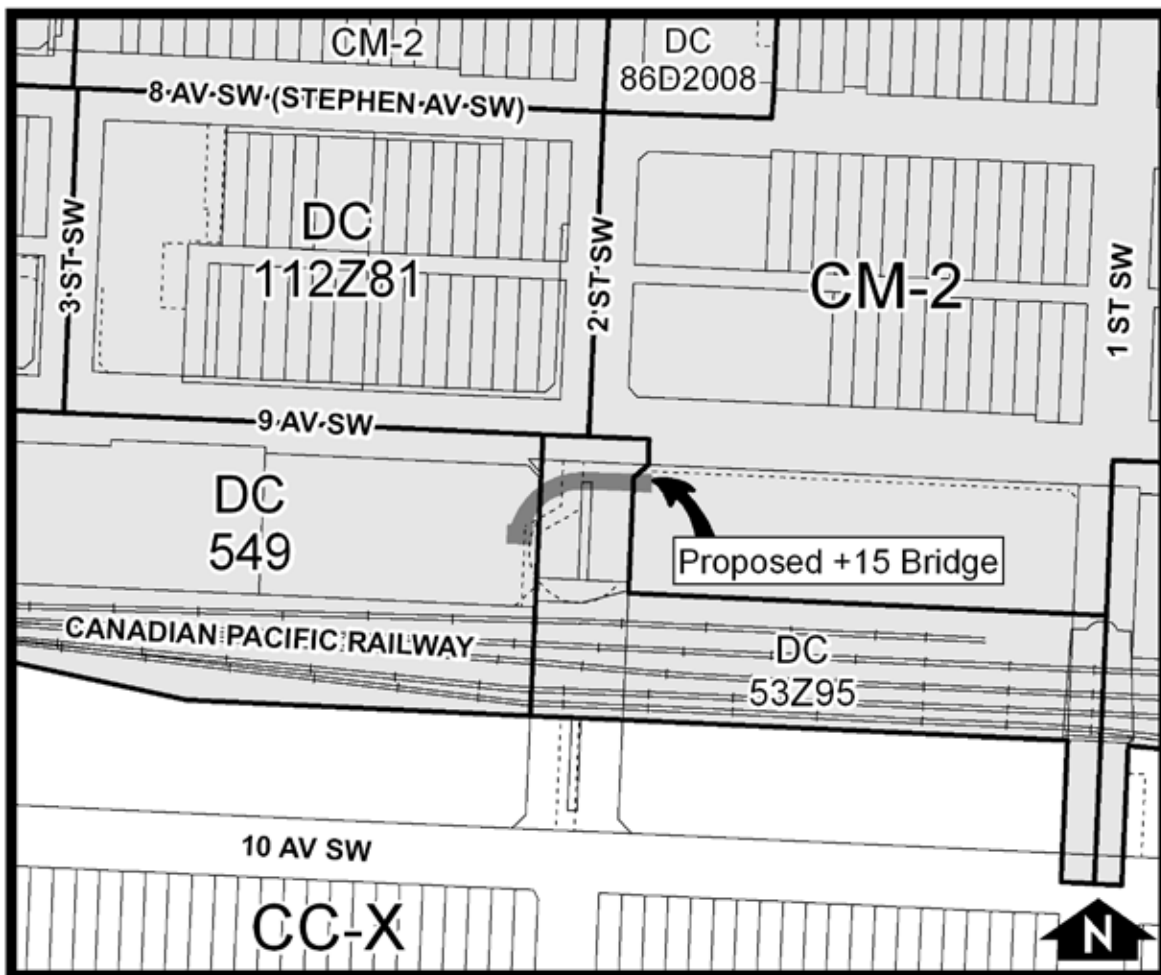


**TO THE CALGARY PLANNING COMMISSION**

<b>DEVELOPMENT PERMIT</b>	<b>ITEM NO: 02</b>	
	CPC DATE:	2010 February 04
	<b>DP NO:</b>	DP2009-2984

**DOWNTOWN COMMERCIAL CORE**  
(Ward 7 - Alderman Farrell)



<b>PROPOSAL:</b> New: Plus 15 Bridge

<b>APPLICANT:</b> Abugov Kaspar	<b>OWNER:</b> London Life Insurance Company The Great West - Life Assurance Company Canadian Pacific Railway Company Degi Homburg Harris General Partner Ltd.
<b>MUNICIPAL ADDRESS:</b>  325 - 9 Avenue SW 221 - 9 Avenue SW 219 - 9 Avenue SW 207 - 9 Avenue SW	<b>LEGAL DESCRIPTION:</b>  Plan 8711712; Block 1 Plan 1423LK, Block 14 and 15 Plan 06T14761, Block 51, Lot 1
<b>EXISTING LAND USE DISTRICT(S):</b> DC549; DC53Z95	
<b>CURRENT DEVELOPMENT:</b> Ramp to existing Gulf Canada Square Parking Structure	

<b>ADJACENT DEVELOPMENT:</b>  <b>NORTH:</b> Office Tower (Bankers Court)  <b>SOUTH:</b> CPR Railway Tracks  <b>EAST:</b> Homberg-Harris  <b>WEST:</b> Gulf Canada Square
--

SUMMARY OF CIRCULATION REFEREES	
<b>CPTED ASSESSMENT</b> Crime Prevention Through Environmental Design	Not Applicable
<b>ENVIRONMENTAL MANAGEMENT</b>	Not Applicable
<b>URBAN DESIGN REVIEW COMMITTEE</b>	See APPENDIX III
<b>SPECIAL REFEREE(S)</b>	Not Applicable

SUMMARY OF CIRCULATION REFEREES	
<b>COMMUNITY ASSOCIATION</b>  (Calgary Downtown Association)	See APPENDIX II

## PLANNING EVALUATION

### Introduction

The proposed Plus 15 Bridge will connect the Homberg–Harris Centre, a twin tower downtown office complex under construction, with the existing Gulf Canada Square, providing for an east - west connection from the existing Harris-Homberg Centre to Gulf Canada Square.

### Site Context

The subject site is located on 9 Avenue SW and at the end of 2 Street SW and crosses property owned by The Great-Life Assurance Company and London Life Insurance Company. Unlike any other Plus 15 Bridge, the proposed bridge will not be erected over public right of way but will be parallel with 9 Avenue SW within CPR air space and connect to Gulf Canada Square East facade turning towards south in quarter circular pattern.

### Land Use District

The proposed facility spans lands designated Direct Control District. The existing uses associated with the DC Bylaw beneath the proposed bridge are not compromised as part of this proposal.

### Site Characteristics

Not Applicable

### Legislation & Policy

#### Centre City Plan:

The City Centre Plan encourages the sensitive and creative design of new and replacement Plus 15 bridges. Dependent on the immediate site context, consideration should be given to when the bridge should be a feature element and provide animation and visual interest to the public realm; while its visual impact should be minimized, so as not to detract from local views and surrounding buildings.

The Centre City Plan also recognizes that these bridges can negatively impact the pedestrian realm below them in terms of microclimate conditions. For this reason, the design of bridges should consider ways to mitigate potentially unsavoury conditions.

## **Plus 15 Policy:**

Development of the Plus15 System is guided by the Council approved policies as found in the Plus15 Policy Document (1984). Guiding policies encourage creativity to enhance the vitality of the system; however certain basic standards are to be common in all pedestrian bridges. These components include:

- Clearance
- Accessibility
- Width
- Visibility
- Lighting
- Environmental control (ie heating, air conditioning)

The proposed bridge meets all the criteria contained in these documents.

## **Site Layout & Building Design**

The horizontal footprint of the bridge has been devised to accommodate multiple restrictions imposed on the location of the bridge and the supports resulting from legal obligation imposed on the property below, location of existing structures on site as well as the location of the original connection at Gulf Canada Square. The CPR property under the bridge contains two separate underground utility easements, immediately to the south of the proposed bridge there is existing circular parkade access ramp and to the north there is 2.134 metre street widening setback along the entire frontage of the property. An additional restriction for the location of bridge supports has been imposed by the City of Calgary Transportation Department requiring an unencumbered 21 metre underground easement for (potential) future LRT alignment.

The design concept for this bridge was driven by two major factors. One, the bridge is located at the end of 2 Street SW and therefore should be designed as a visual stop and two, due to the length of the bridge, the design should incorporate a series of transitional spaces or spaces of volumetric interest. The final design resulted in what architects call a “Kinetic Art” form, a pedestrian and visual experience that we feel is unique to Calgary.

The bridge will be fully glazed on the north and west façade with a separate glass wall located in front of the bridge glazing (See APPENDIX III). This glass wall will be fitted with soft colour LED lighting system to further enliven the street realm especially at night. The high punched windows on the opposite side of the bridge will provide for additional light penetration from south while screening the parkade access ramp and limiting high solar heat gain. The solid wall under the punched windows will provide for public art or an interpretive panel display.

The bridge structure presented additional challenge since the bridge will have to be erected in a very limited form in order to block access to a busy public parkade. The structure has been designed as a series of rigid steel frames assembled together off site and erected on site as a single unit using prepared support structures. The centre circular portion of the bridge will be suspended by cables from a single titled mast while the end straight portions will be supported on traditional columns at both ends.

The primary exterior finishes will be aluminum and glass curtain wall with additional free spaced glass panels in front of it, exposed architectural concrete on support structures and stucco finishes on the underside and west and south facing façade. No roof top equipment will be located on the roof; all mechanical and electrical feeds will be provided from Homburg-Harris mechanical and electrical systems.

The interior finishes will consist of granite flooring in a two colour pattern, painted drywall finish over steel columns, prefinished wall panels between columns serving as backdrop to artwork display, painted drywall ceiling and beams and aluminum and glass curtain wall on street facing exterior wall.

UDRP Comment	Applicant's Response
<p>The Panel commends the Applicant for an interesting and attractive solution, particularly given the number of constraints on the site.</p>	<p>The Applicant would like to thank the Panel for their commendation.</p>
<p>The Panel would like to encourage the Applicant to examine the visibility and transparency of the stair access at the east end of the Plus 15 bridge from 9 Avenue SW.</p> <p>The Panel would like to encourage the Applicant to provide glass that is highly transparent for both the screen element and the windows. The Applicant should research coatings and lighting for the screen glass in order to execute a compelling sculptural or kinetic effect. This must be balanced with the Panel's concern for CPTED issues, i.e. visibility into the structure from the street, particularly in off peak hours.</p>	<p>Unfortunately the submission included only the Plus15 bridge information. We probably should have included the Homberg-Harris Plus15 level floor plans and elevations. The Plus15 bridge drawings address exit requirement but not the main access points via Homberg-Harris building and Gulf Canada Square. The stair access in question is not the main access to the bridge but an emergency exit in case fo a lockdown. The bridge is part of a Plus15 network of walkways with main points of access being the public lobbies of both Gulf Canada Square and Homberg-Harris Centre.</p> <p>The side with the decorative glazing is facing north and therefore no substantial tinting to control solar gain is required. The sealed units for the main structure will be clear tint glazing. For the sculptural tilted panels we are investigating the use of laminated "Starfire" glass which has no natural green tint. The material sample board provided demonstrates the two types of glass.</p>

<p>The Panel notes that issues of maintenance of inside faces of the screen glass and the windows must be resolved.</p>	<p>The Developer has contacted window washing professionals and many options are available. The space between the sealed unit window and the sculptural element is sufficient to allow cleaning from below or above.</p>
<p>The Panel encourages the City to construct high quality continuous sidewalk finishes and pedestrian crosswalks from Homburg Harris Centre to Gulf Canada Square to complement the new Plus 15 connection. The Panel recognizes this is outside the purview of the Applicant.</p>	<p>No comment. Not an Applicant issue.</p>
<p>The Panel is concerned that overly scaled parking signage on the adjacent Parking Authority access will visually compete with the Plus 15 Bridge. The extent of signage should be limited to parameters set by other existing CPA parking structures including City Hall and Centennial Parkade. The Panel recognizes this is outside the purview of the Applicant.</p>	<p>No comment. Having said that the Consultant is prepared to meet with CPA and assist in the matter</p>
<p>The back wall indicated in the drawings is dark silver coloured aluminum panel. This should be a high quality material that ties visually with the surrounding architecture.</p>	<p>This metal panel system is identical to the Homberg-Harris building and consists of high quality prefinished metal panels. The products contemplated are represented on the attached material board.</p>
<p>The Applicant should provide a reflected soffit plan and lighting concept for the underside of the bridge.</p>	<p>The soffit design lighting has been reviewed by the electrical engineer and Abugov Kaspar has included additional drawings in the package submittal to demonstrate the concept.</p>
<p>The height and the proportion of the mast are critical to the success of the Bridge. The Applicant should ensure the final design follows the design presented.</p>	<p>As the designer of this project I am quite conscious of the importance of this design element. This mast is more than just an aesthetic element or a stroke of a pen. In this case the site restraints necessitated a creative engineering and aesthetic solution. A structural engineer has been hired from the onset to ensure that this concept is carried through.</p>

**CPTED - Crime Prevention through Environmental Design**

The bridge design meets the 75 percent clear tint glazing requirement, and has provided for grade level stair/escalator access within close proximity to the bridge, therefore meeting the CPTED requirements for a Plus 15 Bridge.

**Environmental Site Assessment**

Not required

**Landscaping**

Not required

**Site Access & Traffic**

Not required

**Parking**

Not required

**Site Servicing for Utilities**

Not required

**Environmental Sustainability**

Not required

**Community Association Comments**

See attached APPENDIX II

**Adjacent Neighbour Comments**

No comments received

**CONCLUSION:**

1. The design of this bridge has integrated the policies and design concept of the Centre City Plan and the Plus15 Policy.
2. The Plus 15 Bridge provides animation through the use of lighting and visual interest onto the public realm.

**CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION:      APPROVAL**

Recommend that Calgary Planning Commission **APPROVE** the application with the following conditions:

**Prior to Release Conditions:**

**Planning:**

1. Submit a total of six (6) complete sets of amended plans (file folded and collated) to the File Manager that comprehensively addresses the prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans,

3 plan set(s) shall highlight all of the amendments. Please ensure that all plans affected by the revisions are amended accordingly. In the event that the prior to release conditions are not resolved, an \$886 recirculation fee may apply.

2. The property owner shall enter into a Development Agreement with the City of Calgary to the satisfaction of the Development Authority. Please contact Ray Ference @ (403) 268-5416.

#### **Urban Development:**

3. Amend the plans to:

##### Roads

- a. Provide the design details (heat tracing, etc.) details for the Plus15 pedestrian bridge to avoid the possibility of ice formation on perimeter edges that may fall onto pedestrians.
4. Submit three (3) sets of Development Site Servicing Plan and one (1) set of plans complete with the waste and recycling services details to the Building Grades Supervisor, Urban Development, for approval from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. The scope and details of the plans are found in both the *Stormwater Management and Design Manual (December 2000)* and the *Design Guidelines for Development Permits and Development Site Servicing Plans (June 2007)*.

#### **Transportation:**

5. Revise the property line for the property west of this development site to reflect existing conditions.
6. Indicate that a 2.134 metre bylawed setback for 9 Avenue SW affects this property. Permanent structures cannot be constructed in the setback area.

#### **Permanent Conditions**

#### **Planning:**

7. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
8. No changes to the approved plans shall take place unless authorized by the Development Authority.
9. A Development Completion Permit shall be issued for; Plus15 Bridge **before the development is occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 268-5491 to request a site inspection for the Development Completion Permit.

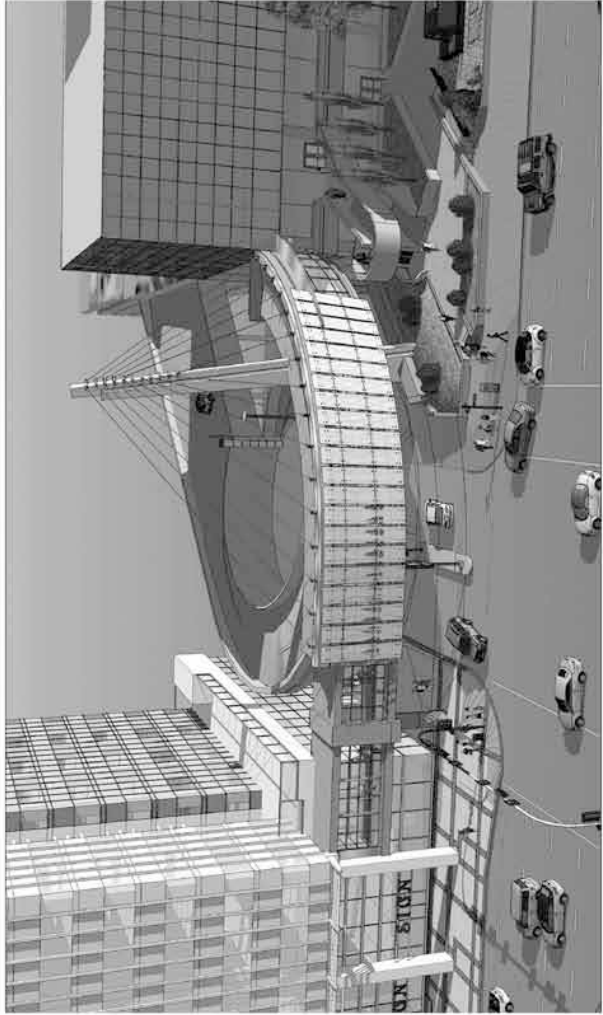


10. The properly executed Development Agreement referenced in Condition #2 shall remain in force and on title throughout the life of this development.

**Urban Development:**

11. 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.

Ray Ference  
2010/01/14



DRAWINGS LEGEND	
DPA	COVER PAGE
DPI	SITE SURVEY
DPI	PROPOSED SITE PLAN
DPI	PROPOSED MAIN FLOOR PLAN
DPI	PROPOSED SECOND FLOOR PLAN
DPI	PROPOSED ROOF PLAN
DPI	SECTION AND PROPOSED CONTEXT/ PHOTOS
DPI	PROPOSED ELEVATION 1
DPI	PROPOSED ELEVATION 2
DPI	PROPOSED ELEVATION 3
DPI	PROPOSED BUILDING SECTION
DPI	PLAN DETAIL/ SECTION DETAILS
DPI	SECTION PLAN & DETAIL OVER STREET

# The Homburg Harris Centre +15 Pedestrian Bridge

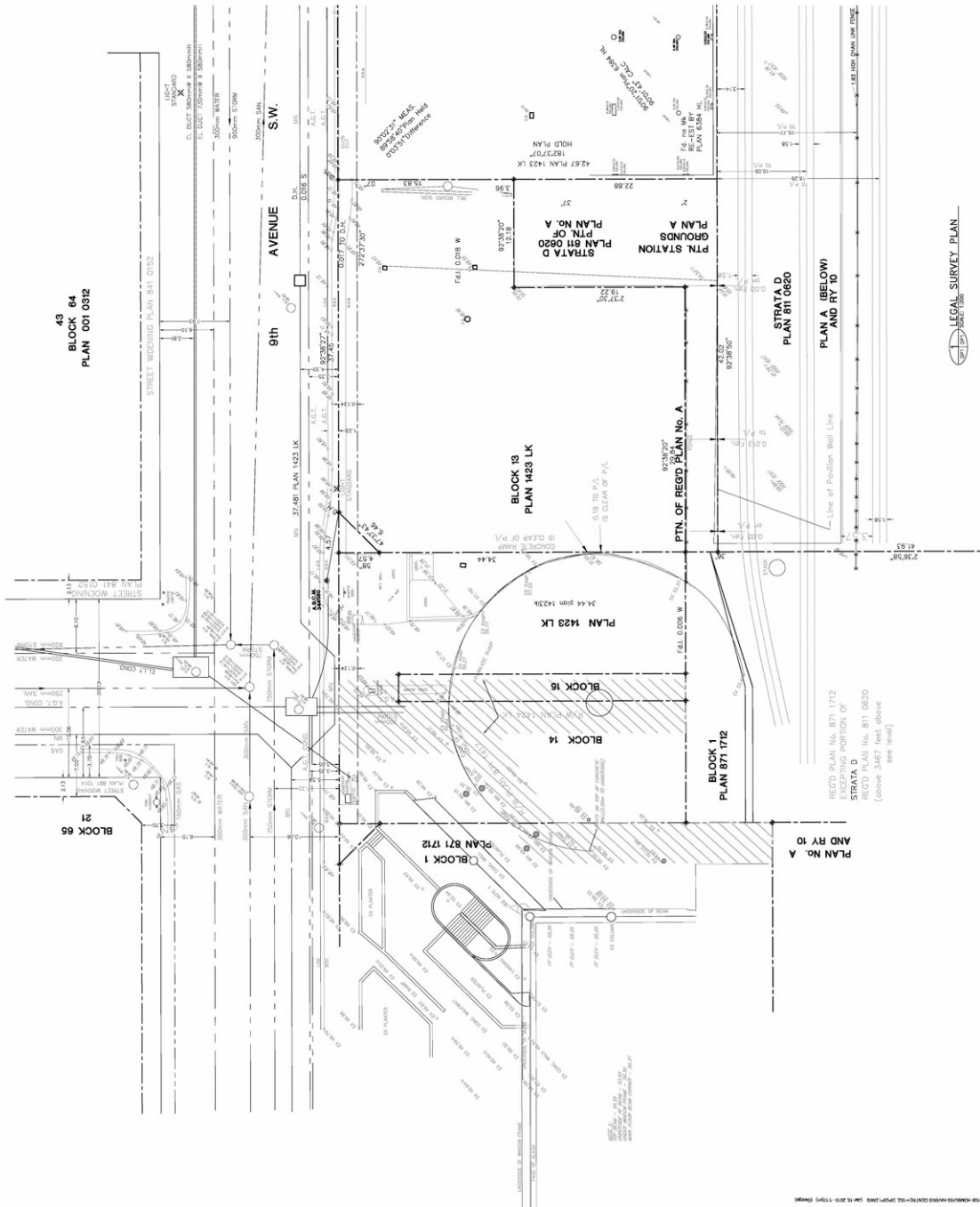
9 Avenue SW. Calgary, Alberta

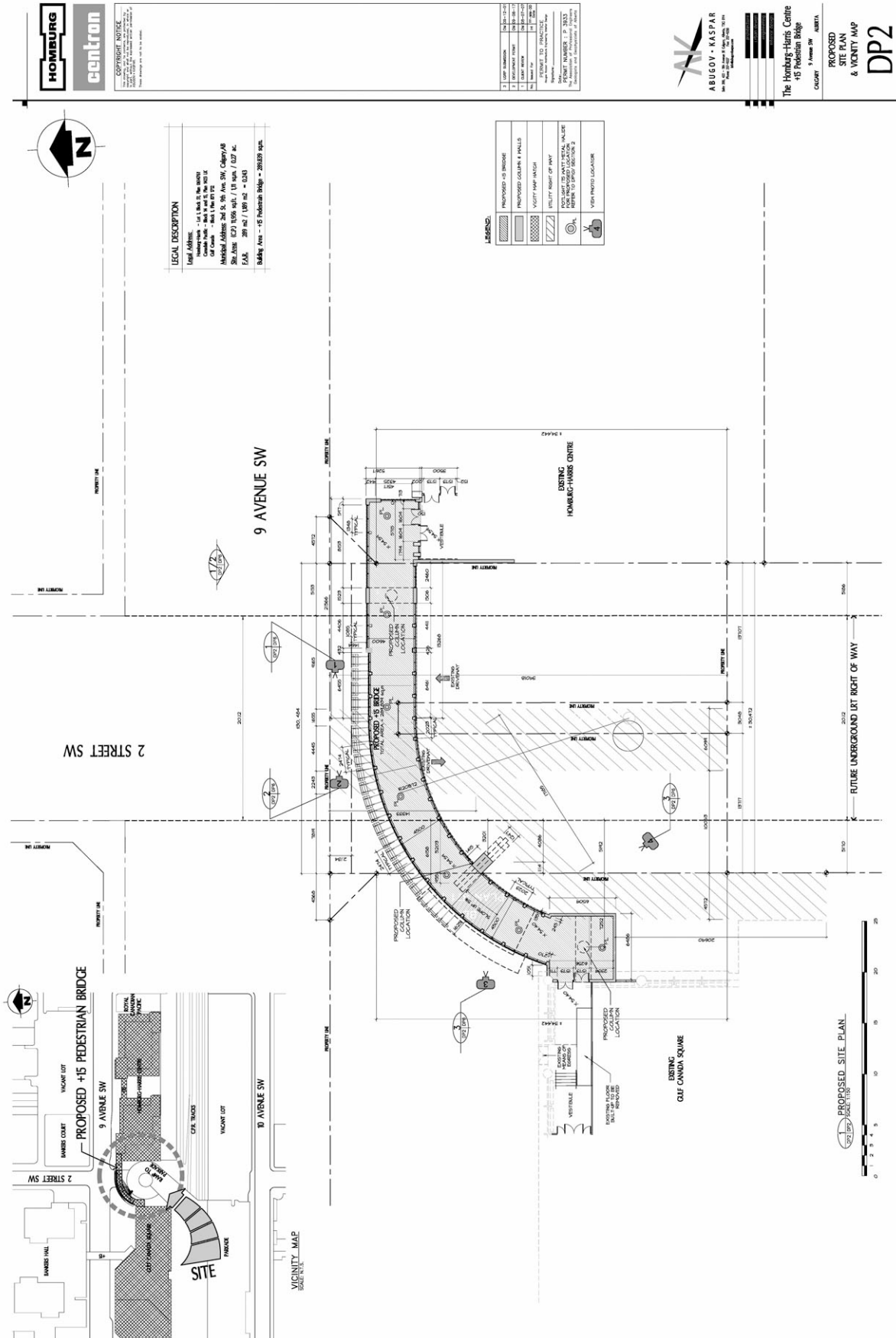
Development Permit August 17, 2009  
UDRP Submission December 01, 2009



ARUGOV • KASPAR









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Some drawings may not be for sale.

2	LOOP NUMBER	24	23-12-01
3	NEW/IMPACT FIRM	24	23-08-08
4	DATE REVIEW	24	23-07-07
5	Issued for	24	17-06-20

PERMIT TO IMPRACTICE

Sign your individual licence, name large

Signature \_\_\_\_\_

Date \_\_\_\_\_

PERMIT NUMBER : P 3933

The Association of Professional Engineers



ABUGOV - KASPAR



The Homburg-Harris Centre  
415 Paderborn Bldg

9 Avenue SW  
CALGARY ALBERTA  
T2C 1P8

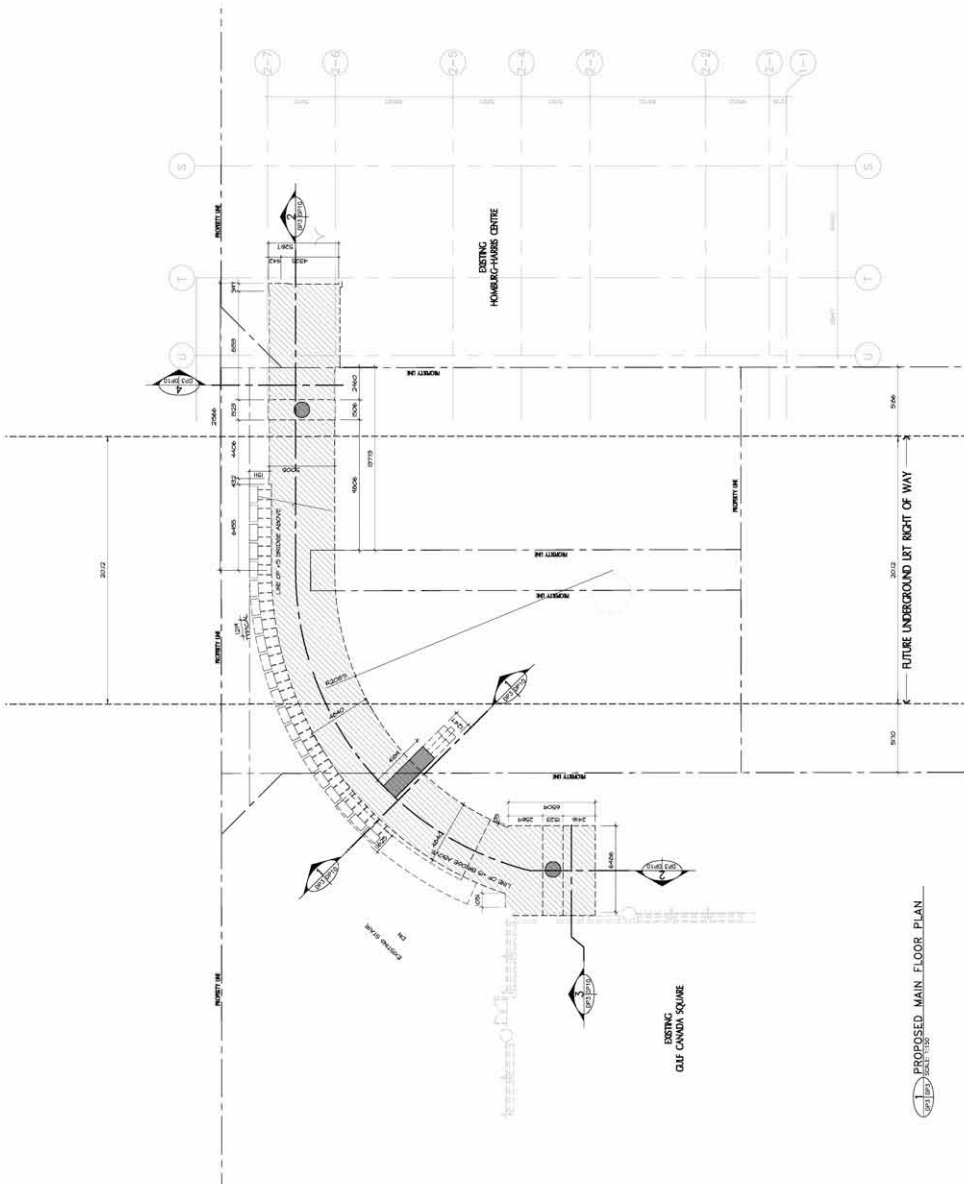
PROPOSED

DP3

072

LEGAL DESCRIPTION
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**Legal Address:**  
Horsberg-Hark - Lot 1, Block 15, Plan 040470  
Crescent Park - Block 14 and 15, Plan 042118  
Oak Canada - Block 1, Plan 071170  
Municipal Address 2nd St. 16th Ave. SW, Calgary AB  
Site Area (C/P) 9,956 sq ft / 1/16 acre / 0.27 ac.  
F.A.R. 289 m<sup>2</sup> / 1,309 m<sup>2</sup> = 0.43



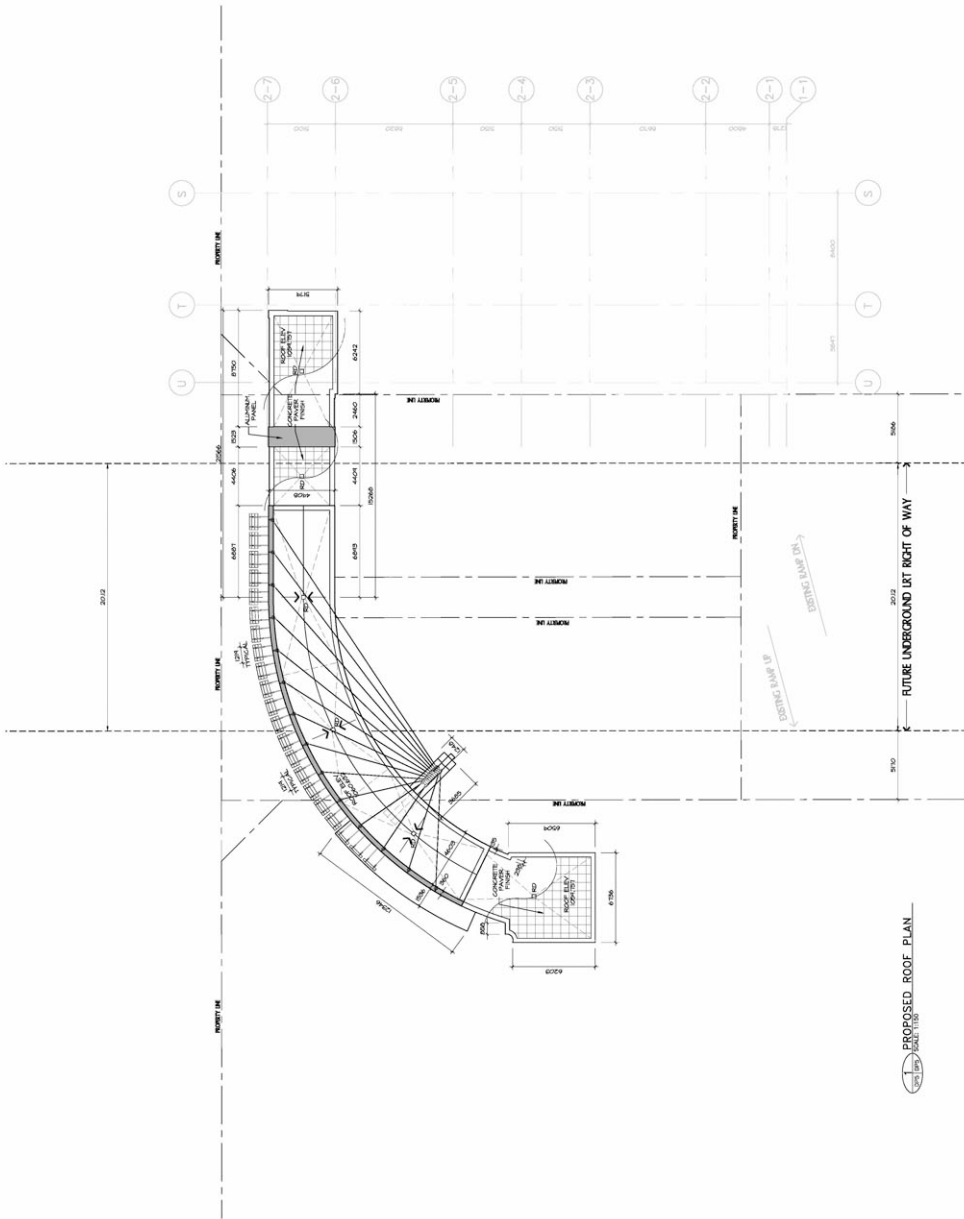
PROPOSED MAIN FLOOR PLAN





**LEGAL DESCRIPTION**

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PROPOSED ROOF PLAN



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**ABUGOV KASPAR**

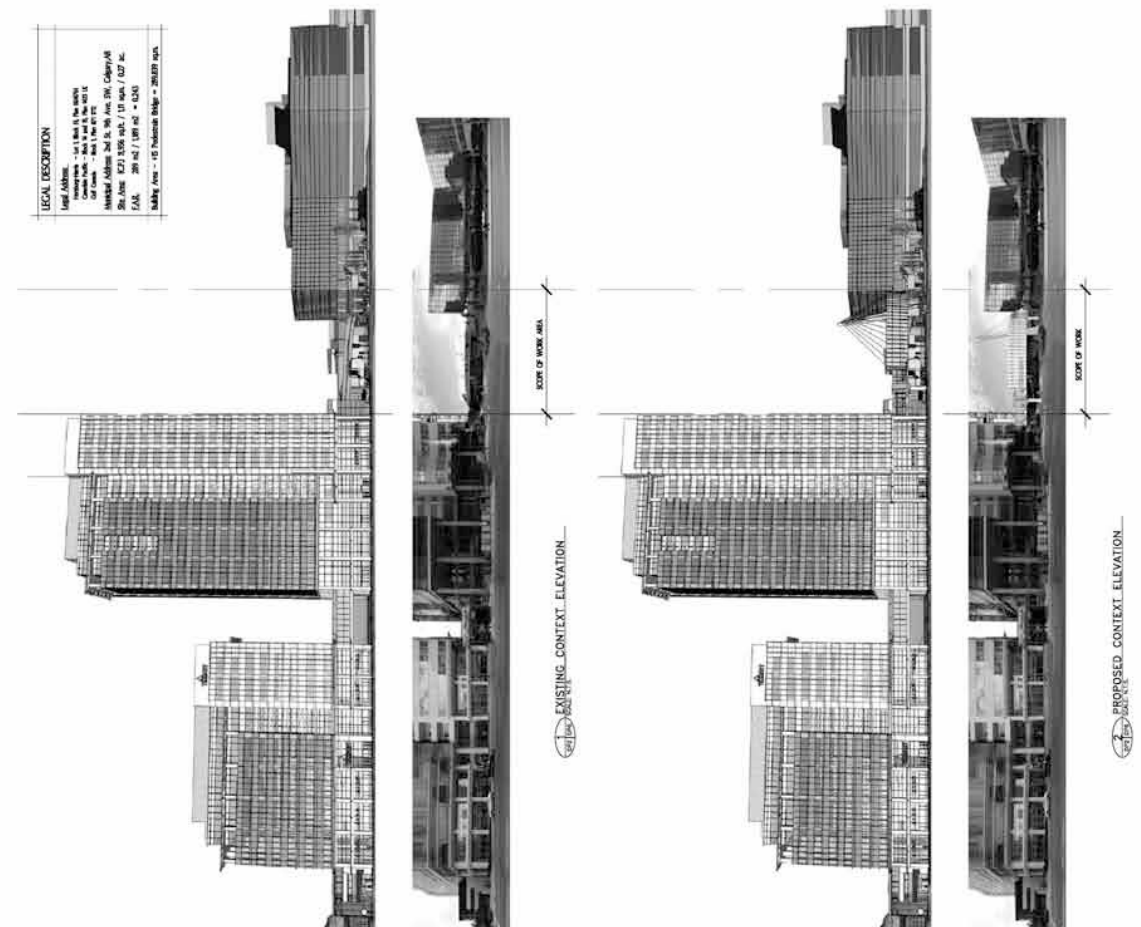
ABUGOV KASPAR  
10/10/2010

**PROPOSED ROOF PLAN**

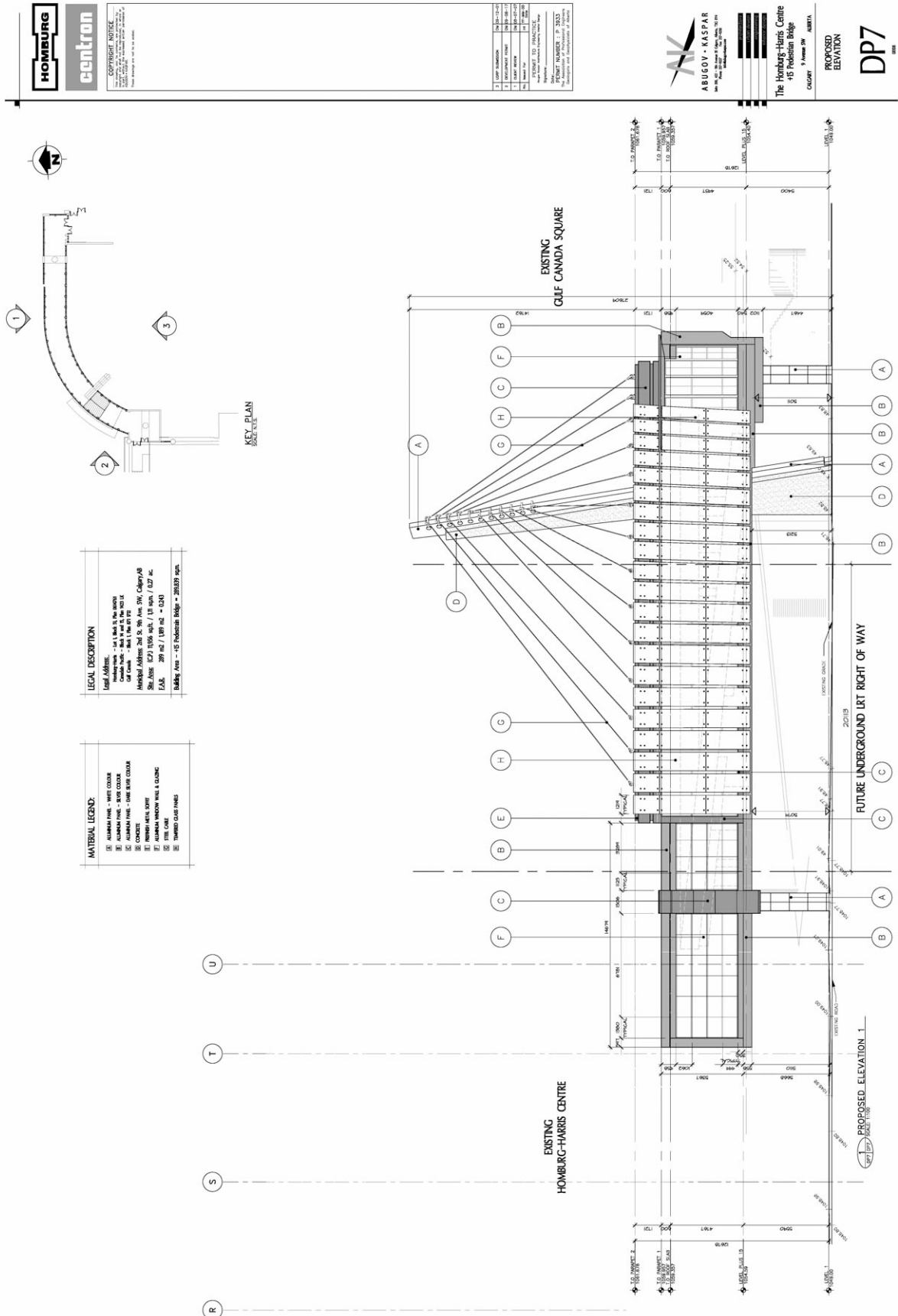
PROPOSED ROOF PLAN  
10/10/2010

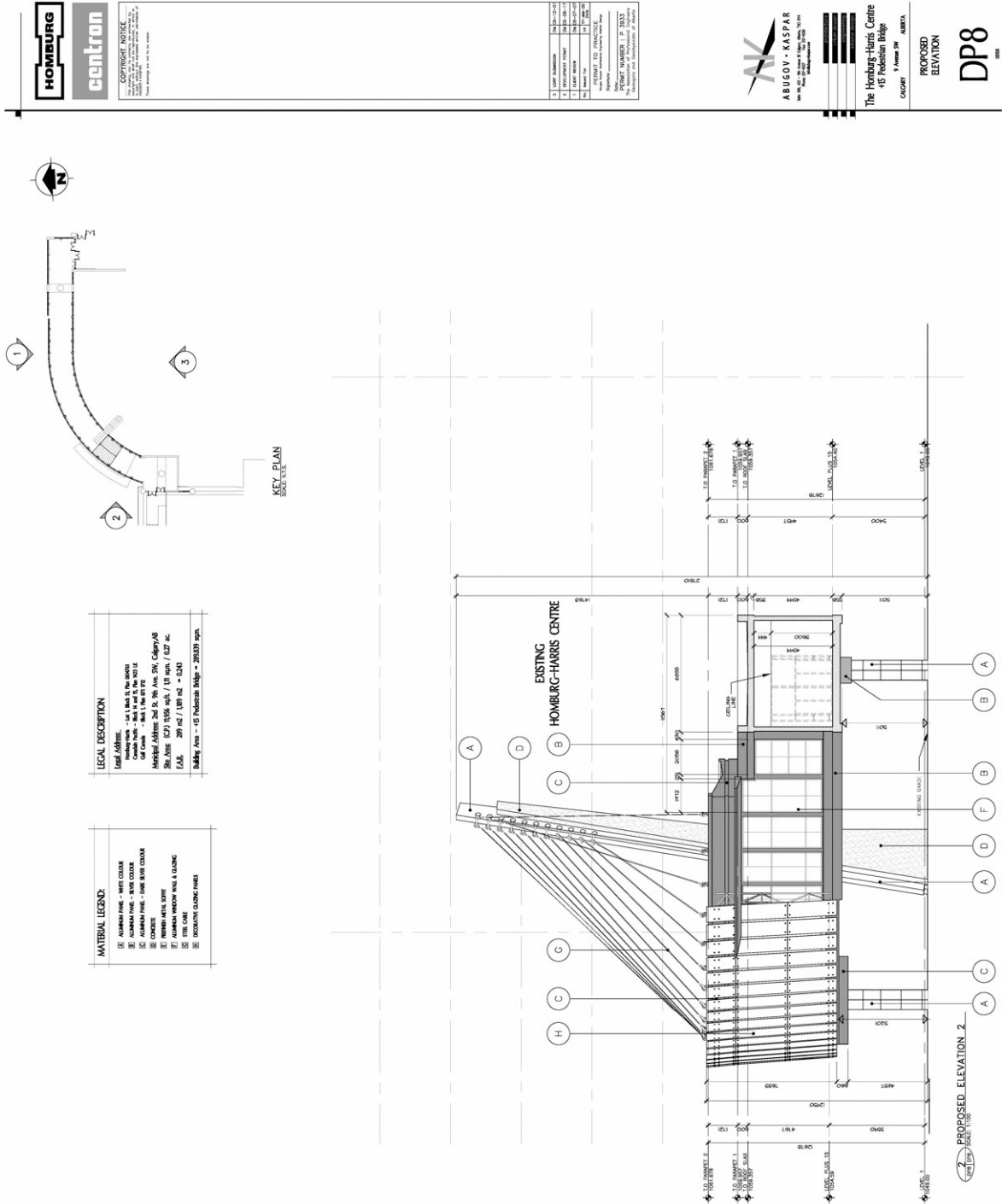
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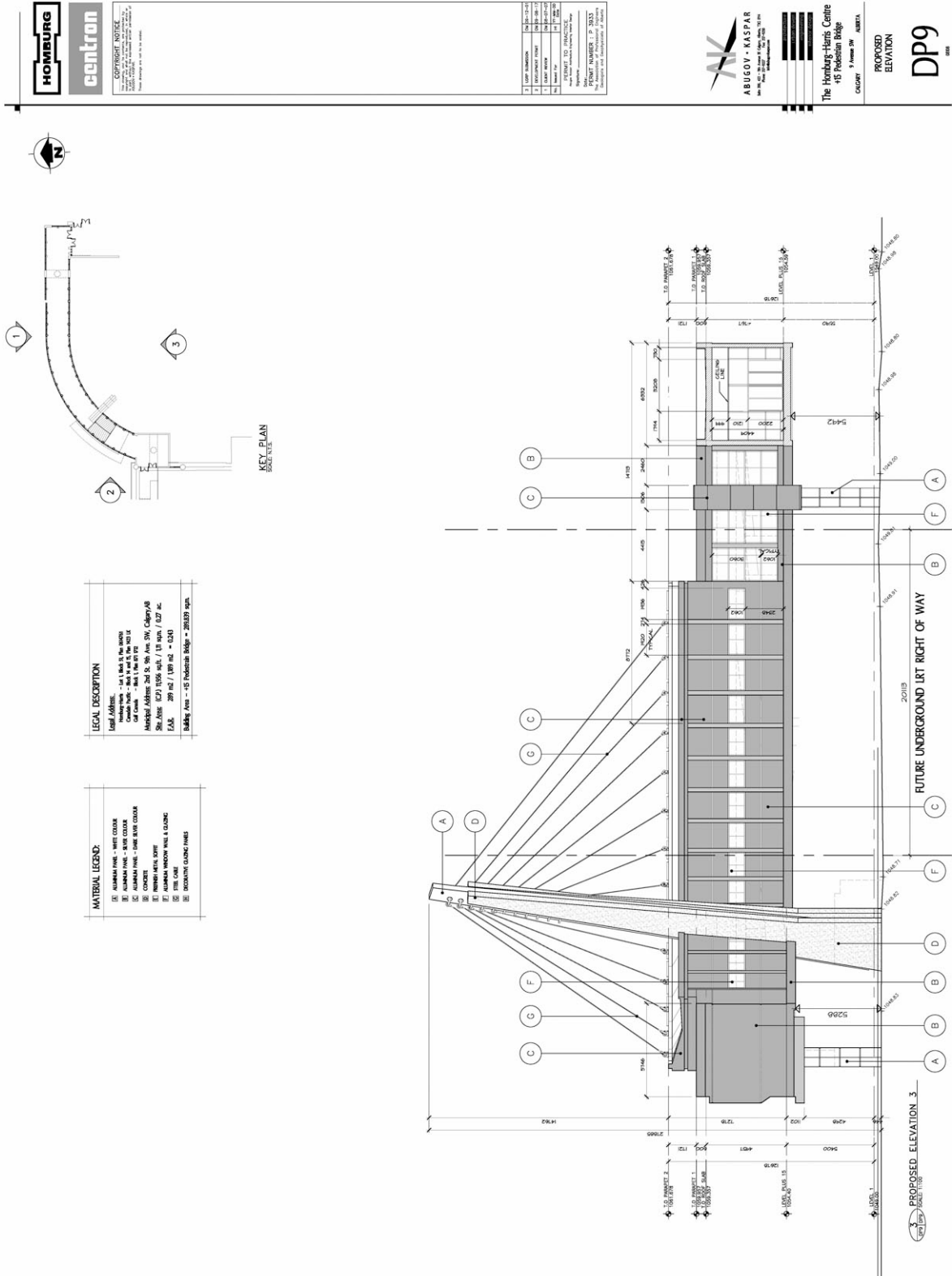
DP5  
10/10/2010

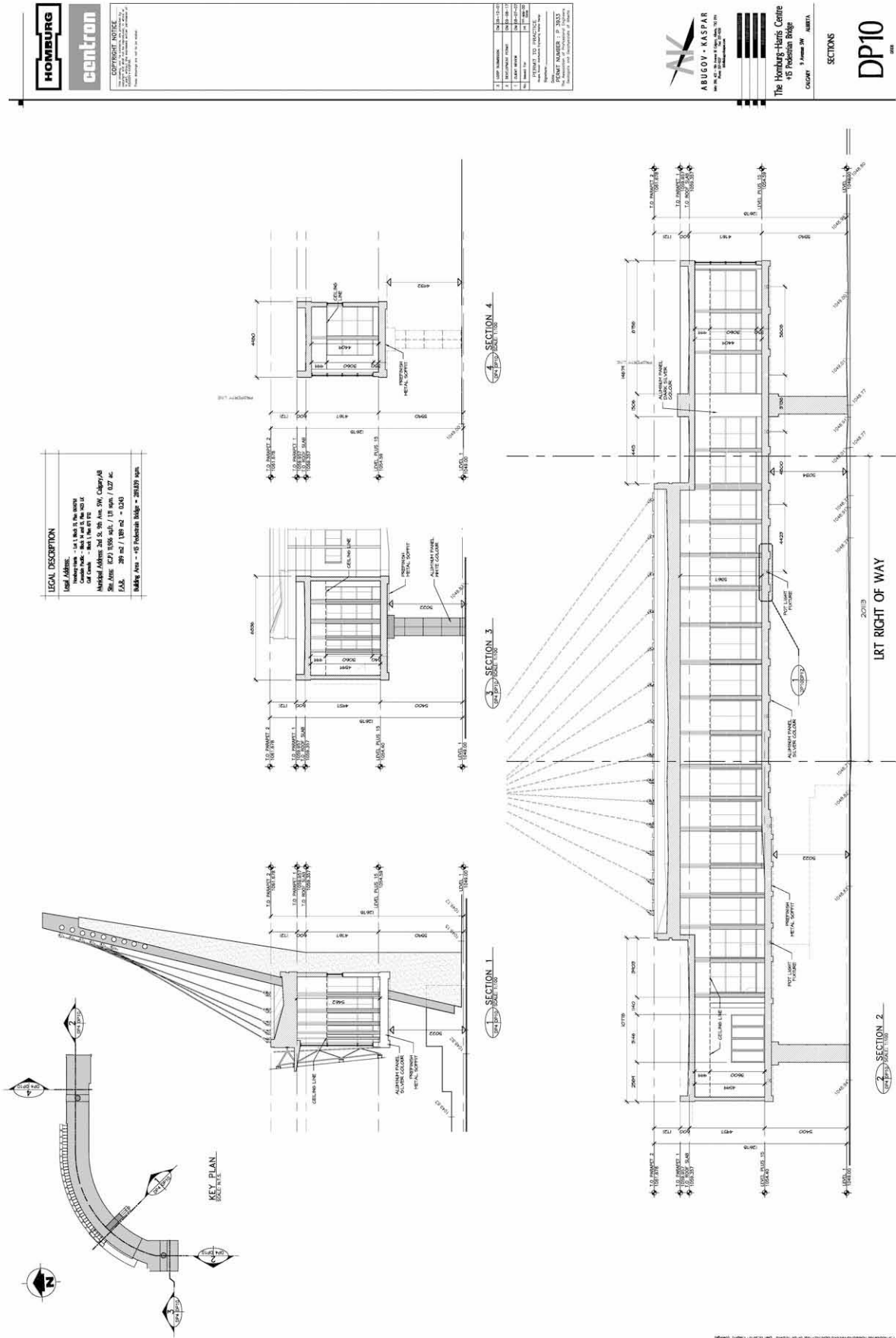


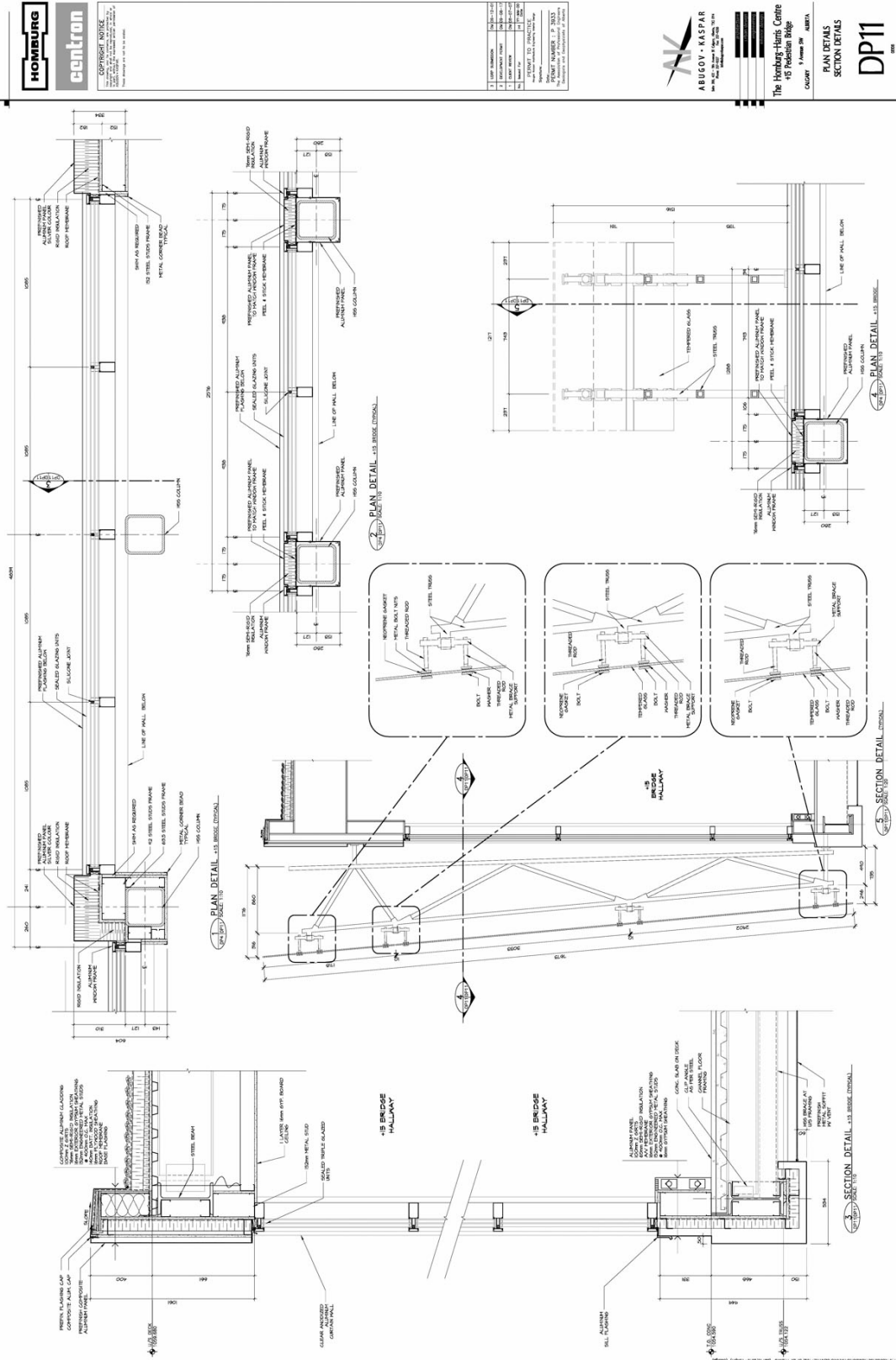














## Community Association Comments

November 17, 2009

The City of Calgary  
Development Circulation Controller  
Development and Building Approvals #8073  
P.O. Box 2100 Station M  
Calgary, AB T2P 2M5

Attn: Ray Ferrence

Dear Ray:

**Re: DP 2009-2984 +15 Pedestrian Bridge: 325 – 9 Avenue SW**

The Calgary Downtown Association's (CDA) Urban Development Committee attended a presentation by Abugov Kaspar and the Centron Group on the above-mentioned development permit. We believe this is a landmark execution of a +15 bridge and applaud the creative effort put forward.

We understand that future plans for an underpass at 2<sup>nd</sup> Street have been taken into consideration and all parties are satisfied with the potential sacrifices which will need to be made to the bridge.

The CDA would like additional consideration given to the pedestrian environment at street level, specifically where lighting is concerned. We were delighted to see the proposed animated lighting for the bridge itself.

Our understanding that road and sidewalk closures would be limited to several weekends, in light of the pre-cast components of the bridge, and we are in full support of that methodology. Safety must be the premier consideration but it is important that the pedestrian environment in particular be impacted as little as possible, given the recent history of the area.

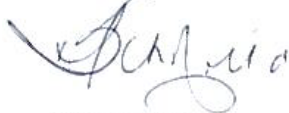
Downtown Calgary : 720, 304-8th Avenue SW : Calgary, AB T2P 1C2 : (403) 215-1570 : info@downtowncalgary.com : www.downtowncalgary.com



- 2 -

I trust our comments will be useful and we look forward to an update on the project as details are finalized. Feel free to contact me at 215-1565 should you wish to discuss the project further.

Yours truly,



Maggie Schofield  
Executive Director

cc: Frank Kaspar, Abugov Kaspar  
Richard Heine, Centron Group  
Dave Breckon, City of Calgary, City Centre





Urban Design Review Panel  
2009 DECEMBER 09  
Page 3

**ITEM NO. : 1**  
**(1:30 pm)**

Ray Ference

**COMMUNITY:**

Downtown Commercial Core

**FILE NUMBER:**

DP2009-2984

**MUNICIPAL ADDRESS:**

325 – 9 Avenue SW

**APPLICANT:**

Abugov Kaspar

**DESCRIPTION:**

**The Homburg Harris Centre Plus 15  
Pedestrian Bridge**

**Comments Provided by the Panel:**

- The Panel commends the applicant for an interesting and attractive solution, particularly given the number of constraints on the site.
- The Panel would like to encourage the Applicant to examine the visibility and transparency of the stair access at the east end of the Plus 15 bridge from 9<sup>th</sup> Avenue.
- The Panel would like to encourage the Applicant to provide glass that is highly transparent for both the screen element and the windows. The Applicant should research coatings and lighting for the screen glass in order to execute a compelling sculptural or kinetic effect. This must be balanced with the Panel's concern for CPTED issues, i.e. visibility into the structure from the street, particularly in off peak hours.
- The Panel notes that issues of maintenance of inside faces of the screen glass and the windows must be resolved.
- The Panel encourages the City to construct high quality continuous sidewalk finishes and pedestrian crosswalks from Homburg Harris Centre to Gulf Canada Square to complement the new Plus 15 connection. The Panel recognizes this is outside the purview of the Applicant.
- The Panel is concerned that overly scaled parking signage on the adjacent Parking Authority access will visually compete with the Plus 15 Bridge. The extent of signage should be limited to parameters set by other existing CPA parking structures including City Hall and Centennial Parkade. The Panel recognizes this is outside the purview of the Applicant.
- The back wall indicated in the drawings is dark silver coloured aluminum panel. This should be a high quality material that ties visually with the surrounding architecture.
- The Applicant should provide a reflected soffit plan and lighting concept for the underside of the bridge.
- The height and the proportion of the mast are critical to the success of the Bridge. The Applicant should ensure the final design follows the design presented.