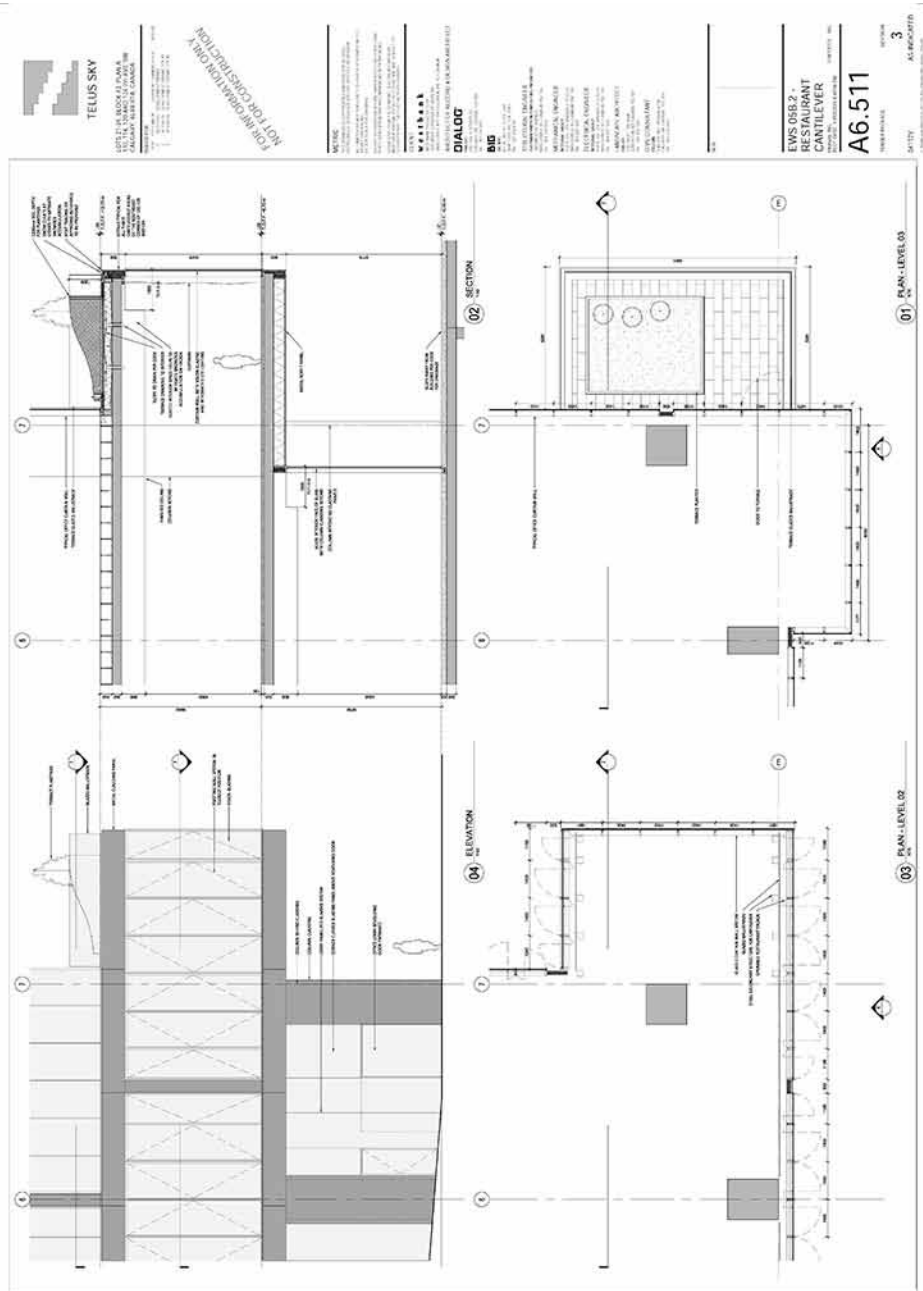
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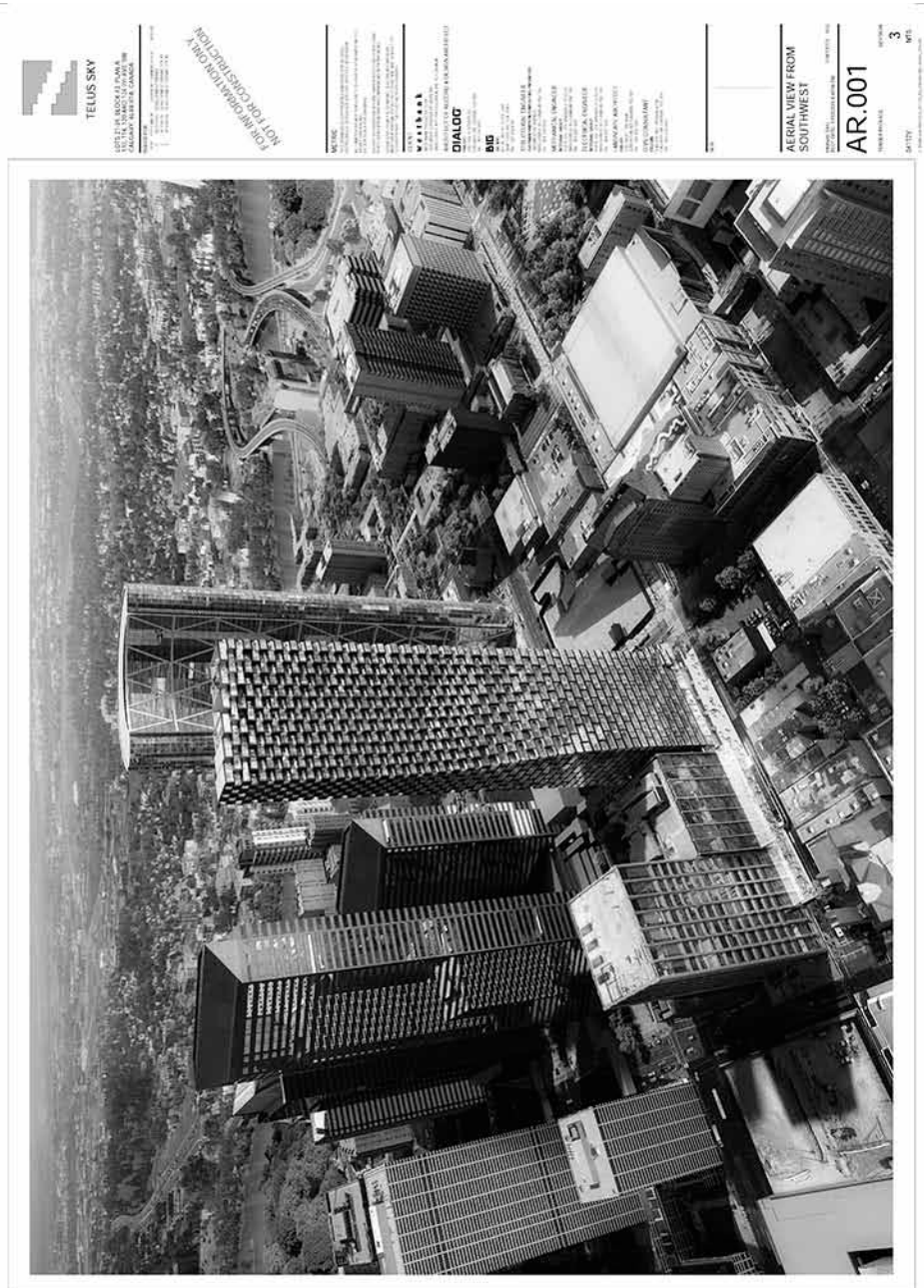
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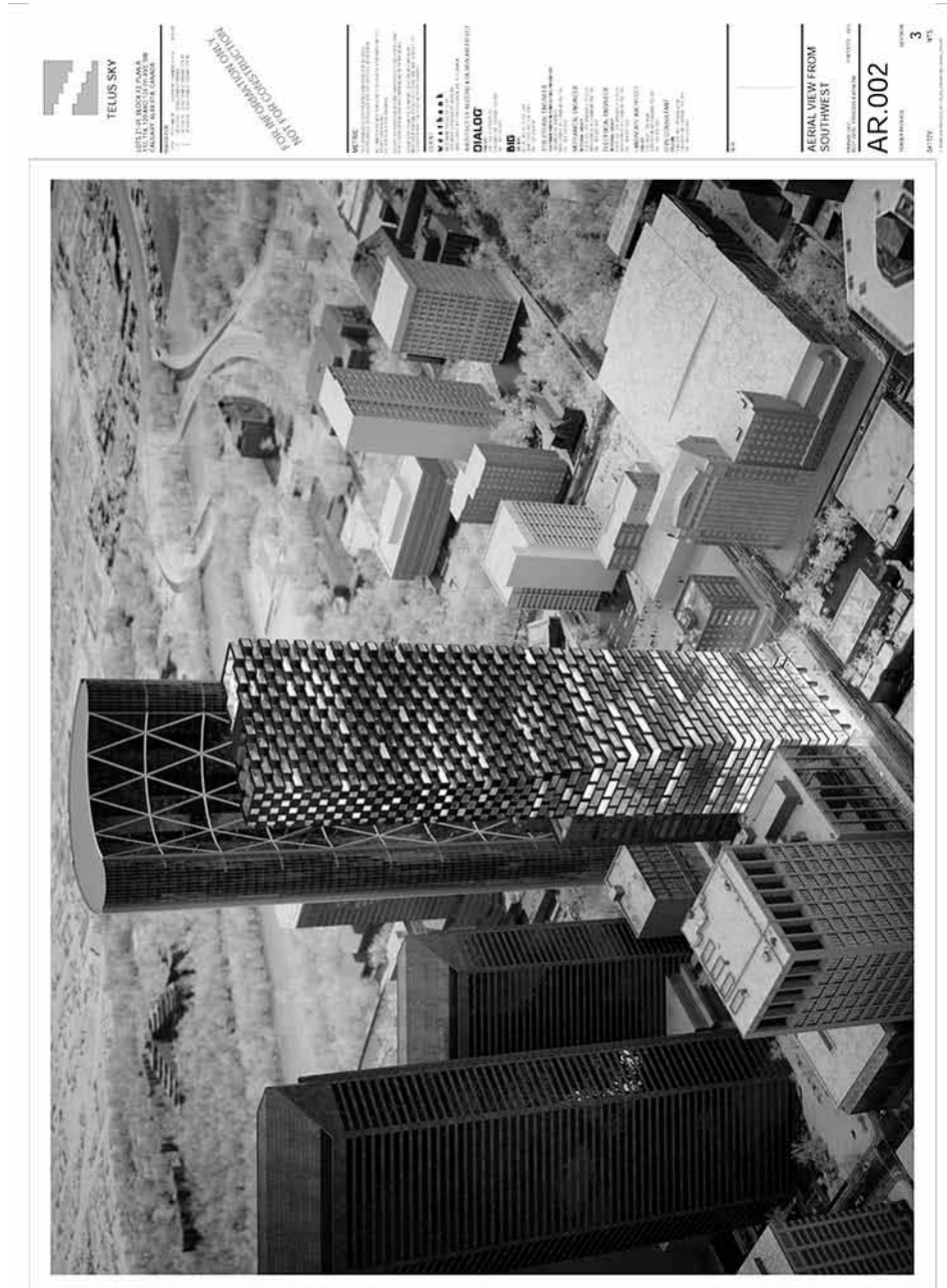
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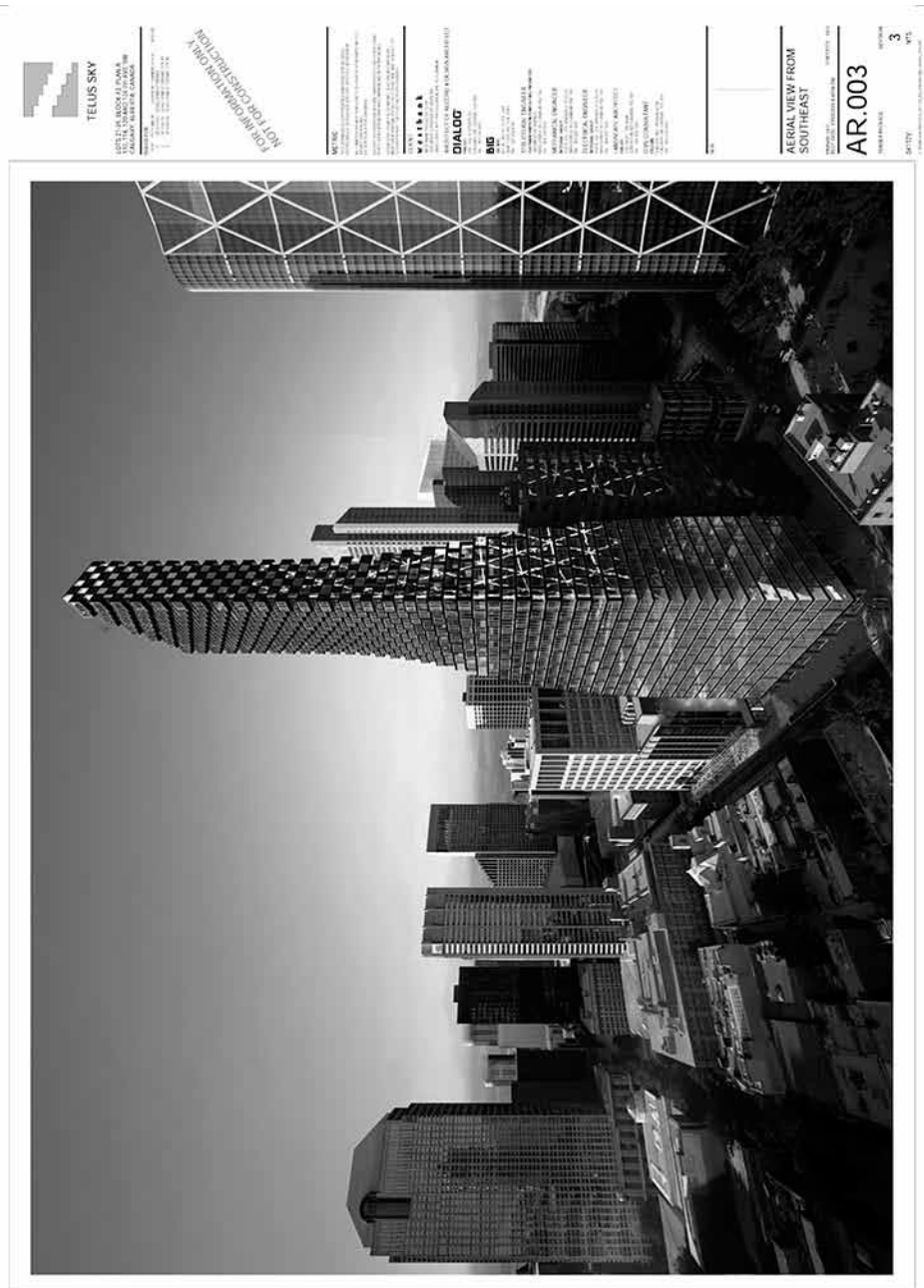
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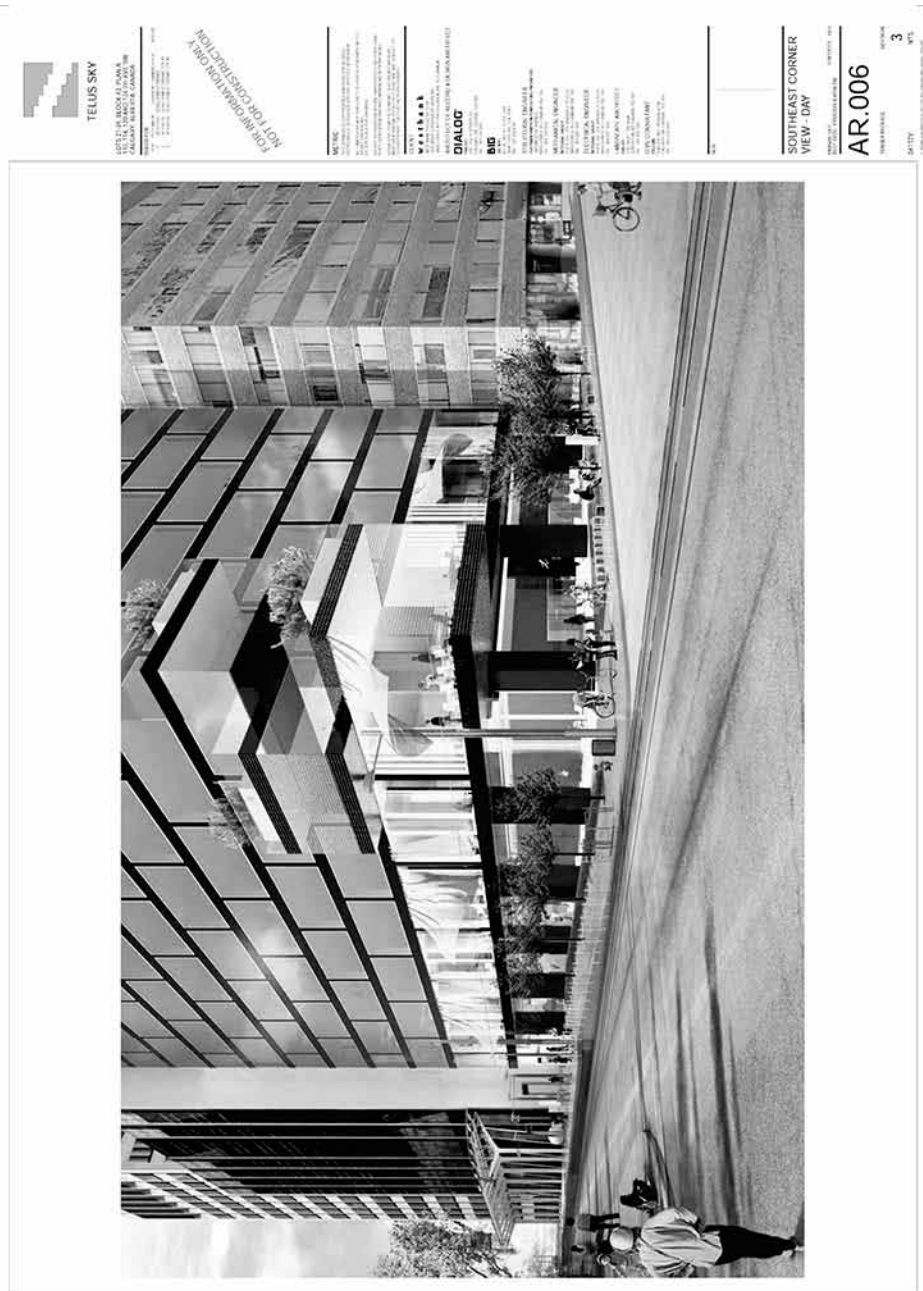
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TELUS SKY
 10015 104 STREET SW, SUITE 1000
 CALGARY, ALBERTA T2C 0E8

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GROUND PLANE LIGHTING

AR.007A

DATE: 1/14/14
 SHEET: 3

TELUS Tower Exterior Lighting Strategy:

The design team will explore and develop base level accent lighting to enhance the building's facade and provide a sense of place and identity. The design team will also explore lighting for the building's entrance and provide a sense of place and identity. The design team will also explore lighting for the building's entrance and provide a sense of place and identity.

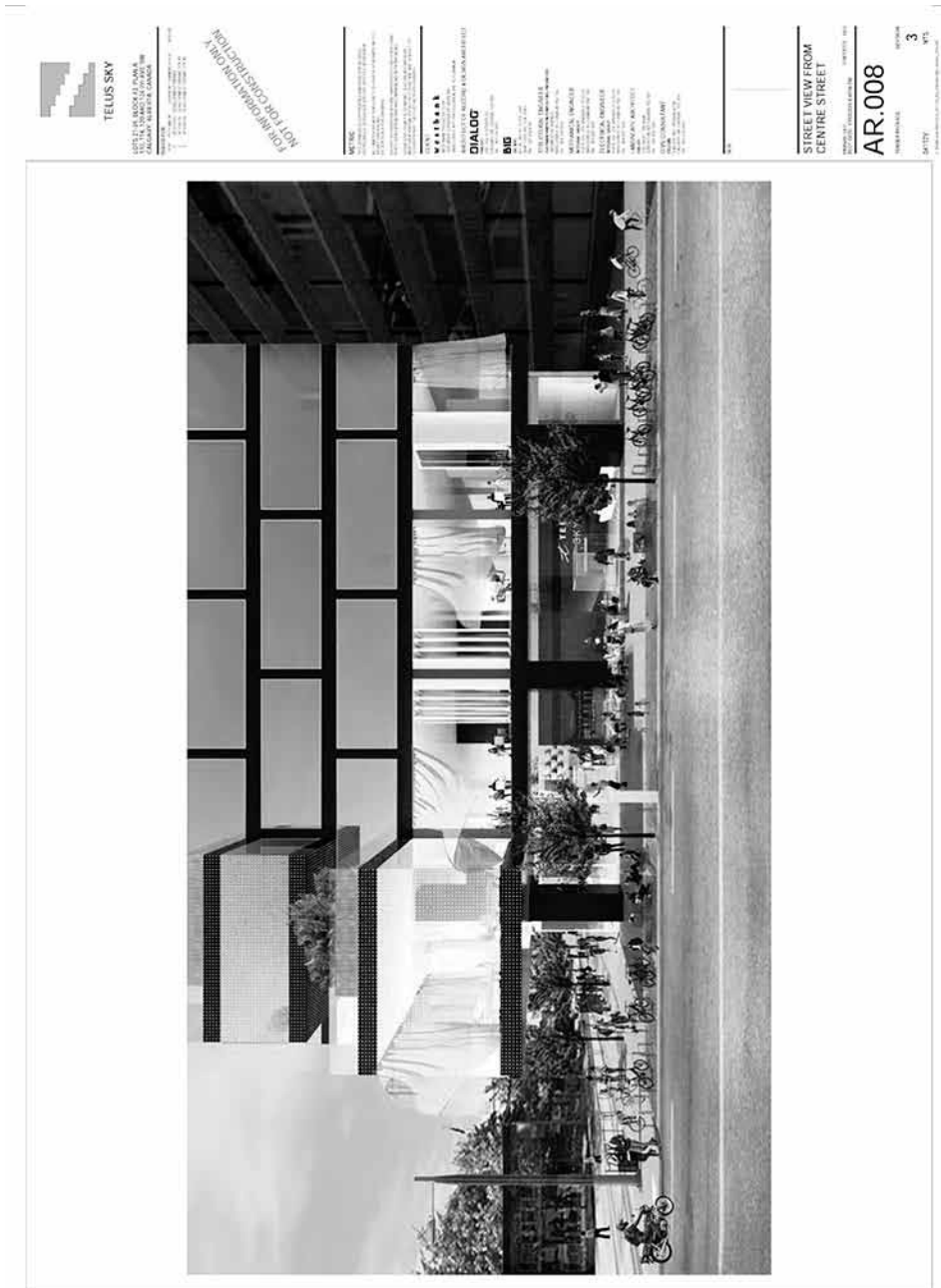


Architectural Lighting: Architectural lighting is used to highlight the building's facade and provide a sense of place and identity. The design team will explore and develop base level accent lighting to enhance the building's facade and provide a sense of place and identity.

Lighting Controls: The design team will explore and develop lighting controls to enhance the building's facade and provide a sense of place and identity. The design team will also explore lighting for the building's entrance and provide a sense of place and identity.

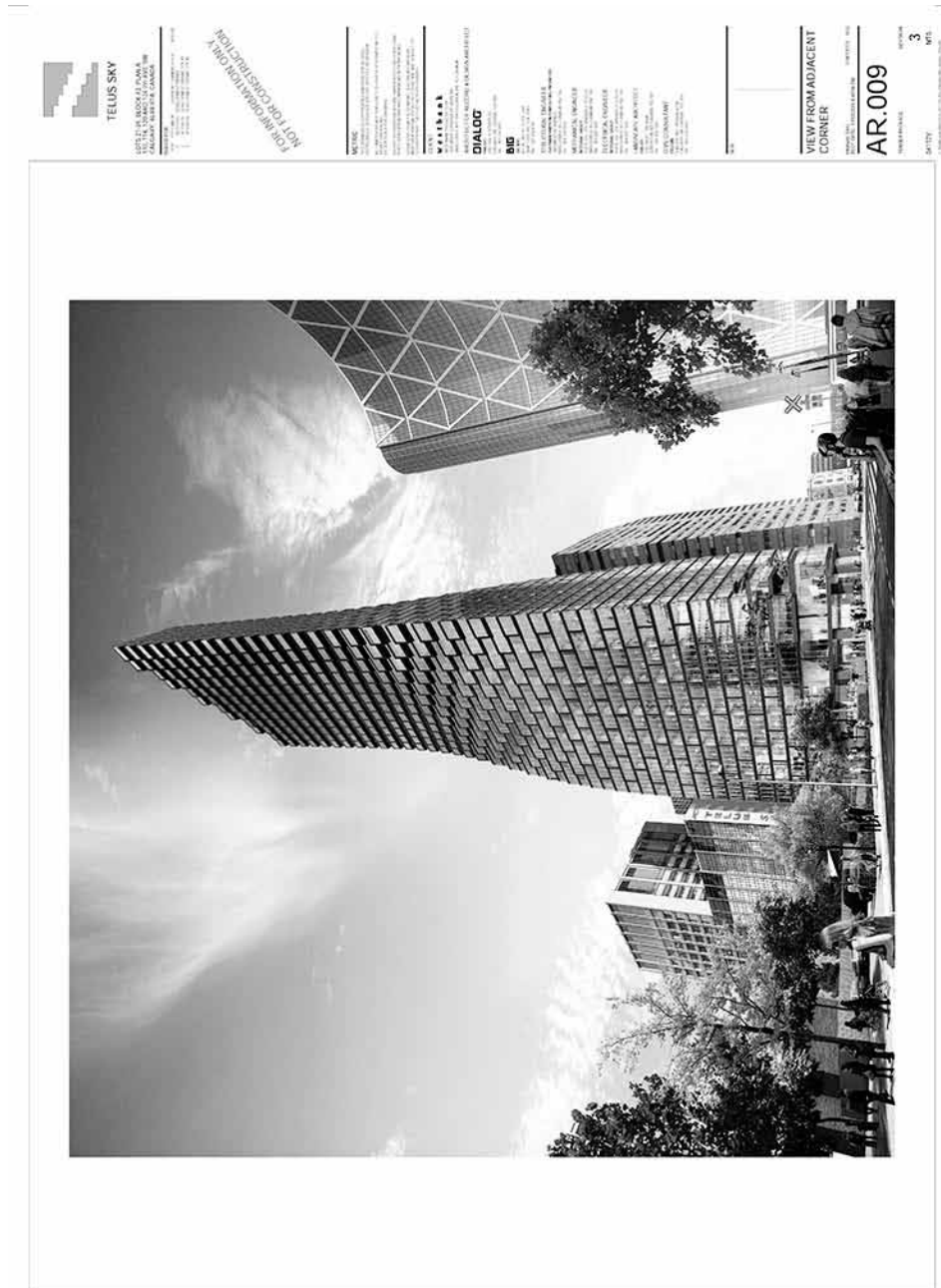
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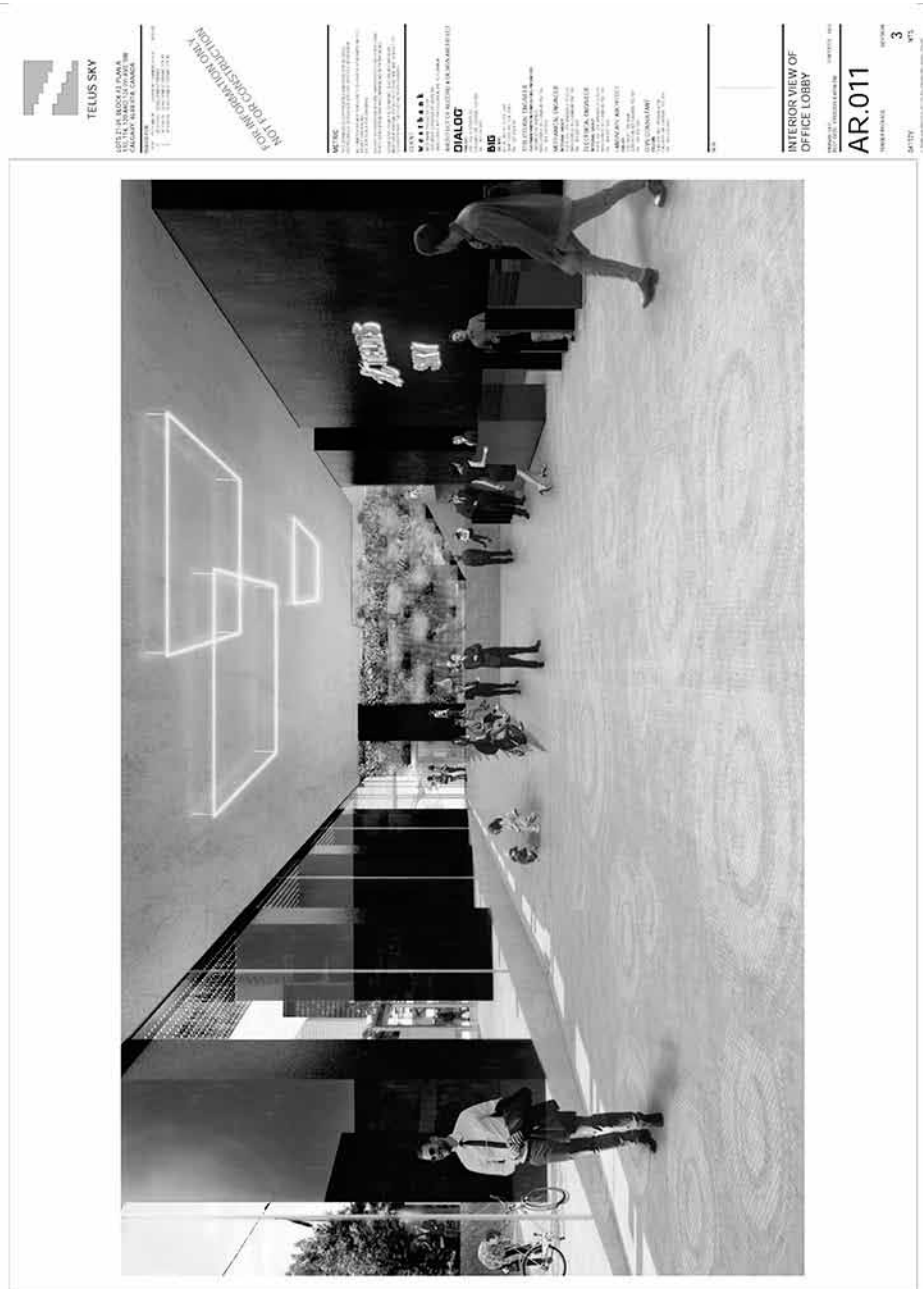
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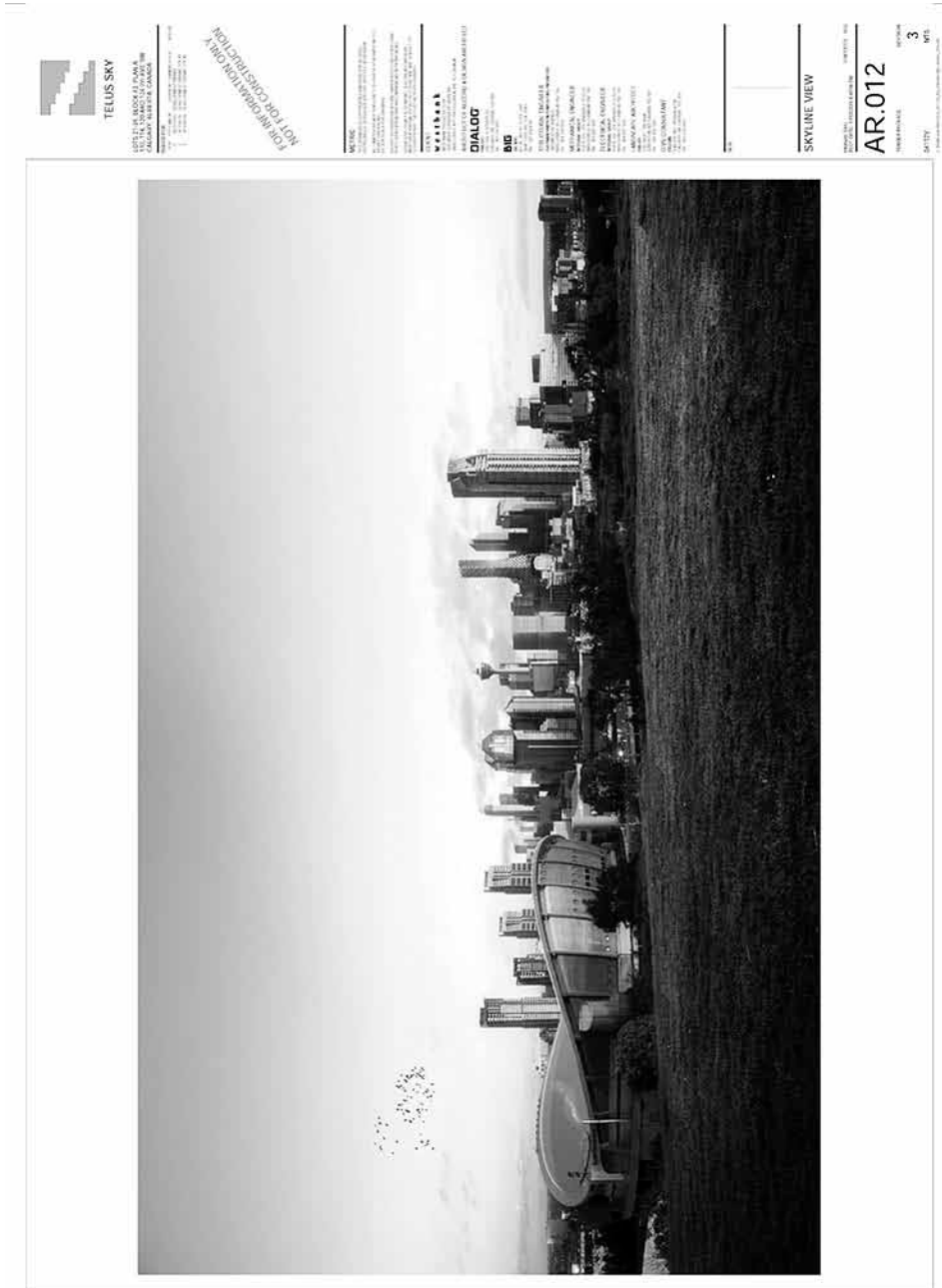
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APPENDIX II: CONDITIONS OF APPROVAL

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit.

Planning:

1. A Development Agreement shall be executed in conformity with all reports, plans and materials submitted to and approved by the Development Authority, including:
 - A +15 Development Agreement with The City to the satisfaction of the City Solicitor,
 - The delineation of +15 easement areas, schedules and maintenance obligations,
 - Details of responsibilities for and construction of all improvements within the adjacent public rights-of-way,
 - Details of the sculpture and/or amount to be contributed with respect to the provision of sculpture in accordance with Bonus standard B12 of Bylaw 2 P80, and
 - Provision of the outstanding obligations.
2. Submit contribution to the + 15 fund at the current rate at the time of payment. Please contact Russ Mouny (403) 268 8694 for the current +15 fund rate prior to payment.
3. Submit plans that clearly identify the 65 parking stalls within the parcel that will be provided as parking stalls for Site 1 (the Len Werry building) at the completion of the development. These parking stalls shall only be used as parking for Site 1 and shall not be used in connection with the development of Sites 2 or 3, or sold or leased privately for the purpose of long stay parking in the downtown core.
4. Submit plans that show the acceptable location of the +15 Bridge supports for the Future +15 Bridge across 7 Avenue SW that will not adversely impact any existing or potential historic resource.

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Urban Development:

5. Amend the plans to:

Roads

Property Lines and Setbacks

- a. Remove the proposed private lighting (“integrated lighting”) from the adjacent public rights-of-way.

Note:

- Private lighting (of any kind) is to be located within the private development site.
- The most recent Development Permit “Applicant Response Letter” states that “A meeting was held with the Manager of Development, Roads, on March 6th, 2014 in which he confirmed that the proposed bench seating in the public right-of-way will be acceptable. For safety reasons, the design intent is to provide lighting to be integrated into the benches”.
- Historically, private lighting presents a liability / safety issue for the City, because private lighting does not receive formal “line assignment application” approval. As a result, contractors, the City, etc. would not know where exactly the private lighting cable, etc. would be located (no record). So if the excavation, etc was required in the area of the private utility, this may cause harm to the utility OR workers, if its location is not known. Hence why it’s removal has been requested from the public right-of-way (as per typical).
- The Manager of Development, Roads confirmed on March 25, 2014 (via email) that the private lighting was “not discussed” at with the applicant during the Roads / Applicant meeting on March 6th, 2014. Therefore as part of the March 6th discussion, this component was not accepted by Roads.

Sidewalks, Driveway Crossings & Garage Aprons

- b. Remove the proposed non-standard “Galvanized Steel Strip Paving” proposed along Centre ST S) from within the adjacent City right-of-way.

OR

Submit additional product sample(s), additional manufacturer’s information and detailed drawings (stamped and signed by a qualified structural engineer) for the applicant requested non-standard surface element(s) proposed to be located in the road right-of-way to the Materials and Research Engineer, Roads at 403-268-2846, for review and acceptance. Roads department will determine if the

R. Mounty

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element(s) are suitable and safe for the intended usage. If accepted, the applicant will be required to execute and register a Perpetual Maintenance Agreement on the development site's land title(s) and agree to maintain the non-standard surface element(s) in perpetuity.

Note (requiring applicant resolution):

- The applicant has already submitted details and designs for the proposed "Galvanized Steel Strip Paving". Through Materials and Research analysis, it was confirmed that the details and design only "meet industrial standards for designing bridge floor systems".
- In conclusion, Materials and Research state that they "need design and details which will meet City sidewalk requirements" for the purposes of pedestrian safety and long term use.
- This next step will ensure that the City will be comfortable with such a material within the pedestrian realm.

For further details, contact the Materials and Research Engineer, Roads at 403-268-2846

6. Submit a Sanitary Servicing Letter, for review and acceptance, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The Sanitary Servicing Letter shall identify the type of the development, address of the development, existing and proposed peak sanitary flows.

For further information and details, contact the Leader – Development Approvals in Water Resources at 403-268-2855 or the Water Resources Specialist at 403-268-6798.

7. The proposal to construct public infrastructure, storm and sanitary sewer main extensions within the adjacent City rights-of-way (including all associated rehabilitation, service connections, etc.) requires the developer to execute an Urban Development Indemnification Agreement to the satisfaction of the Manager of Urban Development.

To initiate the Indemnification Agreement, the following items shall be submitted to the Urban Development Generalist:

- a. cover letter requesting an indemnification agreement, including an 8 1/2" x 11" site plan indicating the construction boundaries.
- b. indicate who will be party to the agreement, provide contact information and a certificate of title for adjacent lands associated with the construction of the infrastructure.

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- c. detailed description of the Work that will form part of the Indemnification Agreement (cubic metres of asphalt and/or concrete, pipe diameters for sanitary, storm and water mains and their respective lengths in linear metres) within the City right of way.
 8. Consolidate the subject parcels. Submit a copy of the registered plan and certificate of title indicating the consolidation of subject parcels onto a single titled parcel to the Urban Development Generalist.
 9. Remit payment (certified cheque) for the infrastructure upgrades for the Centre City communities, in the amount of \$287,328.84, to Urban Development. This levy includes both the Centre City Utility Levy approved under the Centre City Utility Levy Bylaw 38M2009 and an amount approved by Council for community recreation, transportation, parks upgrading, and greenways. The amount identified above is determined by using \$4,710.00 per meter of site frontage (on avenues only) for the proposed development (61.004m).
 10. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of new sidewalks adjacent to the development site
- b. Construction of new wheelchair ramps adjacent to the development site, to City standards.
- c. Construction of new curb and gutter adjacent to the development site
- d. Rehabilitation of the adjacent lane right-of-way with standard concrete lane paving (adjacent lane right of way is in very poor condition, as per Roads)
- e. Construction of trees / trenches
- f. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel

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11. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

Roads

- a. Street lighting upgrading adjacent to the development site
12. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Urban Development, for review and acceptance from Water Resources, as required by Section 5 (2) of the Utility Site Servicing Bylaw 33M2005. Contact developmentservicing2@calgary.ca for additional details.

Transportation:

13. After further review remove the “do no block intersection” pavement marking plan from the application.
14. Payment for cash-in-lieu of parking equivalent is required for 130 stalls at the Downtown rate current at the time of payment. Certified cheques shall be submitted to the File Manager along with the development permit number and a calculation using the current cash-in-lieu rate and number of required stalls.
15. Execute and register on title a Public Access Easement with the City of Calgary over Plan A block 43, Lots 21-40 (Servient Lands). The easement is to respect the 2.134m bylaw setback along Centre Street and 7th Avenue; as well as the 3.0m X 3.0m corner cut area at the Centre Street/7th Avenue intersection.

The agreement and registerable access right of way plan shall be to the satisfaction of the Manager, Transportation and the City Solicitor. A standard template for the agreement and an Instruction Document will be provided by the Planning CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.

16. Execute and register on title a Public Access Easement with the City of Calgary over Plan A block 43, Lots 21-40 (Servient Lands). The easement is to protect the pedestrian realm within the private lands (measured from the future property line).

The easement areas are described as: the 2.095m setback along 7th Avenue and a 3.0m setback along Centre Street.

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The agreement and registerable access right of way plan shall be to the satisfaction of the Manager, Transportation and the City Solicitor. A standard template for the agreement and an Instruction Document will be provided by the Planning CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.

Note: special clauses to ensure outdoor patio areas adjacent to Centre Street between the months of April and October should be added to the standard agreement, and would be supported by Transportation Planning.

17. The developer and future site managers shall provide a written commitment on corporate letterhead to promote and monitor the TDM program identified in the transportation impact assessment. The developer is to report on the TDM program to the Director of Transportation Planning annually. Contact Ron Schafer (403) 268-1629 for more details.

Parks:

18. Provide detailed cross-sections of the proposed structural cell tree trench and demonstrate that this tree trench design will enhance the health and longevity of trees, and to the satisfaction of Parks.

Replace the 50 mm pea gravel with 75mm mulch.

Permanent Conditions

The following permanent conditions shall apply:

Planning:

19. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
20. No changes to the approved plans shall take place unless authorized by the Development Authority.
21. A Development Completion Permit shall be issued for the development before any of the uses are commenced or the development is occupied. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5491 to request a site inspection for the Development Completion Permit.
22. The properly executed Development Agreement referenced in Condition 11 shall remain in force and on title throughout the life of this development.

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23. The landscaping/planting that comprises the green wall in the atrium shall be maintained for the life of the development at the sole expense of the Developer and any landscaping/planting removed or that become seriously damaged or diseased will be replaced immediately with others of similar size and species, unless otherwise first agreed in writing by the Director of Land Use Planning and Policy.

Urban Development:

24. The subject parcels must remain on a single certificate of title for the duration of the development unless subdivision is approved by the subdivision authority.
25. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
- a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
26. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Urban Development. All work performed on public property shall be done in accordance with City standards.
27. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Urban Development, at the applicant's expense, upon completion of the foundation.
- Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
28. A Perpetual Maintenance Agreement is to be registered on the development site's land title(s) for the applicant requested non-standard surface element(s), silva cell tree structures, trees, bike racks, wood and stainless steel seating located in the road right-of-way concurrently with the execution of the Indemnification Agreement.

Contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.

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29. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which was submitted to Water Resources for review and acceptance. Any amendments to the ESC documents must be reviewed and approved by Water Resources in advance by contacting the ESC inspector that reviewed the documents or by contacting the Water Resources Erosion Control Coordinator at 403-268-2655.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control (www.calgary.ca/waterservices/esc). Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

For all soil disturbing projects, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

30. Contact the Erosion Control Inspector, Water Resources, with at least two business day's notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.
31. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
32. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.

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33. As the development application has not met all minimum standards as identified in either the current City of Calgary standards - "Waste & Recycling Services Requirements: Design Guidelines" or the current Waste & Recycling Bylaw, the developer or owner shall be responsible for the management of the waste and recycling on the site. The developer shall dispose, handle, store and collect waste on site pursuant to the approved plans provided for DP2013-4317.

Transportation:

34. This development is located along the 7 Avenue LRT corridor. Access to the construction site is required to be on Centre Street SW or the 6/7 Avenue laneway and shall not impact train service.
35. Construction of elements in, below or above the 7 Avenue corridor must be completed in accordance with Calgary Transit's right-of-way procedures. All activities in the right-of-way, including sidewalks, require a permit issued by Calgary Transit. The cost of protection of workers and/or equipment during impeding construction is to be at the full cost of the applicant.
36. The applicant is advised that underground communications infrastructure integral to the safe operation of the LRT system are located within the 7 Avenue right-of-way. Additionally, stations, overhead power systems and track cannot be affected during construction. The applicant is required to coordinate with Calgary Transit throughout all demolition and construction projects of this block to ensure that no systems are compromised.
37. Before excavation activities begin and at anytime during construction (as deemed necessary by Calgary Transit,) Calgary Transit shall be granted access to the site to survey LRT track and other systems within the right-of-way to ensure that any excavation has not, and will not undermine or otherwise compromise the 7 Avenue LRT systems. Shoring plans and designs shall be submitted Calgary Transit for review.
38. Construction that directly affects 7 Avenue SW shall be planned in accordance with scheduled track closures and shall not disrupt regular C-Train (LRT) service.
- The applicant is advised that this opportunity exists at an average of one 3-day weekend per year.
39. The timing of the ramp replacement and the relocation of the trees will have to be coordinated with Calgary Transit. The ramp will be replaced to the satisfaction of Calgary Transit.

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40. 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 (known as the Len Werry Building) provided in the development are to remain. If they are reallocated to another during the term of the development agreement, than the 65 stalls are to be paid as cash-in-lieu of parking.

Parks:

41. The submitted plans indicate that the removal of existing public trees along 7 Avenue property frontage is necessary. As per the City of Calgary Tree Protection By-law, a letter of authorization to remove public trees is required from Parks Urban Forestry prior to construction. The applicant is to contact Urban Forestry at 311 to make arrangements for the letter and compensation.
42. Tree planting in the City boulevard shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications – Landscape Construction (current edition). Applicant is to contact the Parks Development Inspector (403-620-3216 or at 403-268-5204) to arrange an inspection.
43. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry prior to construction. Visit www.calgary.ca or call 311 for more information.

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APPENDIX III: DC BYLAW MAP AND TEXT

AMENDMENT LOC2013-0053
BYLAW NUMBER 5D2014

SCHEDULE B



DC DIRECT CONTROL DISTRICT

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.

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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 dimensions of less than 1.2 metres.

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- (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

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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

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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) As part of the redevelopment of Site 1, the applicant must enter into an agreement to construct or pay for the construction of:
 - (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.

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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.

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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; and
- (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 (± 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 (± 0.16 Ha)

18 Application

The provisions in section 19 apply only to Site 3.

19 Required Motor Vehicle Parking Stalls

In addition to the parking stall requirements of Section 18 of Part 10 of Bylaw 1P2007, an additional 65 parking stalls must be provided either on Site 1 or as cash in lieu of parking, in accordance with the cash in lieu parking set out in Part 10 of Bylaw 1P2007. The parking stalls or cash in lieu are required to satisfy the existing obligation of 65 parking stalls required in association with existing development on Site 3.

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SCHEDULE 1 – BONUS DENSITY TABLE

STANDARD	PUBLIC AMENITY TO BE PROVIDED	LOCATION AND ACCESS REQUIREMENTS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
A1	<p>(a) On-Site Pedestrian Circulation</p> <p>(b) Street Corner Pedestrian Space</p>	<ul style="list-style-type: none"> Abutting property made the 7 Avenue S. and local L.R.T. alignments and the secondary roads of 1 and 2 Streets S.W., as shown on Map 1, Roadway Network. Directly accessible to and from public transit. All intersections. Directly accessible to and from public infrastructure. 	<ul style="list-style-type: none"> Fronted, a minimum unobstructed width of 3.5 metres. If no access 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. Open to sky or full-over above second story. A triangular area formed by the bus setback line and a straight line which intersects them 7.5 metres from the corner where they meet. Open to sky or full-over above second story. No vegetation, fenced to grade, building or structure within the triangular area formed by the bus setback line and a straight line which intersects them 7.5 metres from the corner where they meet. Beyond this distance, columns permitted to satisfaction of the Approving Authority. 	
A2	<p>(i) +15 System</p> <p>(ii) Walkways (See also Bonus B7)</p> <p>(iii) Supports</p> <p>(iv) Vertical Movement Elevator, Guide and +15 Level</p> <p>(v) Contributions +15 Fund</p>	<ul style="list-style-type: none"> Where required by the Approving Authority, routes shall be enclosed in north-south and east-west directions, continuous with existing and potential +15 routes on neighbouring sites. Within the site area. Where required by the Approving Authority. Must provide for public use either linear stair, ramp, corridor or circular layout with a minimum width of 1.5 metres. One elevator must provide access to both the grade and +15 level. Where a +15 bridge is to be located adjacent to the site, a means of vertical movement (balcon or outdoor) shall be in a location consistent to the +15 bridge. 	<ul style="list-style-type: none"> Clearly and appropriately signed for pedestrians. A minimum unobstructed width of 4.5 metres. Pedestrian paths shall be a minimum of 5.0 metres above grade. Capable of supporting +15 bridges and lane links. A minimum unobstructed width of 2.2 metres. Open to sky or full-over above second story. Columns must be adjacent and accessible to street or street sidewalk and +15 system. In accordance with approved policy. 	

See Section 423.5 (iv) (c) for special exemption for public outdoor, overpass and bridges.
See Section 423.5 (iv) (d) for special exemption for the development of sites of 3,000 square metres gross site area or less. LPS7

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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 Minimum of 20 percent of gross floor area of each of the 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"> At-grade or within 450 millimetres above or below grade with no wall along the sidewalk, higher than 450 millimetres. Direct access to sidewalk or on-grade open space area from the plaza's street and avenue frontage. Retail or personal service units abutting a plaza shall front onto it and have individual direct plaza level access to it. 	<ul style="list-style-type: none"> Open to sky. A minimum contiguous area of 250 square metres. A minimum dimension of 9 metres in all directions. A minimum frontage along street or avenue of 9 metres, with that frontage equal to or greater than the plaza depth. The combined width of all entrances and lobbies of office buildings shall not exceed 15 percent of the perimeter of the plaza, or 10 metres whichever is the greater. A minimum ratio of 1 seat or 750 millimetres of bench seating for each 10 square metres of plaza area. 	
B2	Spaces: Other At-Grade (Excludes any Standard A3 spaces) Standard A1 space eligible for this bonus where open to sky.	7.5:1	<ul style="list-style-type: none"> At-grade or within 450 millimetres above or below grade, with no wall along the sidewalk, higher than 450 millimetres. Accessible and visible from public sidewalk or on-site pedestrian space. 	<ul style="list-style-type: none"> Open to sky. Depth of open space may not exceed 1.5 times the street or avenue frontage. Other eligible, open to the sky areas (A1, A3, B1) must be included in the measurement depth. 	
B3	Sloped or Terraced Open Space	5:1	<ul style="list-style-type: none"> Between grade and +15. Physically accessible to, and visible from, sidewalk or public pedestrian space where required by the Approving Authority, from the +15 walkway. 	<ul style="list-style-type: none"> Open to sky. A minimum dimension of 6 metres in all directions. 	

DEVELOPMENT PERMIT – NEW: APARTMENT BUILDING,
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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"> At +15 level Visible from +15 walkway for its whole length where the walkway abuts the open space. Direct access from walkway to open space at least every 8 metres. 	<ul style="list-style-type: none"> Open to sky A minimum width of 6 metres in all directions. Footage of open space along the +15 walkway must be greater than the depth of the open space. 	
B5	Outdoor Built-Over Space Standard 110) space awarded or built over is eligible for this bonus.	4:1	<ul style="list-style-type: none"> Directly accessible to and level with public sidewalk, on-site parking area and/or adjacent open space. 	<ul style="list-style-type: none"> Built over above second storey but not enclosed. If enclosed, a minimum unobstructed width of 3.5 metres up to a square metre, 2 metres with a minimum contiguous area of 30 square metres. If no structure is grade, a maximum unobstructed width of 5 metres. 	
BB.1	Indoor Park	Where provided at grade level - 12:5:1 Where provided at +15 level - 10:1 Maximum of one third of gross site area eligible for this bonus.	<p>At-Grade</p> <ul style="list-style-type: none"> Must front on, have direct access to, and be visible from the sidewalk, on-site parking space or outside pedestrian space. Must be a distinctly separate area from lobby or reception area. <p>+15 Level</p> <ul style="list-style-type: none"> Must front on and be visible from the street or avenue. Must have direct access to the sidewalk, on-site parking, stairs, escalators or elevators. Directly accessible to, and visible from, +15 walkway. For enclosed indoor park, 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 8 metres and at least completely open without barriers. 	<p>At-Grade and +15 Levels</p> <ul style="list-style-type: none"> A minimum width of 9 metres and a minimum contiguous area of 150 square metres, excluding access ways to elevators and enclosed +15 walkways. Minimum 8 metres vertical clearance between floor and non-glazed roof or ceiling and 4.5 metres between floor and glazed roof. Indoor park must include seating and may include playgrounds and performance areas. A minimum of 50 percent of the area of the park shall have a glazed roof. The depth of any area of the park without a glazed roof shall not exceed 6 metres measured from the point where it abuts the area with a glazed roof. Where a park area without glazing above is separated from an indoor park by a glazed-over area, a portion of that area without glazing above must extend the distance that it is separated from the exterior wall. 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, shall be eligible for a B5 bonus only when the walkway is at least 4.75 metres from the park boundary. No more than 15 percent of the indoor park may be covered by a +15 walkway. 	

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BONUS DENSITY TABLE

BONUS GROUP B: Continued

STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT AREA	LOCATION AND ACCESS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
86.2	"Cultural Space" means space built for the intended purpose of developing, promoting, administering, or practicing in any cultural activity, or for the appropriate uses for "Cultural Space" as: <ul style="list-style-type: none"> Entertainment Art gallery (including night club) Public and quasi public uses (including a library, museum, or activities of a public group or organization) Auxiliary commercial use. 	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"> Must front on, have direct access to, and be visible from street or avenue. Must be a publicly accessible space or on-site pedestrian area from lobby or reception area. +15 Level <ul style="list-style-type: none"> Components of space must front on and be visible from street or avenue. Must have direct access to street or avenue by indoor stairs, escalators or elevators. Entrance and cultural space lobby must be directly accessible to, and visible from +15 walkway. Below Grade <ul style="list-style-type: none"> Must have direct access to street or avenue by indoor stairs, escalators or elevators. Directly accessible to public and visible from avenue or street. 	At-Grade, +15 Level and Below Grade <ul style="list-style-type: none"> A minimum width of 7.5 metres, contiguous area of 150 square metres, excluding accessways to entrances and required +15 level. Entrance ways and lobbies of cultural space shall be glazed except where they abut another property. The configuration of any space provided as cultural space must be to the satisfaction of the Approving Authority. 11/2008	
87	+15 Walkway Enhancement <ul style="list-style-type: none"> Maximum of 6 percent of the net site area excluding area of basic on-site north-south and east-west connections required as per Standard A2, with the following exceptions: <ul style="list-style-type: none"> Walkway exceeds A2 Walkway exceeds 20 percent of the net site area which exceeds 20 percent is eligible for this bonus. If this amount exceeds 20 percent of the net site area, the B7(b) bonus is not available. If the amount is less than 	4:1	<ul style="list-style-type: none"> At +15 level. Directly accessible to the +15 system. 	<ul style="list-style-type: none"> A minimum unobstructed width of 6 metres which may be measured in combination with the +15 walkway required in the adjacent lot. Walkway shall provide landscaping, seating areas, information and other public facilities. 	

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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 (b) Staircase Bridge Sites may build or contribute to the system the equivalent of 1.5 times the area of the site up to and including 3000 square metres. 2 times the area of the site if the area is over 3000 square metres but not more than 6000 square metres. 3 times the area of the site if the area is over 6000 square metres but not more than 12000 square metres. 4 times the area of the site if the area is over 12000 square metres. (b) Bridge With Extra Sky-lighting	30:1 Calculated on bridge floor area over right-of-way.		<ul style="list-style-type: none"> A minimum clearance of 4.75 metres, except a minimum clearance of 6 metres over the L.E.T. Corridor. A minimum unobstructed width of 4.5 metres. A minimum unobstructed width of 6 metres eligible for bonus. Magnetically controlled doors. No air conditioning or other equipment shall be located on the bridge. 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. More than 50 percent of floor area with transparent glazing directly above. 	
B9	Provision of Pair of Escalators	30:1 Calculated on area of escalator's footprint. Minimum of 1 F.A.S.	<ul style="list-style-type: none"> Directly connects public access areas at-grade to those at +15 level. 		
B10	Lane Link Sites may build or contribute to the system the equivalent of 1.5 times the area of the site up to and including 3000 square metres. 2 times the area of the site if the area is over 3000 up to and including 6000 square metres. 3 times the area of the site if the area is over 6000 up to and including 12000 square metres. 4 times the area of the site if the area is over 12000 square metres.	12.5:1 Calculated on area of link over lane right-of-way.		<ul style="list-style-type: none"> A minimum unobstructed width of 4.5 metres, except a minimum of 10 metres where the lane link abuts a bridge. A minimum clearance of 4.75 metres above grade with the elevation of the pedestrian path a minimum of 0.5 metres above grade. 	
B11	Improvements to Adjacent Right-of-Way (b) Street Enhancement	2.5:1	<ul style="list-style-type: none"> Sites abutting streets or 	<ul style="list-style-type: none"> Enhanced treatment and materials over and above basic standards for streetside reconstruction consistent with Council's 	

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STANDARD	PUBLIC AMENITY TO BE PROVIDED	BONUS RATIO DEVELOPMENT AREA	LOCATION AND ACCESS REQUIREMENTS	PERFORMANCE REQUIREMENTS	ILLUSTRATION
B13	(b) Mall Enhancement Sites Retaining Heritage Features	2.5:1 Up to a maximum of 1 F.A.R. of bonus density covered by the Heritage Building.	Sites abutting Stephen Avenue Mall or Barclay Street Mall.	<ul style="list-style-type: none"> Mall construction or enhancement consistent with Council's policy. Access limited to the frontage of the site by the full width of the mall. Amount of density to be determined by the Approving Authority based on the retained features, cost of retention and the size of the site. Features of heritage significance to be retained and integrated into the new building to the satisfaction of the Approving Authority. 	
B14*	Sites Receiving Density from Heritage Buildings	Up to a maximum of 3 F.A.R. of bonus density on sites with a net area of 1812 square metres or less where this limit may be exceeded.		<ul style="list-style-type: none"> Available only in accordance with Council policy where density is being transferred from another site, as per Section 42.3(9)(i). Available only in accordance with Section 42.3(9)(i). 	
B15*	(a) Sites Receiving Density from the City of Calgary (b) Sites Receiving Density from the City of Calgary (c) Sites Receiving Density from the City of Calgary (d) Sites Receiving Density from the City of Calgary (e) Sites Receiving Density from the City of Calgary (f) Sites Receiving Density from the City of Calgary (g) Sites Receiving Density from the City of Calgary (h) Sites Receiving Density from the City of Calgary (i) Sites Receiving Density from the City of Calgary (j) Sites Receiving Density from the City of Calgary (k) Sites Receiving Density from the City of Calgary (l) Sites Receiving Density from the City of Calgary (m) Sites Receiving Density from the City of Calgary (n) Sites Receiving Density from the City of Calgary (o) Sites Receiving Density from the City of Calgary (p) Sites Receiving Density from the City of Calgary (q) Sites Receiving Density from the City of Calgary (r) Sites Receiving Density from the City of Calgary (s) Sites Receiving Density from the City of Calgary (t) Sites Receiving Density from the City of Calgary (u) Sites Receiving Density from the City of Calgary (v) Sites Receiving Density from the City of Calgary (w) Sites Receiving Density from the City of Calgary (x) Sites Receiving Density from the City of Calgary (y) Sites Receiving Density from the City of Calgary (z) Sites Receiving Density from the City of Calgary	Up to a maximum of 3 F.A.R. of bonus density on sites with a net area of 1812 square metres or less where this limit may be exceeded.		<ul style="list-style-type: none"> Available only in accordance with Council policy where density is being transferred from another site, as per Section 42.3(9)(i). Available only in accordance with Section 42.3(9)(i). 	

* In combination, bonus density from B14-B15(i) and (j) 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.

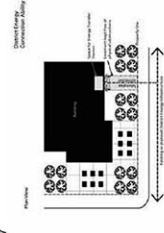
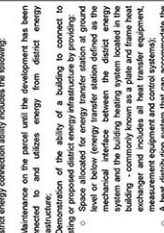

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BONUS DENSITY TABLE

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 (square metres) = gross floor area (square metres) x 1.0 Additional bicycle parking stalls – class 1 (square metres) multiplied by 7.5		<ul style="list-style-type: none"> Additional bicycle parking stalls include the following: <ul style="list-style-type: none"> Bicycle parking stalls – class 1, located either within the building or in a separate structure on the site. Additional bicycle parking stalls – class 2, located in a separate structure on the site with a minimum area of 200 square metres that contains: <ul style="list-style-type: none"> 1.0 shower for every 4.0 bicycle parking stalls – class 1 1.0 shower for every 4.0 bicycle parking stalls – class 2 1.0 grooming station consisting of a wash basin, mirror and a storage cabinet for every 4.0 bicycles parking stalls An area of 4.0 square metres for each locker and 0.4 square metres for each shower. Additional bicycle parking stalls – class 2, located adjacent to the site by means of the development and A location together with the minimum required bicycle parking stalls – class 1 	
B17**	District Energy Connection Ability	Up to a maximum of 0.5 F.A.R.		<ul style="list-style-type: none"> A district energy connection ability includes the following: <ul style="list-style-type: none"> Maintenance on the parcel with the development has been connected to and utilizes energy from district energy infrastructure. Development is able to connect to district energy infrastructure or proposed district energy infrastructure by providing: <ul style="list-style-type: none"> Space allocated for energy transfer station at ground level or below (energy transfer station defined as the building's energy transfer station, including the energy system and the building heating system located in the building - commonly known as a plate and frame heat exchanger and associated piping and equipment, including associated electrical and control systems. A heat distribution system that can accommodate the primary heat source at ground level or below, and 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 for an additional easement for the district energy transfer station location. 	
B18**	District Energy System Connection	Up to a maximum of 2.5 F.A.R. where: <ul style="list-style-type: none"> 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"> A district energy system connection includes the following: <ul style="list-style-type: none"> Connection to the building (to a district energy system and use of the building's energy transfer station) in the building Connection infrastructure that includes: <ul style="list-style-type: none"> Space allocated for energy transfer station at ground level or below (energy transfer station defined as the mechanical interface between the district energy system 	

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BONUS GROUP B - STANDARDS	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"> Up to a maximum of 0.7 F.A.R. Area (square metres) = surface area multiplied by 0.7 		<ul style="list-style-type: none"> Equipment and control systems that can accommodate the primary heat source at ground level or below; and An easement with a minimum width of 4.0 metres for the installation of a water collection system, a thermal pipe from the property line to the building and through the building to the allocated energy transfer station location No application in combination with standard B22 	
B20*	Electrical Vehicle Charging Stations	<ul style="list-style-type: none"> Up to a maximum of 1 F.A.R. where the incentive gross floor area (square metres) = cost of the station multiplied by \$250 (incentive Rate 1) 		<ul style="list-style-type: none"> An environmental roof includes the following: <ul style="list-style-type: none"> Permanently planted with vegetation and equipped with a growing medium and irrigation systems, or Equipped with water collection and/or filtration systems designed to capture rainwater or reuse or to minimize stormwater runoff, and Walkways necessary for maintenance with a maximum width of 1.0m. An electric vehicle charging station includes the following: <ul style="list-style-type: none"> 1.0 battery charging unit with a minimum 2200 volt charging ability for each motor vehicle parking stall, and Signage indicating which motor vehicle parking stalls are equipped with charging stations. 	
B21*	Green Wall	<ul style="list-style-type: none"> Up to a maximum of 1.0 F.A.R. Area (square metres) = vertical surface area multiplied by 1.0 		<ul style="list-style-type: none"> An green wall includes the following: <ul style="list-style-type: none"> A minimum surface area of 20.0 square metres A minimum of 80.0 percent of its vertical surface area covered by vegetation System level Where located at-grade and/or at-grade and/or at the +15 Skywalk System level Where located at-grade level, it fronts on to and is visible from the public sidewalk, grade level open space or on-site Where located at the +15 Skywalk System level, it fronts on to and is visible from the +15 Skywalk System. 	
B22*	On-site Cogeneration Facility	<ul style="list-style-type: none"> Up to a maximum of 2.0 F.A.R. where: <ul style="list-style-type: none"> The additional floor area ratio for the on-site cogeneration facility is 0.5 The additional floor area ratio for every storey of the building for the facility is 0.5 		<ul style="list-style-type: none"> An on-site cogeneration facility includes the following: <ul style="list-style-type: none"> It is combined heat and power, cogeneration or trigeneration system in the building A design to justify thermal energy resulting from electricity production High-efficiency cogeneration, meaning an energy efficiency ratio of at least 1.0 No application in combination with standard B18 	

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

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	<ul style="list-style-type: none"> o Building massing, orientation and facade design not contribute to a building's character in a measurable skyline and urban development; o Building envelope designs employing materials or colors that are not commonly preferred; o A floor plan that is not typical in Office Buildings; o Pedestrian environment in terms of sunlight penetration; o A positive contribution through architecture, urban design and landscaping to the building's character, environment and the building's interfaces with the public realm at grade. 					
B26	<p>Innovative Public Amenity</p>	<p>Up to a maximum of 1.0 F.A.R.</p>				
B27	<p>Public Art – On Site</p> <p>(a) Provided on Site</p> <p>(b) Contribution to Public Art Fund</p>	<p>1 square metre of floor area for every 100 square metres of gross floor area provided. Maximum of 15 F.A.R. (1987)</p> <p>1 square metre of floor area for every 100 square metres of gross floor area contributed to Public Art Fund. Maximum of 1 F.A.R.</p>				
B28	<p>Transit Enhancements</p>	<p>Up to a maximum of 0.5 F.A.R. where the incentive gross floor area (square metres) is sum of transit shelter (S) divided by 2006 (incentive time 1)</p>				

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

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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 Subdivisions as per Section 4.2(3)(b).	Up to 5 F.A.R.	Up to 5 F.A.R.	<ul style="list-style-type: none"> Available only in accordance with Council policy where density is being transferred from another site, as per Section 4.2(3)(b), or by purchase from a heritage preservation trust.
C2	Off-Site Improvements	Up to 3 F.A.R.	Up to 3 F.A.R.	<ul style="list-style-type: none"> Available only in accordance with Council policy for a contribution to the provision of public improvements in Downtown, and where such features are not located abutting the development site.
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"> Available only in accordance with Council policy where density is being transferred from another site, as per Section 4.2(3)(b). Available only in accordance with Section 4.2(3)(b).

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APPENDIX IV: COMMUNITY ASSOCIATION LETTER



November 20, 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: DP2013-4317, 100 7 AV SW (Art Central) TELUS Sky

Further to our letter dated August 13, 2013 regarding LOC2013-0053, the Calgary Downtown Association (CDA) would like to support the above-mentioned Development Permit application.

The CDA attended a presentation with representatives from the Westbank Corp and DIALOG for the development. There were a number of changes to the concept presented in August. Below, I have outlined the key components of our discussion:

- 1) LRT Platform – The CDA is very supportive of the proposed additional trees (two) and upgraded furniture on the portion of the platform adjacent to the building.
- 2) Animation at Street Level – We believe that the proposed “water wall” along the 7th Avenue side of the building positively impacts the pedestrian experience in the area and diminishes the need for retail. The frontage at Centre Street will be enhanced with the installation of public bicycle parking. We are very impressed by the proposed cantilevered “boxes” extending out from the building on both 7th Avenue and on Centre Street. These areas will provide some shelter from the elements, while having active uses inside, visible from the street. We especially like the proposed digital screen at Centre Street, as it will provide additional lighting and animation, and fits perfectly with the ultra-modern design of the overall structure.



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There are two areas of concern on the cantilevered spaces: first is the management of melting ice and snow creating ice on the street surface, and second is underlighting the areas for safety. Both need to be addressed.

- 3) Pedestrian Realm Walking Surface – It will be imperative that the granite surface being considered has a non-slip surface, especially along the slope of the LRT platform.
- 4) The CDA is disappointed that public parking will not be provided for the retail or cultural space, but we recognize that a reasonable amount of parking is available nearby, along with excellent transit and taxi access.
- 5) Our largest concern with the project remains the management of the demolition and construction phases, as referred to in our previous letter. It will be important for a number of City departments and construction companies to work together to ensure the negative impact of the building of this tremendous project is minimized.

The CDA is very impressed with the design work which has been completed to date, and we look forward to reviewing any further changes.

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 blue ink, appearing to read 'M. Schofield'.

M. A. (Maggie) Schofield
Executive Director

cc: Councillor Druh Farrell, City of Calgary
Michael Kershaw, Westbank Corp
Doug Cinnamon, DIALOG
Ben Barrington, Program Manager, Centre City Implementation Team
UDC

Encl.

