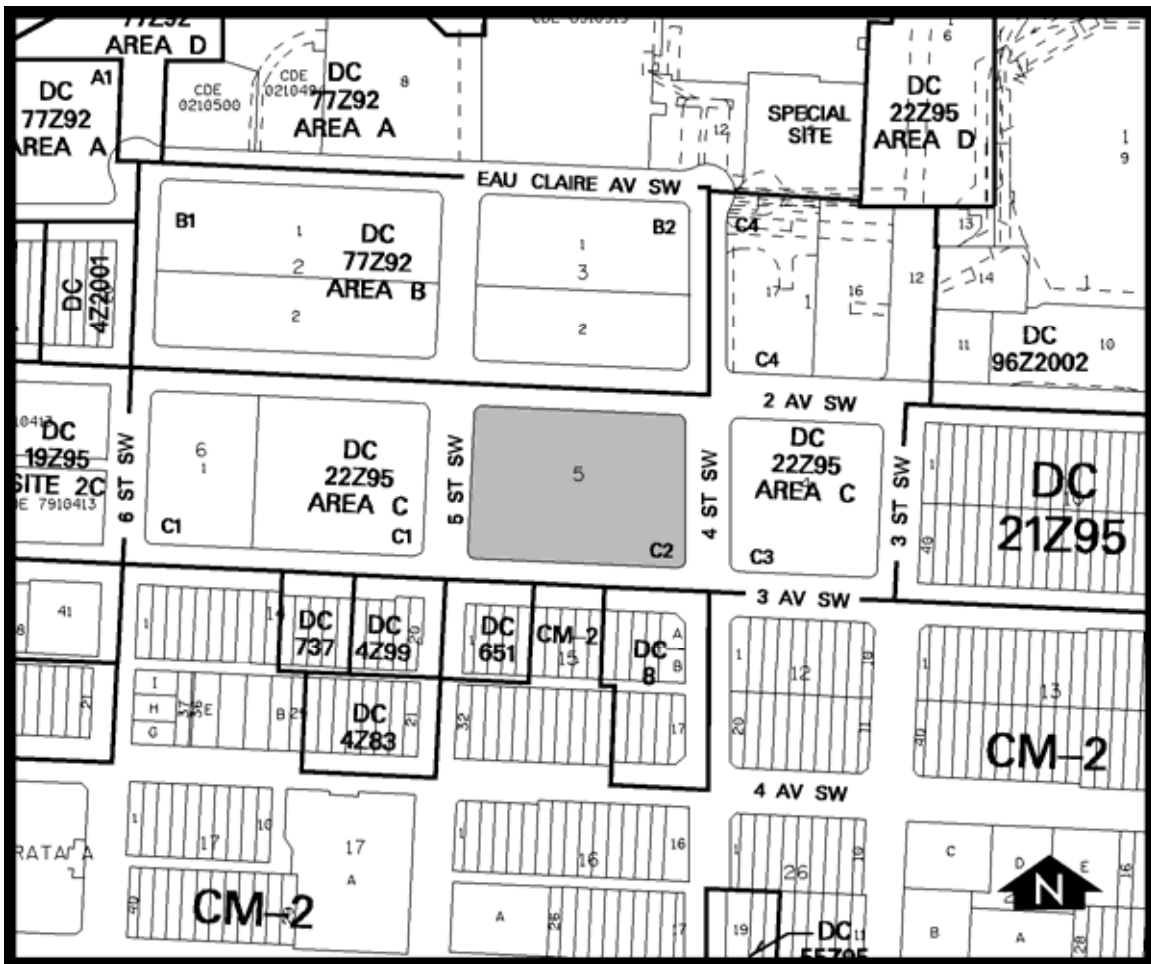


REPORT TO THE CALGARY PLANNING COMMISSION

<b>DEVELOPMENT PERMIT</b>	<b>ITEM NO: 16</b>
	CPC DATE: 2006 April 06
	DP NO: DP2005-2360

EAU CLAIRE  
(Ward 7 - Alderman Farrell)



**PROPOSAL:**  
Two Office Buildings with at-grade and +15 commercial

<b>APPLICANT:</b> Gibbs Gage Partnership	<b>OWNER:</b> Omers Realty Corporation BCIMC Realty Corporation 1022803 Alberta Ltd.
<b>MUNICIPAL ADDRESS:</b> 555 – 2 Avenue SW	<b>LEGAL DESCRIPTION:</b> Plan 8110407, Block 5 (Map 16C)
<b>EXISTING LAND USE DISTRICT(S):</b> DC Direct Control District (22Z95)	
<b>AREA OF SITE:</b> 0.93 ha ± (2.30 ac ±)	
<b>CURRENT DEVELOPMENT:</b>	Surface Parking Lot

**ADJACENT DEVELOPMENT:**  
**NORTH:** Surface Parking Lot  
**SOUTH:** Office Buildings (2), Parking Structure  
**EAST:** Surface Parking Lot, Office Building (Shaw Building)  
**WEST:** Office Building (Canterra Tower)

**SITE CHARACTERISTICS:**

Generally flat site. Existing parking lot is sunken below street level.

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD (Bylaw 22Z95)</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DENSITY</b>	A maximum of 14.0 FAR	13.91 FAR	Complies
<b>HEIGHT</b>	West Half – 27 Storeys to a maximum of 330 feet (100.6 metres)  East Half -- 45 Storeys to a maximum of 545 feet (166.1 metres)	West Half – 24 Storeys, 99.5 metres  East Half – 41 Storeys, 164.6 metres	Complies
<b>PARKING</b>	One Stall per 140 metres of Net Floor Area (793 Stalls Required)	793 Stalls Provided (Prior to Release condition to show the additional stalls required)	Complies
<b>LANDSCAPING</b>	1 square foot of landscaping for each 53.60 square feet of commercial space  (27106 feet required)	31214 feet provided	Complies
<b>EXTERIOR FINISH MATERIALS</b> <b>Walls: Vertical mullions, glass</b> <b>Roof: Sculpted rooftop</b> <b>Windows: Transparent glass at grade, varying glass types on the tower</b>			

## PLANNING EVALUATION

### Introduction

This development Permit is for an office project located in the Eau Claire community. The project includes two office towers of different heights, underground parking, commercial uses at grade and the +15 level, and landscaped plazas.

### Site Context

The site is located at the southern edge of the Eau Claire community, in an area characterized by a mix of office buildings and surface parking lots. Bounded by 2 and 3 Avenue SW, 4 and 5 Street SW, the project is directly south of two parking lots designated for future residential development. As 2 Avenue is a pedestrian corridor leading to the Chinese Cultural centre, a pedestrian friendly environment with a good interface for the future residential was a key component of the project.

The area between 3 and 6 Street SW, Eau Claire Avenue and 3 Avenue SW is referred to as the “Oxford Lands”, as this developer is the major land owner in the area. There are two main areas referred to in the Area Redevelopment Plan and the Bylaw– the “B” lands (lands directly north of the site designated for future high density residential development), and the “C” lands (the office development on the remaining sites. This parcel of land (Parcel C-2) is the second last of the commercial sites to develop. As part of the evaluation for this development, a concept plan for the final parcel of commercial landholdings has been provided to show that the requirements under the Bylaw can be achieved without significantly constraining the site.

### **Land Use District**

The site is currently designated Direct Control 22Z95. This designation was given to all the commercial lands in the Eau Claire Area, and reflects the policies of the Eau Claire Area Redevelopment Plan. Under the bylaw, a maximum Floor Area Ratio of 14 FAR applies to the site. The bylaw also has requirements for parking, short-stay parking, +15 connections, and landscaping to be provided over all four sites.

### **Legislation & Policy**

The application area is located within the “Commercial Land Use” area of the Eau Claire Area Redevelopment Plan. The application fits within this primarily commercial precinct adjoining the Downtown commercial core. Under the policy, the following points were realized as a result of this application:

- active and daily living retail land uses should be focused and provided at the ground level to contribute to the vitality of the streets;
- the design of structures should seek to provide sunlight to public areas, reduce uncomfortable wind conditions in pedestrian areas and provide open spaces that are attractive in both summer and in winter;
- In order to allow 2 Avenue S between 4 and 6 Street W to act as the interface between commercial and residential uses, access for commercial vehicular traffic to the C blocks to be located on 3 Avenue S and 4 and 5 Street W; and
- parking, service, drop off and loading areas shall be located to minimize the ingress of commercial traffic into the residential areas and all vehicular access ways shall be located so as to minimize the disruption of traffic and pedestrian movements.

In the spring of 2003, City Council approved "A Framework for Planning the Future of Calgary's Downtown." The Framework emphasizes the importance of an attractive, dynamic, vibrant downtown for businesses, workers, residents and visitors. The “Framework for Planning the Future of Calgary’s Downtown” identifies the following applicable directions associated to this application:

- Interesting, attractive streets and public spaces provide a highly important advertisement for a downtown, as well as being part of a virtuous circle of investment and improvement. Such streets, and the districts that surround them, provide the memorable pedestrian level experience that is both the essence of contemporary urban tourism and the prerequisite for strong downtown residential growth; and

- A vibrant downtown is the cause and the effect of a significant residential population. People living in the Downtown support the services and the atmosphere that create a true neighbourhood. The presence of a neighbourhood in turn attracts more residents. If our Downtown is to thrive, and contribute to our city's ability to compete in an increasingly complex environment, we can no longer think of Downtown as central business district. While it will continue to be a place where many Calgarian's work, Downtown must also become a place where they can live. It must be an inviting environment, with all the conveniences of daily living close at hand."

This application meets the intent of both these policy directions through the use of active retail along 2 and 3 Streets SW, as well as a positive interface with the future residential development to the north.

### **Site Layout & Building Design**

The project is a 1,400,000 square foot commercial development, consisting of a 41 storey office tower located on the east half of the site, with a 24 storey tower located on the west half of the site. Both towers are above a podium of commercial (retail) development. The podium is a mix of transparent glass and concrete, with shops placed along 2 Street SW. This retail component along 2 Street SW will have individual entrances to provide a pedestrian friendly environment. As 2 Avenue SW is designated as a pedestrian route, a wider sidewalk has been provided adjacent to the development. Entrances to the buildings are located at the north edge of the Plaza for the shorter tower, and at the corner of 4 Street and 3 Avenue SW for the taller tower. A secondary retail space with an adjacent plaza for an outdoor café has been provided along 3 Street SW.

The 41 storey tower is a mix of horizontal mullions and articulated glass. The 24 storey tower is a mix of horizontal glass banding designed to break up the massing of the development. Both rooftops for this project are curved with different orientations to provide visual interest. A pedestrian wind study was provided by the applicant to show there shall be no impact at grade for the pedestrian or the users of the plaza. While the project has a 20,000 square foot floorplate, both buildings have been cantilevered out so the floor plate varies for each floor. This gives a slight angled effect to the elevations.

The project is located on a highly visible site and, once completed, the project will be prominent in the northern skyline. Because of this, administration spent considerable time working with the applicant to provide a building that meets the developer's needs of a larger floorplate but meets the city's requirement for a building with visual interest. The use of vertical mullions on the large tower, the glass banding on the shorter tower, and the sculpted rooftops all combine to provide a building that compliments the area.

The site is located within the 1:100 year floodplain. The main floor elevation for this project has been raised to comply with the bylaw requirements. Electrical and mechanical rooms have been placed above the floodplain elevation. No road raising adjacent to the site is required for this project. While this does mean there will be stairs leading to the southwest Plaza and the retail along 2 Avenue SW, this was not seen as an impediment to the use and enjoyment of these areas.

Section 11.4.6 of the Eau Claire ARP States “Development close to the Bow River and the Barclay Mall should not place more of the following areas in shadow than is already in shadow as a result of existing buildings (Page 43). It mentions the three following areas:

- (a) The westerly 8 metres of the right-of-way and setback area of the Barclay Mall, from 12:30 pm to 1:30 pm, MDT, on September 21;
- (b) The easterly 8 metres of the right-of-way and setback area of the Barclay Mall, from 12:30 pm to 1:30 pm, MDT, on September 21; and
- (c) the area of the Barclay Plaza north of a line drawn parallel and 60 feet north of the 1 Avenue S right-of-way prior to 2:30pm, MDT on September 21.

A shadow study provided by the applicant demonstrates that the protected area on Barclay Mall (3 Street SW) is not impacted by the proposed development. The shadow study shows there would be no further impact on Barclay Plaza by this development, as the shadow from this project falls within the shadow already cast by the Millennium Tower (Ernst and Young Place).

The subject site is also located within the +15 Policy area boundaries. The proposed development is providing the +15 connection to the east to connect to Canterra Tower (Across 4 Street SW). Supports are in place for a future connection to the west of the site (across 5 Street SW). As part of the Direct Control District, the applicant shall provide Cash-in-Lieu for a bridge connection across 2 Avenue SW, and another one across 3 Avenue SW). There are prior to release conditions that allow for the bridge to be subject to review by the Urban Design committee, and the routing through the +15 level of the building. As the applicant is still working on the design details for the placement of the food court at this level, prior to release of the Development Permit the applicant shall provide the proper routing and proposed food kiosk locations.

The Urban Design Review Panel Comments in Appendix 4 are in response to the original submission. Since that time and in response to the Panel's comments and CPAG team review the applicant has undertaken a substantial design review and addressed many of the Panel's comments. The table below is a summary of the Panel's comments and how they were addressed in the current submission.

Urban Design Review Panel Comment	Applicants Response
<ul style="list-style-type: none"> <li>The Panel is concerned with site layout, building massing, setbacks and curved walls (The resulting plan does not result in a high quality public space, and creates an awkward leftover space, e.g., the NE courtyard garden is in shadow most of the day).</li> </ul>	<p>Applicant has relocated the northeast courtyard to the southwest for the project. Curved walls have been replaced with the storefronts along 2 Avenue SW.</p>
<ul style="list-style-type: none"> <li>The panel is concerned with the loading at grade and the amount of street face being taken up by vehicular access, in particular the curved ramps to underground parking.</li> </ul>	<p>Loading is sunken below grade for the project, and has been wrapped with retail and lobbies making it completely concealed to public view.</p>
<ul style="list-style-type: none"> <li>The existing main floor loading spaces should be replaced with more usable at-grade space.</li> </ul>	<p>Space has been wrapped around the internal loading space to provide for retail along 2 and 3 Avenue SW, with the office lobbies along 4 and 5 Streets SW</p>
<ul style="list-style-type: none"> <li>The concourse has been described as “public”, however it will at best be a semi-public thorough-fare with few activities and has the potential to draw people away from the true public space of the streets and plazas. Significant additional emphasis is required on the public realm of streets and plazas.</li> </ul>	<p>Public realm has been redesigned at key locations to provide emphasis on 2 Street SW and the Southwest Plaza.</p>
<ul style="list-style-type: none"> <li>The panel would like to see more definition and detail of the of landscape design.</li> </ul>	<p>The plans have been revised to provide the added detail.</p>
<ul style="list-style-type: none"> <li>Street trees should be continuous along all facades.</li> </ul>	<p>Provided on the revised drawings</p>
<ul style="list-style-type: none"> <li>Pedestrian paving patterns should be continuous across all vehicular access points.</li> </ul>	<p>Provided on the revised drawings.</p>

## Landscaping

As part of the Direct Control Bylaw, a portion of the site must be landscaped. The applicant is providing this landscaping in two distinct places. A large Southwest plaza has been provided for the project. The plaza is a mix of hard landscaping and rows of trees, and is raised from the street to provide separation. A wider sidewalk area has been provided along 2 Street SW as another way to strengthen the interface with the future residential to the north of the site. Street trees have been placed along the entire 2 Avenue SW location.

A minor landscaped plaza has been provided along 3 Avenue SW on the western edge of the West Tower. It is anticipated this could double for an outdoor café adjacent to the retail at this location. While not part of the approval for this project, the southwest plaza does allow for a future public art location.

### **Site Access & Traffic**

There are two vehicular access points for this project. The main access for the site is at 3 Avenue SW, with a secondary access along 4 Street SW. Loading access is off 4 Street SW. While the loading is not completely below grade for this project, it is partially below the main floor, and has been hidden by the commercial uses on the main floor and lobbies for the project.

A Transportation Impact Assessment was provided for this project with the results being accepted by CPAG.

Bicycle storage facilities at-grade are located along 3 Avenue SW. Storage facilities inside have been provided to the satisfaction of Transportation Planning.

### **Parking**

The project provides all the required parking as per bylaw for this project. Under Bylaw 22Z95, 200 parking stalls shall be designated as short-stay parking, and managed by the developer as such. These parking stalls shall be interspersed among the "C" lands. 40 stalls are allocated to the Ernst and Young/Sheraton Eau Claire Site, 100 stalls are being provided for this application, and 60 stalls shall be provided on the final development site.

As the site is not located within the restricted parking area, the applicant has provided 100% of the required parking. Because the entire parkade is being constructed in advance of construction of the east tower, all parking in excess of the requirements for the west tower shall be temporarily maintained as short-stay parking in the area.

### **Site Servicing for Utilities**

Servicing for the site is available. The applicant is responsible for the cost of any required upgrading of services.

### **Community Association Comments**

Comments were received by the Eau Claire Community Association (see Appendix III). Their comments focused on two main concerns.

1. The project needs to be considered as a piece in the transition from commercial to residential development; and
2. The project needs to be an attractive addition to the community.

Through the redesigns of the project, the concerns of the community regarding interest on the ground floor, placement of the park areas (landscaped plazas), site access, and building design. The request for traffic bulbs as per the ARP is something that would be provided at a later date as part of a comprehensive traffic calming of the area.

The community provided a subsequent concern regarding the sunlight protection on Barclay Plaza. Shadow studies demonstrate this area remains protected.



## Adjacent Neighbour Comments

No comments received

## CONCLUSION:

The proposal is supported for the following reasons:

1. The project meets many of the goals for the community contained in the Eau Claire Area Redevelopment Plan;
2. The development provides a quality contribution to the Calgary Skyline as well as a positive interface for future residential development to the north; and
3. The site layout allows 2 Avenue SW to remain a pedestrian friendly area with the containment of vehicular traffic to 3 Avenue and 4 Street SW.

## **CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION:** APPROVAL

The Corporate Planning Applications Group recommends APPROVAL with the following conditions:

SIX complete sets of the drawings are required, with the changes to the drawings highlighted in Red.

Engineering:

1. The applicant to submit a copy of the 'Phase I ESA completed by C5 Plus Group Ltd for the subject site in 1998', as referred to in the report submitted with the application (Limited Level Two Environmental Site Assessment of 555 – 2nd Avenue S.W., Calgary, Alberta, dated 2005-07-06 by Base Property Consultants Ltd).
2. A sanitary servicing study is required to locate any points in the public sanitary sewer system which will be under capacity once the ultimate flows from this development are achieved. Any costs associated will be at developer expense.
3. Address the requirements of the Business Unit(s) as listed below:  
Calgary Roads
  - a. Property lines dimensioned from the lip of gutter and the back of sidewalk.
  - b. Driveways flared and dimensioned as per Calgary Roads Standard Specifications (curb returns, not permitted). Driveway flares must not encroach onto the boulevard of adjacent properties.
  - c. Continuous sidewalk and curb and gutter across driveway crossings.
  - d. A detailed driveway cross-section complete with ramp grades and elevations at face of curb, back of sidewalk, property line and driveway ramp on private property.

- e. No curb returns on both driveway crossings. Revise accordingly to show continuous sidewalks with driveway flares on all drawings. Provide dimensions of driveway width and flares. Remove portion of driveway median divider on both driveways from City road right of way (must not extend beyond property line).
  - f. Transition grades on both driveways should be a minimum length of 4.5 meters and grade differences should not exceed 12% to avoid damage to vehicle undercarriage. The profile of the 3 Street driveway ramp is not acceptable and must be revised. Provide a profile for the 2 Avenue driveway ramp.
  - g. Provide details of proposed canopies. If any portion of the canopy extends beyond the property line, it must be removable and be subject to a 30-day notice of removal agreement.
  - h. Provide details for surface finish of public sidewalks.
4. Request quotation and remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Approved driveway crossings
  - b. Sidewalks
  - c. Streetlighting
  - d. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc. should it be deemed necessary through a site inspection by Calgary Roads personnel
5. Provide a letter of understanding to accept responsibility to ensure driveways will be constructed to plans approved by the Calgary Roads. The letter must be signed by the owner or authorized company representative.

The letter should state the following:

Company Letterhead or Owner's Name & Address

Development Permit Application # \_\_\_\_\_ Date \_\_\_\_\_

I understand that I am responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on plans that have been approved by the City of Calgary, Calgary Roads. I understand that the negative sloping of the driveway within the City boulevard is not acceptable to the City. Furthermore, I will be responsible for all costs to remove and reconstruct the entire driveway ramp if actual grades do not match the approved grades.

Signature of owner or authorized representative \_\_\_\_\_.

Parks:

- 6. Tree trenching detail is being reviewed by Urban Forestry – comments to follow if necessary.
- 7. Increase soil depth of planters to 750mm.

Planning:

8. A Development Agreement shall be executed in conformity with all reports, plans and materials submitted to and approved by the Development Authority, including:
  - a. a +15 Development Agreement with The City to the satisfaction of the City Solicitor;
  - b. the delineation of +15 easement areas, schedules and maintenance obligations; and
  - c. details of responsibilities for and construction of all improvements within the adjacent public right-of-way.
9. Provide payment for two +15 bridges required under Bylaw 22Z95 (The Bridge to the north spanning 2 Street SW, and the bridge to the south spanning 3 Street SW). This shall be to the +15 Fund at the rate current at the time of payment.
10. Provide detailed design drawings and renderings of the proposed Plus 15 Bridge across 4 Street SW, subject to review and comments by the Plus 15 Committee and the Urban Design Review Panel
11. Revise the drawings to show the additional parking stalls above the P-1 level to comply with the 793 parking stalls required by bylaw.
12. Revise the drawings indicating the specific surface materials to be provided at grade for this project. Ensure the materials used are winter friendly (non-slip).
13. Provide detailed drawings of the proposed food court at the +15 level to ensure a proper +15 easement area can be provided with no conflicts due to take out food waiting areas.

Transportation:

14. The applicant is to enter into a public access easement agreement with The City of Calgary to allow for public access to the transit shelter, if the shelter is located on the applicant's site.
15. Provide operating protocol for the parkade and loading overhead doors.
16. Provide pedestrian warning devices (flashing lights and audible signals) at both accesses to warn pedestrians of vehicles exiting on to 3 Avenue and 4 Street SW.
17. The applicant is to provide, at their cost, an architecturally compatible transit patron waiting amenity at the existing bus zone location on 2 Avenue SW. Show detail of proposed bus zone on the plans. Contact Lynn McKeown with Calgary Transit at 537-7885 to discuss costs and requirements for the shelter. Confirm that the design and cost of the proposed bus shelter and shelter location are satisfactory with Calgary Transit and provide cheque or letter of credit for costs related to the propose bus shelter.

18. Provide vehicle sweeps for a typical loading vehicle (SU-9) accessing (in/out) of the site and accessing (in/out) of all proposed loading stalls on the plans. Ensure no conflicts with any obstruction (parking stall, column, loading stall, wall, curbs) and provide minimum clearance from any obstruction of 0.6 metres. Provide details on how conflicts between loading/garbage vehicles and vehicles accessing (in/out) of the parkade be addressed.

### Permanent Conditions

#### Engineering:

1. If during construction of the development, the applicant, the owner of the development, or any of their agents or contractors becomes aware of any contamination:
  - a. The person discovering such contamination shall forthwith report the contamination to Alberta Environment, the Calgary Health Region and The City of Calgary, and
  - b. The applicant shall submit a current Phase II Environmental Site Assessment report to The City of Calgary, and
  - c. If required, the applicant shall submit a Remedial Action Plan and/or a Risk Management Plan to The City of Calgary.

Prior to issuance of a Development Completion Permit, a letter from the qualified professional who prepared the Remedial Action Plan and/or a Risk Management Plan is to be issued to The City of Calgary in which the qualified professional certifies that the Remedial Action Plan and/or Risk Management Plan has been implemented.

All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary (Environmental Management).

2. Applicant shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager of Urban Development, including but not being limited to:
  - Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.)
  - Relocation of works (survey monuments and underground/overhead utilities, etc.)
  - Upgrading of works (road widening and watermain upgrading, etc.)
  - Construction of new works (lane paving, sidewalks, curbs, etc.)
  - Reconstruction of City facilities damaged during construction
3. Public work to be City standard and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, streetlighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing, and landscaping.

4. Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the applicant shall pay the difference, upon receipt of notice, to The City.
5. Applicant shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager of Urban Development, including but not being limited to:
  - Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.)
  - Relocation of works (survey monuments and underground/overhead utilities, etc.)
  - Upgrading of works (road widening and watermain upgrading, etc.)
  - Construction of new works (lane paving, sidewalks, curbs, etc.)
  - Reconstruction of City facilities damaged during construction
6. Public work to be City standard and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, streetlighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing, and landscaping.
7. Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the applicant shall pay the difference, upon receipt of notice, to The City.
8. In accordance with the Encroachment Policy adopted by Council on June 24, 1996, and as amended on February 23, 1998, (retaining walls, planters, entry features, building projections) are not permitted to extend into the City right-of-way. New encroachments that are a result of this development are to be removed at the Developer's expense, prior to issuance of a Development Completion Permit.
9. Prior to the issuance of the Development Completion Permit the applicant is to submit a certificate that is signed and sealed by a Professional Engineer, confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan (previously known as a Mechanical Site Plan). Functional compliance is solely determined by the City to mean compliance with all City Bylaws, Standards, Specification and Guidelines.

Planning:

10. All enclosed parking areas shall have walls and ceilings painted a white or light colour and have a lighting system to meet the average minimum lighting illumination of 54 LUX.
11. Parking areas shall be for the sole use of residents/tenants and their guests. Parking stalls shall not be sold or leased to the general public for the purpose of long stay parking in the downtown core.

12. The properly executed Development Agreement referenced in the Planning Prior to Release conditions shall remain in force and on title throughout the life of this development.
13. The development shall be completed in its entirety, in accordance with the approved plans and conditions; any changes to the approved plans (including non-completion of the development) shall be submitted for approval to the Development Authority.
14. No changes to the approved plans shall take place unless authorized by the Development Authority.
15. A Development Completion Permit shall be applied for, and approval obtained, prior to any occupancy. Call the Development Field Inspection Group at 268-5491 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit.
16. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit.
17. Any trees and shrubs including boulevard trees indicated on the site plan which die after completion of the project must be replaced on a continuing basis with trees or shrubs of a comparable species and size.

Transportation:

18. The proposed access to/from 4 Street SW shall not be relocated at any time in future, as it may create unacceptable delay and queuing on 4 Street SW.
19. No on-street loading will be permitted. All loading shall take place on site. Loading vehicles shall be limited to an SU-9 or smaller.
20. Parking stalls in excess of the number required for phase 1 (ie. 515 required for phase 1) may be built with phase 1 of the project and shall be signed and used as short-stay parking (1-4 hours) only, until the completion of phase 2
21. A traffic demand management program shall be required for this development.

The developer/owner should appoint a traffic demand management (TDM) coordinator for the proposed development to devise a TDM program. The TDM coordinator should ensure that the motor vehicle use reduction strategies identified in the TDM program are implemented in the development and management of the site.

The developer/owner should provide the Director of Transportation Planning, with a status report. This report should outline the activities undertaken by the developer/owner in an effort to reduce traffic targets. The developer and the Director of Transportation Planning should agree upon the scope of the status report.

22. The short stay parking required under Bylaw 22Z95 shall remain and shall not be converted to long stay parking for the development.

## Advisory Comments

The following advisory comments are provided as a courtesy to the applicant and property owner. They represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval

### Building Regulations

1. Travel distance to the nearest exit in the basement shall not exceed 45 m (3.4.4.2(2)(b)).
2. +15 level shall be served by at least two exits (3.4.2.1(1)).

### Engineering:

#### Calgary Roads

3. Property line is 3.8m from lip of gutter on 3 Avenue & 5 Street SW.
4. Property line is 3.8m from lip of gutter, 2.1m from back of sidewalk on 4 Street.
5. Property line is 4.9m from lip of gutter on 2 Avenue SW.
6. Locations and dimensions of driveways must be approved by Transportation Planning. New driveways including driveway modifications or relocation must be constructed to City standards at the owner's expense. Obstructions such as storm catch basins, hydrants, power poles, etc. must be relocated to City standards at owner's expense. Wheelchair ramps are required where proposed driveway grades do not match intersecting sidewalk.
7. Calgary Roads is to determine if the existing driveway crossings, existing sidewalks, streetlighting, curb and gutter, etc. are to City standards. Replacement and/or rehabilitation is to be at the owner's expense.
8. On all developments with under drive garages or parking lots that are lower than the back of walk or curb or lane grade, the owner is to confirm in writing that all approved driveways required for this development will be constructed to ramp grades as shown on the plans submitted and approved by Calgary Roads. Negative sloping of driveways within City road right-of-way is not acceptable. If actual constructed grades do not match approved grades, the owner is responsible for all costs to remove and reconstruct driveway ramp grades to the approved grades.

#### Waterworks

9. Water connection available from 4 Street SW.
10. Show details of servicing and metering on Development Site Servicing Plan. Provide adequate water meter room where services enter building. If static pressure exceeds 550 kpa install pressure reducing device after meter.
11. Review with Fire Prevention Bureau for on-site hydrant coverage. A stamped approved plan by Fire Prevention Bureau to be submitted with the Development Site Servicing Plans for Building Permit approval.
12. A dual service is required to service this site.

13. If further subdivision occurs in the future (including strata subdivision), each titled parcel MUST have separate service connections to the public mains (water and sanitary).
14. The proposed location of the meter room would conflict with existing water services on 3 Avenue SW. Maintain 3.0m separation between catch basins and water lines (centre line to centre line).

#### Wastewater & Drainage

15. Sanitary sewer connection available from 3 Avenue or 54 Street SW.
16. Storm sewer connection available from 2 Avenue or 3 Avenue SW.
17. Show all existing and proposed sewers on the Development Site Servicing Plans at the Building Permit stage.
18. Sanitary service test facility is required.
19. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96.
20. All open ramp run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer.
21. Allowable stormwater run-off co-efficient shall be 30%.
22. Ponding required for 1:100 year storm event.
23. Direct all roof drainage to on-site storm.
24. Each building shall be separately serviced from an on-site main.
25. All building openings, ramps, etc, adjacent to trap lows are to be min. 0.3 metres higher than the maximum water elevation at the 1:100 yr. depth or depth of spill, whichever is greater.
26. Storm Redevelopment Fees will be required.
27. Contain storm runoff on site.
28. Controlled stormwater discharge required.
29. All on-site sewers are to be designed to City of Calgary specifications.
30. The proposal is acceptable to Utilities and Environmental Protection as submitted, regarding floodplain/floodway development regulations.



31. The development site lies within the Elbow River floodplain/floodway. The following floodplain/floodway comments apply:

The following ADVISORY guidelines should be provided to all land owners/developers proposing construction in the floodplain areas in the City of Calgary. These advisory guidelines will not be included in the Land Use Bylaw.

#### GENERAL

- a. Where it is desirable to have a detached single-family dwelling with a basement below the designated flood level, this floor should not contain bedrooms.
- b. Basements should not be utilized for storage of immovable or hazardous materials that are flammable, explosive or toxic.
- c. Footings and foundation walls should be cast-in-place concrete.
- d. The top of the basement walls should be a minimum of 12 inches/300mm above the designated flood level.
- e. Basement walls should be provided with at least two openable windows located on opposite sides of the building. The window sill should be at least 6 inches/150mm above the designated flood level.
- f. Where practical, stable fill may be used to raise the lowest portion of the building above the designated flood level, provided the building is not raised to a height which is not in keeping with surrounding buildings or conflict with the Land Use Bylaw.
- g. Where possible, buildings should be constructed with a longitudinal axis parallel to the direction of flood flow.

#### ANCHORAGE

In order to resist floatation and lateral movement, the basement floor joists should either have the ends embedded in the basement concrete wall or the header joist mechanically fastened to the required anchor bolts for the sill plate, or any other system providing similar protection.

#### BASEMENT DRAINAGE SYSTEM

- a. A sump pump shall be provided in the basement.
- b. The outfall pipe should be looped and discharge above the designated flood level.
- c. A separate electrical circuit should be provided for the sump pump with the operating switch located above the designated flood level.
- d. Basement walls should be made water tight through the use of paints, membranes and mortars to minimize seepage.
- e. Installation of cutoff valves on sewer lines or the elimination of gravity flow basement drains.

#### ADDITIONAL INFORMATION

For additional information on flood protection and damage reduction alternatives in the floodplain, contact Wastewater & Drainage at 268-5731. For more information on land use matters in the floodplain, contact Development & Building Approvals at 268-5333.

Floodway/Floodplain maps may be purchased from Planning & Transportation Policy Information Centre, 4<sup>th</sup> Floor, Municipal Building at 268-5333.

Copies of the Land Use Bylaw, Section 19.1 Floodway and Floodplain Special Regulations (Bylaw No. 5P85) are available from Planning & Transportation Policy, Information Centre, 4<sup>th</sup> Floor, Municipal Building at 268-5333 or online at [calgary.ca/docgallery/bu/planning/pdf/land\\_use\\_bylaw2P80/bylaw.pdf](http://calgary.ca/docgallery/bu/planning/pdf/land_use_bylaw2P80/bylaw.pdf).

Calgary Roads should be contacted to ensure building grades are compatible with future road grades.

### Waste & Recycling Services

32. Construct Garbage Collection Facilities in accordance with the current Waste & Recycling Design Guidelines

### Parks

33. A line assignment is required for all planting in the boulevard. Contact Municipal Right of Way.
34. The Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land.
35. Permits issued by City of Calgary Roads are required if construction activities use or cross any portion of the road rights-of-way (boulevard). Permits are obtained at Traffic Assessment 7<sup>th</sup> floor Municipal Building 800 Macleod Trail SE. For further permit information call 268-1586 or consult The City of Calgary Roads web site at [www.calgary.ca/roads](http://www.calgary.ca/roads) and follow the "Permit" link.
36. A condition of the issuance of permits by City of Calgary Roads may be the requirement for a tree protection plan when construction activities are within 6 meters of a tree on Public land. Requirements and specifications for a Tree Protection Plan may be obtained at [www.calgary.ca/parks](http://www.calgary.ca/parks) by following the Urban Forestry links for by telephoning Urban Forestry at 268-2677.
37. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. Individual Public Trees can have values ranging in the thousands of dollars depending on size and species. For example, a 50-cm diameter American Elm can have a value of \$8300.00. For further information on tree value and compensation please call Urban Forestry at 268-2677 or [www.calgary.ca/parks](http://www.calgary.ca/parks) and follow the Urban Forestry links. You may wish to consider this cost during the design and development of your project. Applicants that are unfamiliar with tree protection or tree appraisal are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service".

### Planning:

38. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority.
39. The development must commence before April 06, 2009 or this permit will no longer be valid.

40. Any of the conditions of the development permit approval may be appealed. If you decide to file an appeal, it must be submitted to the Manager, Subdivision and Development Appeal Board (Plaza Level, Municipal Building, #8110) within 14 days of receipt of this letter.
41. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the building, including those which are required through the building permit process.
42. In addition to your Development Permit, you should be aware that a Building Permit is also required. Now that your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information.

Transportation:

43. Commuting by active modes, transit and carpooling should be encouraged and promoted.
44. Provide showers, lockers and changing rooms for employees who choose to commute by cycling, walking or other active modes.
45. Pedestrian access across driving aisles is to be clearly differentiated from the driving aisle through the use of signage, surface marking, and/or a change in surface materials or colours.
46. Pedestrian routes are to be free of obstacles that would interfere with the accessibility of pedestrians using wheelchairs. Sidewalks are to be constructed with curb cuts where there is a change in elevation.
47. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), landscaping and fencing materials adjacent to pedestrian routes area to be of a height that minimizes potential hiding places and maximizes visual surveillance of the pedestrian route.
48. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), pedestrian oriented lighting is to be provided along pedestrian routes.
49. The applicant is advised that the site is located within 400 metres of a transit route (or 600 metres of an LRT station). It is recommended that the applicant limit the number of parking stalls provided to the number required by The City of Calgary Land Use Bylaw.

Dwayne Drobot  
2006/March

**Centennial Place, Calgary**  
**3<sup>rd</sup> Avenue SW and 4<sup>th</sup> Street SW**

March 29th, 2006  
Page 1

Centennial Place a new project by Oxford Properties Group, has a landmark location in the City of Calgary together with unparalleled views of the mountains beyond. It has been conceived to reinforce this special opportunity.

This project, in the northwest area of the downtown core is the major western termination of the centre of the City and will act as both a foil to the lower density developments to the north and west and as a significant feature on the skyline from the Bow River. The complex has been arranged as two towers set at the right angles to one another, located in such a way as to minimize view disruption from adjoining buildings, to minimize overlooking between the towers on the site, to provide respect for the adjacent residential projects and to meet criteria set-out by the City of Calgary.

The proposal has met City height restrictions on the site by placing the larger, more eastern building, oriented east west on the southern edge, with the smaller westerly building oriented north south, thereby creating a harmonious series of relationships with adjoining buildings and greater space between residential developments on the north side of 2<sup>nd</sup> Avenue, and the new development. To augment this opportunity the scheme provides a landscaped promenade on the north side of the project, that is available for use by the community at large.

Organizationally, the project has been arranged around an east-west concourse which provides pedestrian access across the site, spatially linked to the +15 system by means of a generous double height space, while being separated from the more secure zones of the building lobbies. This pedestrian "spine" reinforces the +15 system and its connections to grade level. At grade itself, a number of strategically located retail spaces have been planned to increase interior and exterior activity around the site - including the forecourt at the south west corner of the block where possibilities particularly exist for outside eating, as well as the streetscape along the north edge of the development. At the +15 level, it is planned to provide a significant food facility easily accessible from the office towers, grade level, and from adjoining developments, across the anticipated street bridges. This space will be a major focus of this part of +15 system.

Internally, large double height lobbies in both towers lead to each of the elevator banks as well as to the public concourse. This concourse will provide major elements of vertical public circulation - escalators to the +15 system, shuttle elevators to parking levels, as well as the access to the office tower lobbies. In this regard, the underlying architectural intent is to link activities at grade with those at +15 in a form which will benefit both Calgary's +15 pedestrian/retail system and the City's presently sparse at grade condition, by offering a greater sense of integration between the two than is often the case.

**Centennial Place, Calgary  
3<sup>rd</sup> Avenue SW and 4<sup>th</sup> Street SW**March 29th, 2006  
Page 2

The two office towers - the easterly one at 40 storeys and the westerly one at 23 storeys together provide approximately 1,045,000 sq. ft. of useable office space. Typical office floors provide net rental spaces of over 20,000 sq. ft., with corner offices and minimum structural intrusion. This will offer the opportunity for the greatest flexibility of office layouts as well as superb views from the generous outside glazed wall. Below grade four and a half levels of parking for just under 793 cars, is arranged on continuously sloping floors to provide maximum parking efficiency. Parking will be accessed and exited off 4<sup>th</sup> Street with a separate additional exit on 3<sup>rd</sup> Avenue. Trucking in both phases will take place at grade with access off 4<sup>th</sup> Street to the internal truck court. Bicycle parking is provided for approximately 350 bicycles.

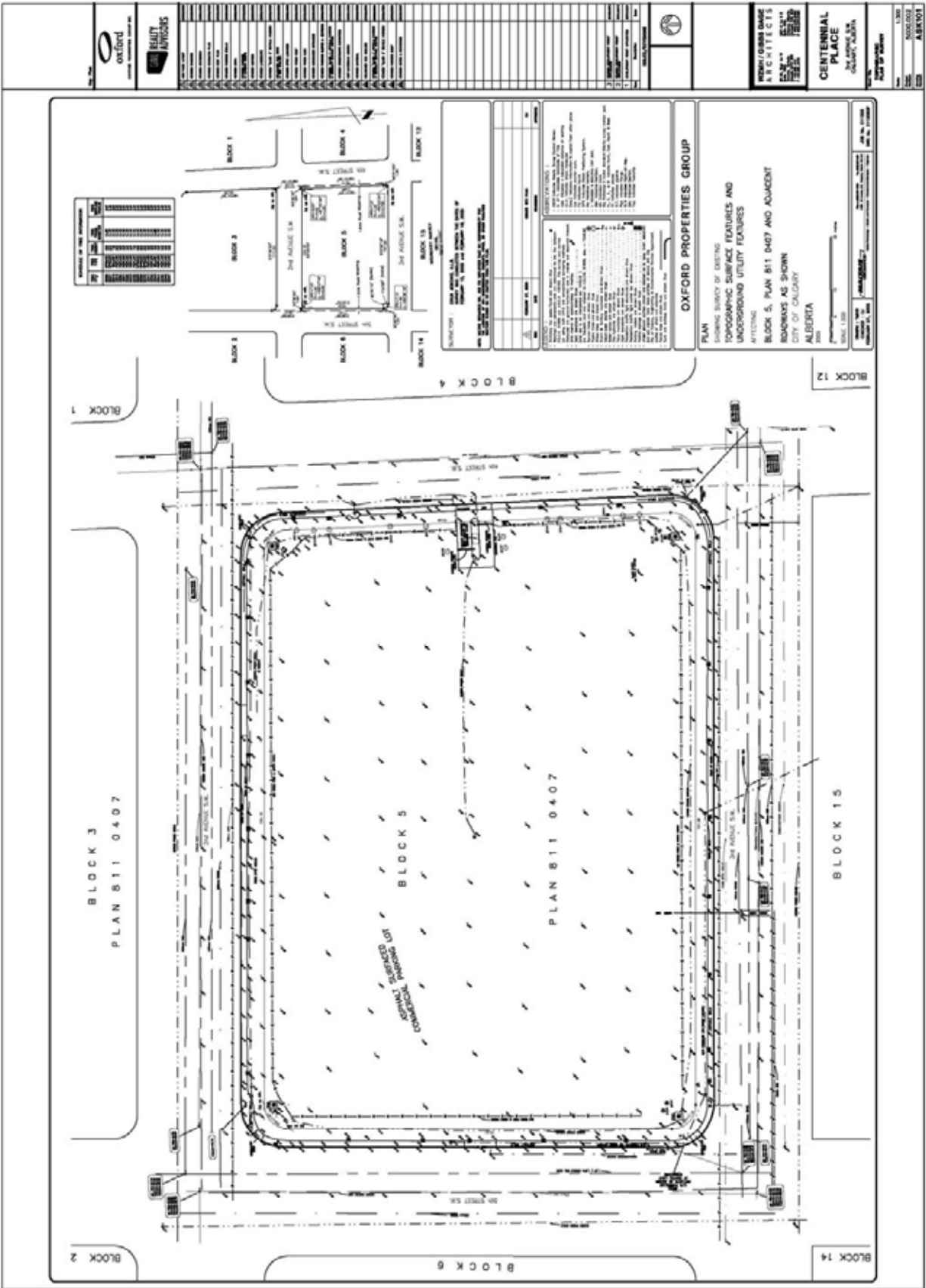
Spaces have been provided for 11 trucks plus a garbage compactor area in the at grade facility, with access to a service elevator in both towers. Under section 18.1 of the land-use by law, 14 truck docks are required. The owner is requesting a relaxation of this requirement based upon the Oxford Property Group's extensive experience in the City of Calgary with similar properties and the resulting belief that 11 spaces are sufficient for this development. The rationale for this is as follows: each of the phases in the proposed development, if built on its own, would have a given loading requirement associated with it. However, given the common loading area for both phases, there is clearly the opportunity for significant operational efficiency through the shared use of loading spaces. Unlike many smaller commercial developments, this project will have a full-time dock master. This individual is responsible for pre-booking all deliveries to the development so that the efficiencies noted above are realistically achievable.

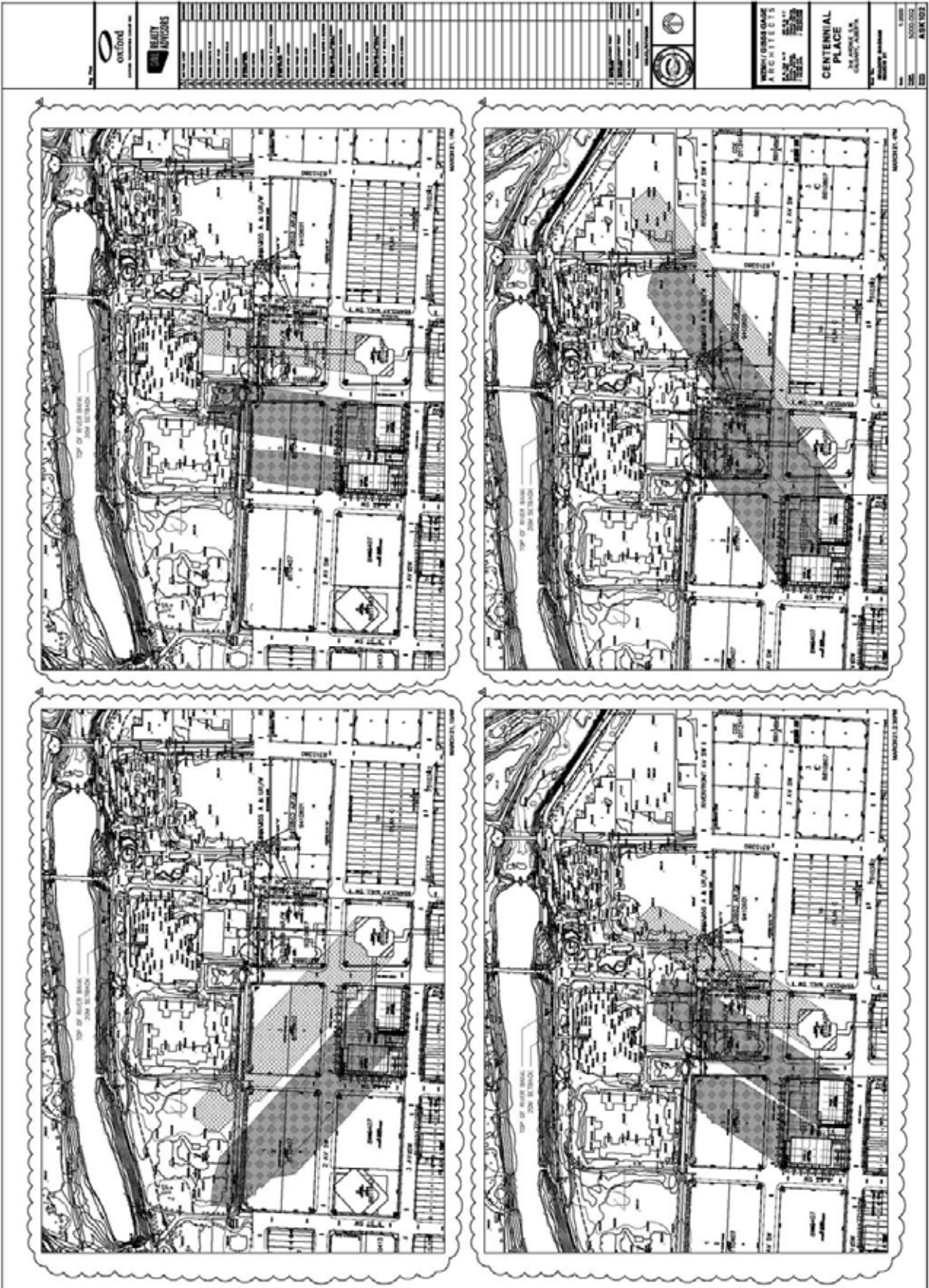
Architecturally the buildings have been designed with a quality of dynamic informality. Major asymmetrical sculptural features such as the lobby arrivals, the top setbacks and the canted west and north walls, as well as the sloped roofs have been contrasted with "layered" glass and metal curtain walls. These have been designed with varying "textures" of mullions to reflect the character of each of the building masses. The curtain walls themselves have been conceived as a combination of blue/grey softly reflecting glass with matching mullion work, while at the lower, public levels, stainless steel and natural stone have been introduced in order to reinforce the quality of the development. In total, the complex has been designed to harmonize with the general colour palette of the adjacent Ernst and Young and Canterra Towers.

Externally, at grade, it is intended to carry through with the same standard as the internal finishes - using stone and stainless steel, as well as prefinished aluminum, in order to convey a sense of longevity and civic quality in the public realm. An emphasis will be given to sidewalk relationships - with continuity of materials from interior to exterior, together with maximum possible transparency. In addition, it is planned to put a carefully crafted landscape plan into place to suit the various different conditions around the project, notably the south west arrival court and the north promenade.

It is presently planned that the complex will be built in two phases. The larger east tower will proceed first - connecting immediately into the +15 system and incorporating the food court area. Below grade the entire parking garage will proceed as part of Phase 1, and the area to be occupied by Phase 2 in the future will be laid out as a publicly accessible green space at grade level.

**WZMH / Gibbs Gage Architects**





oxford REALTY ADVISORS

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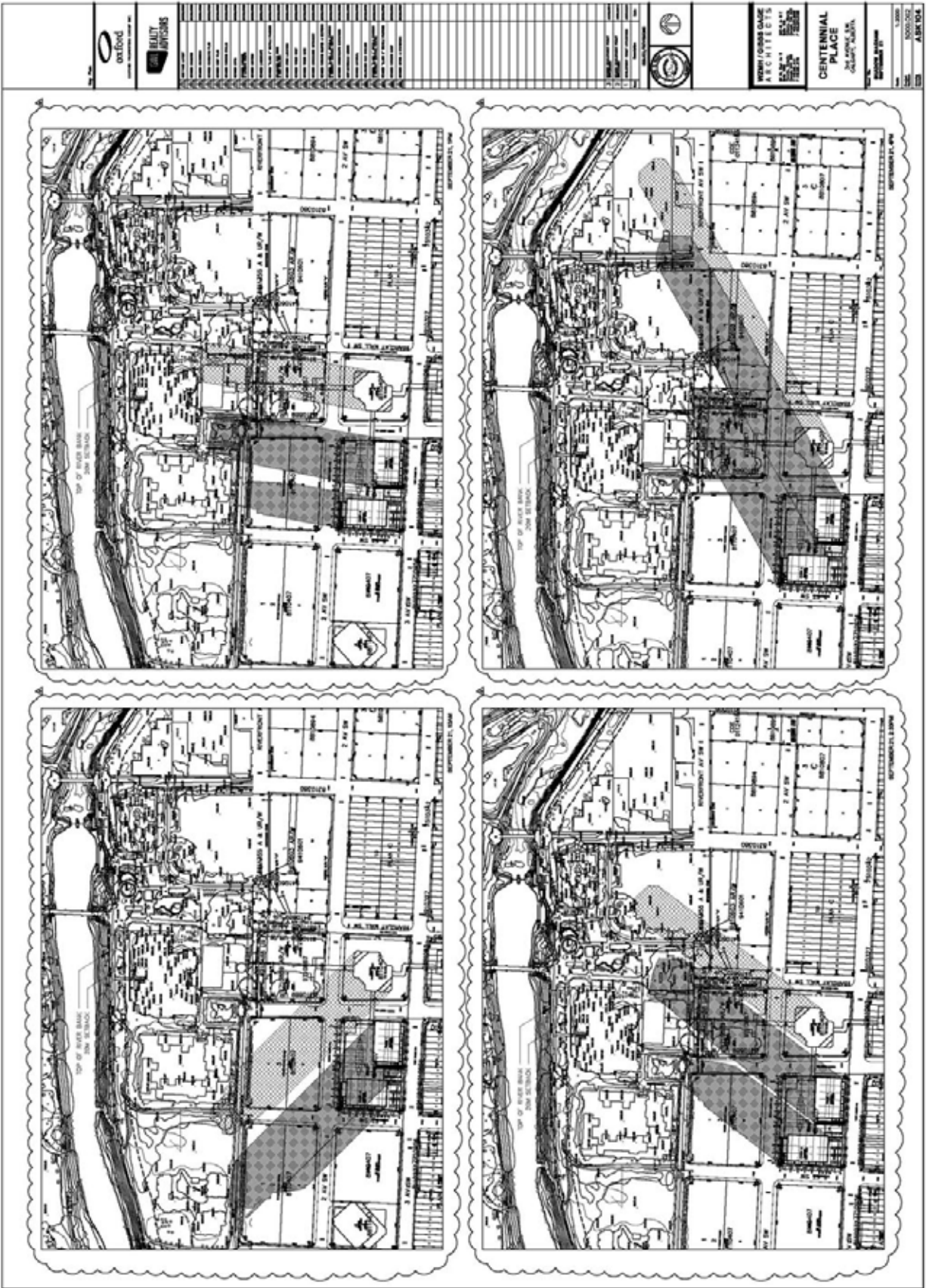
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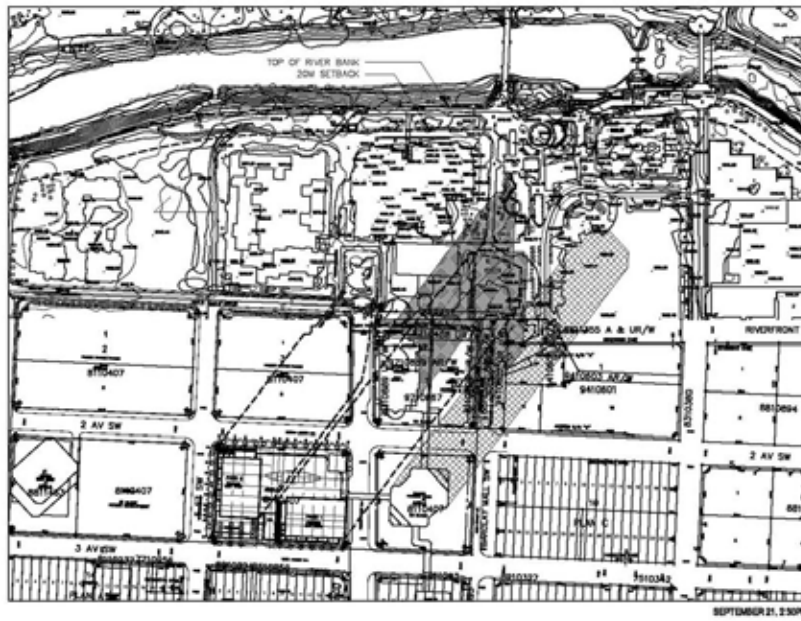
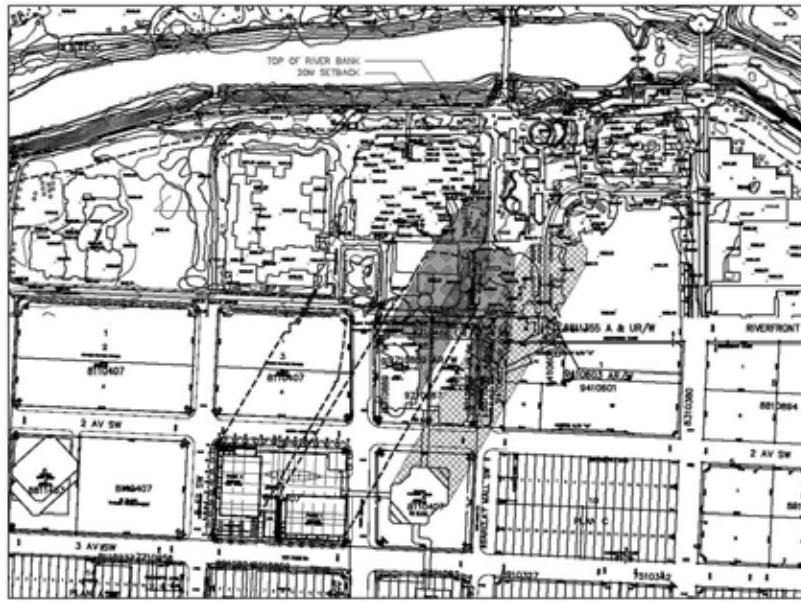
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Map File

oxford  
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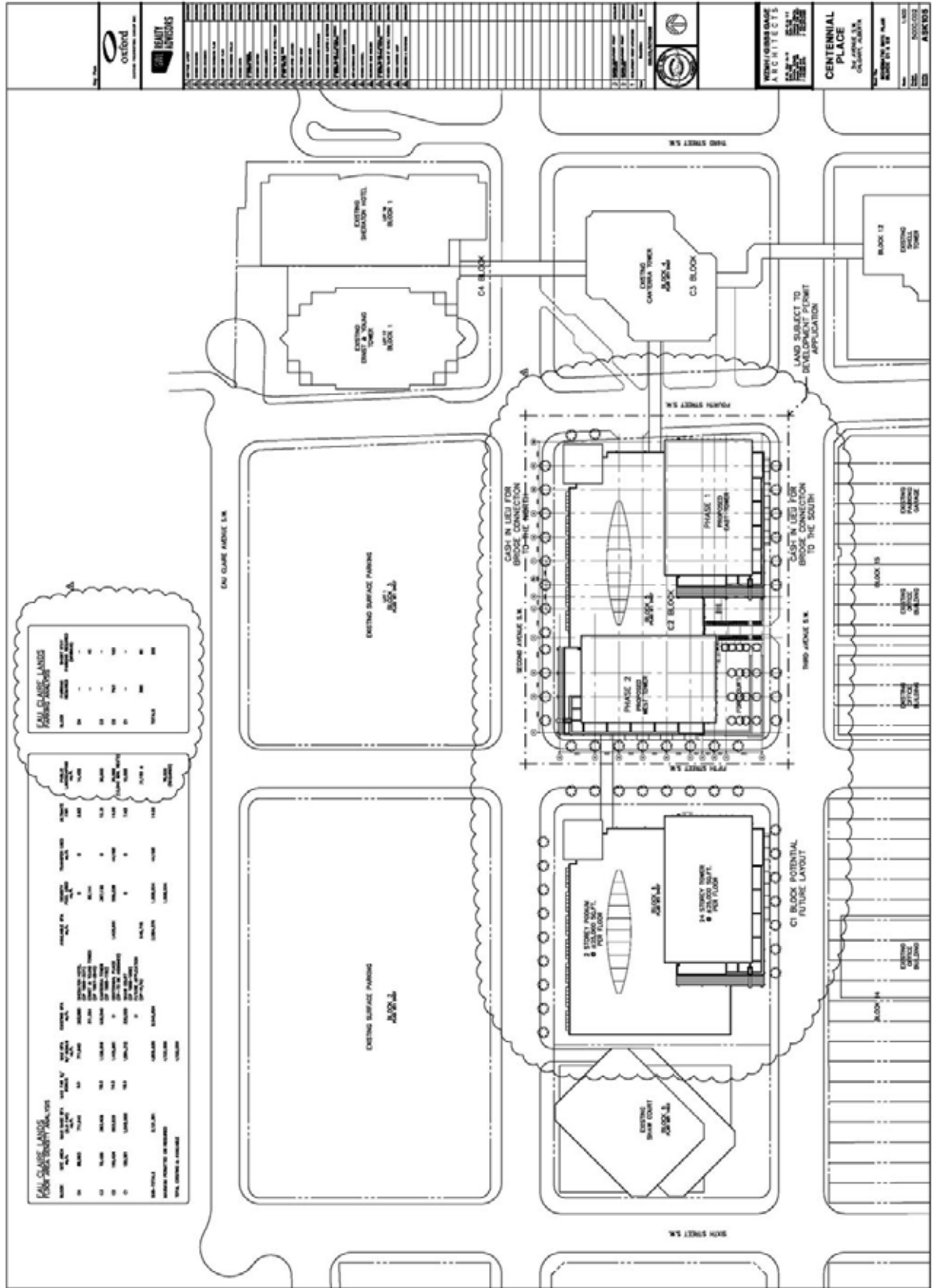
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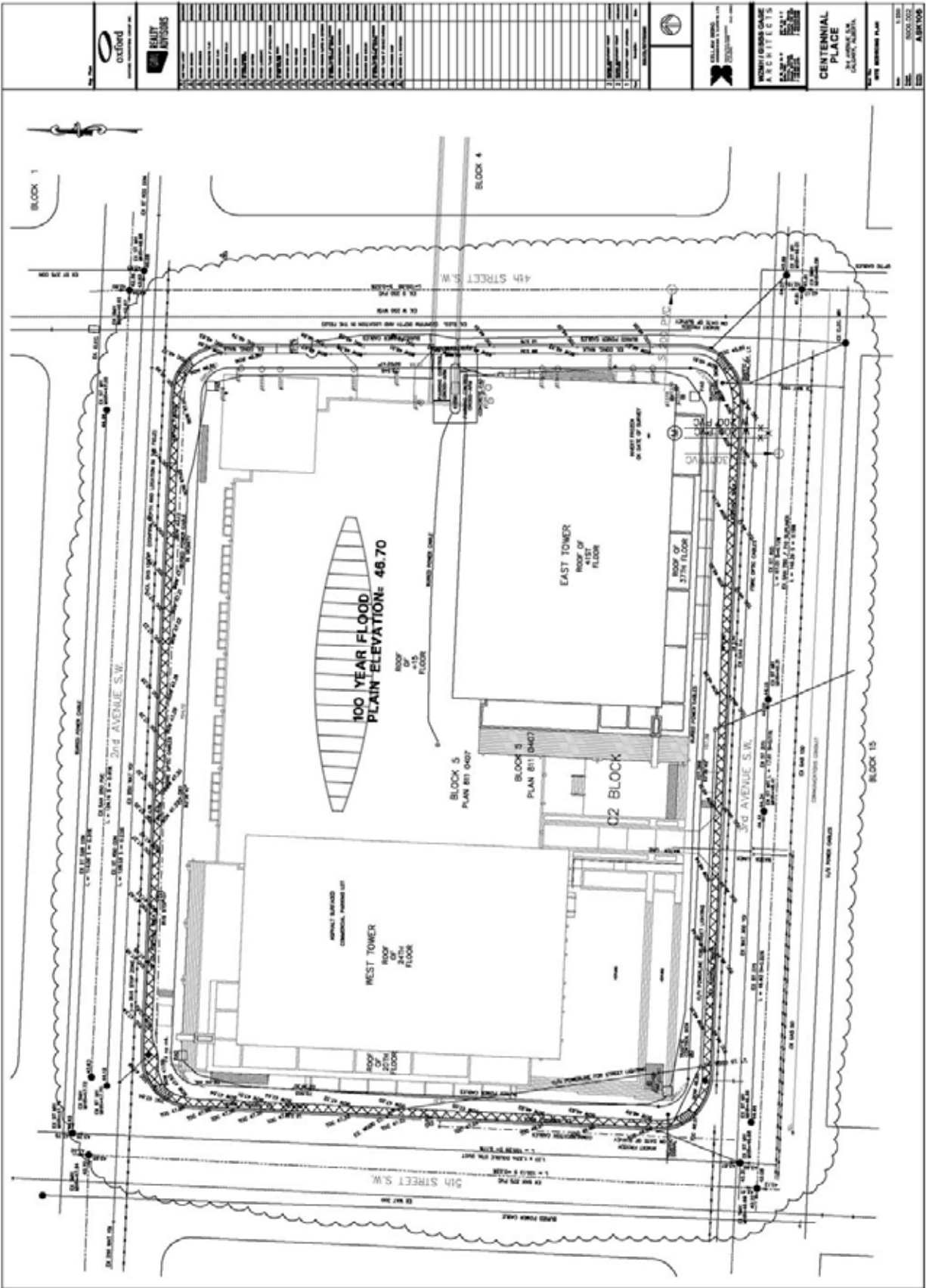
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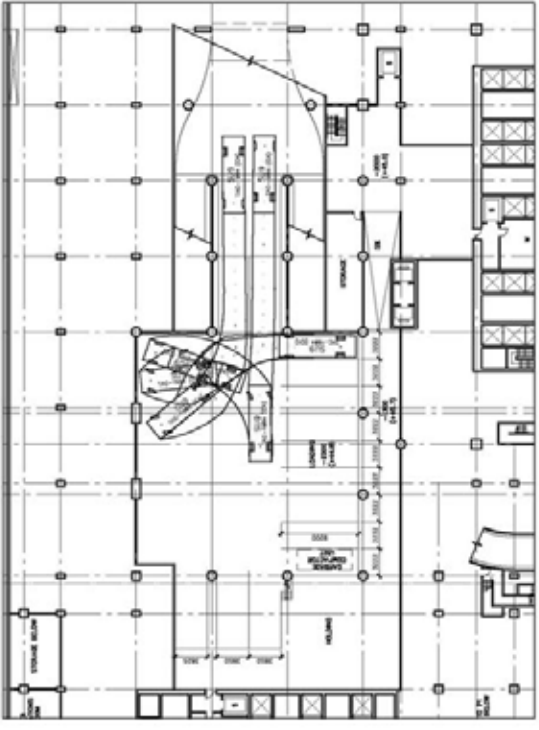
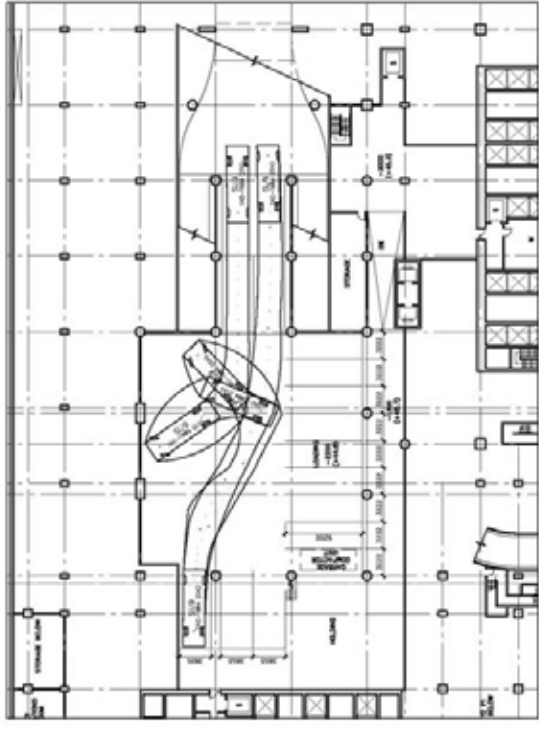
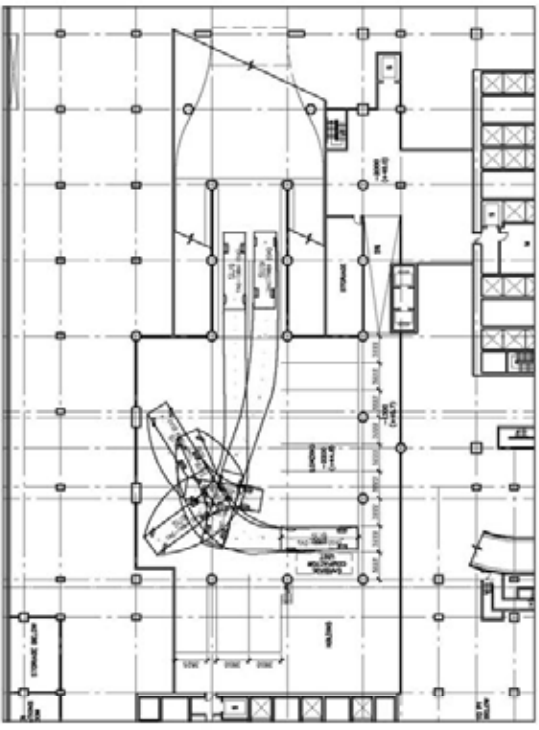
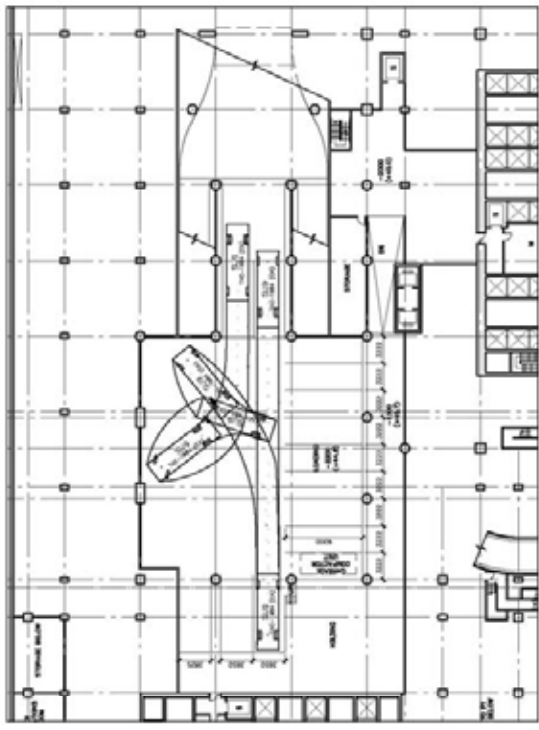
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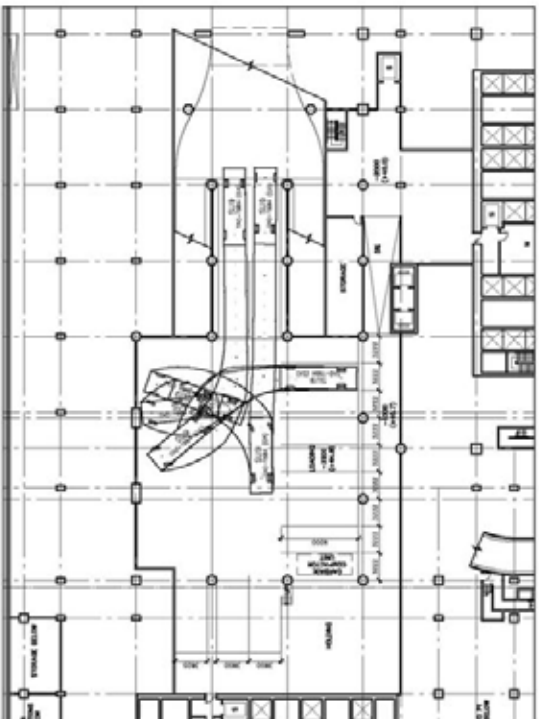
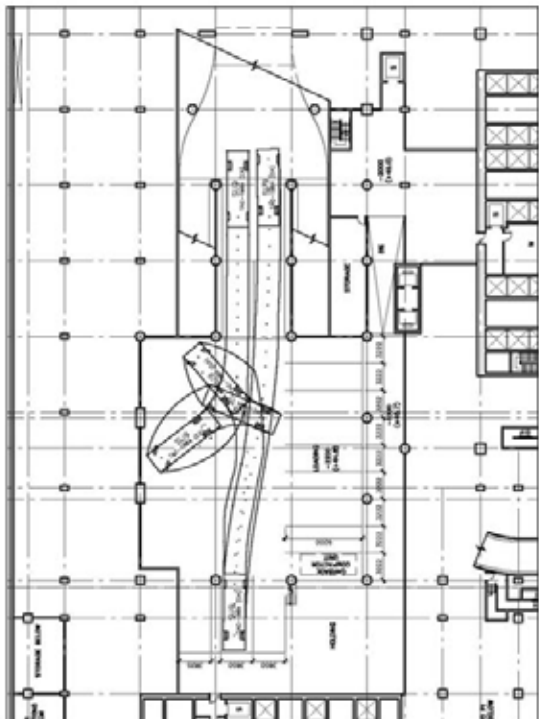
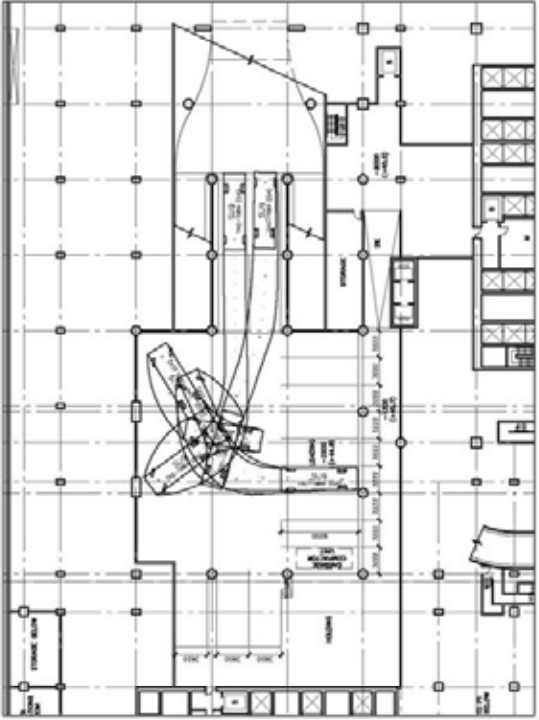
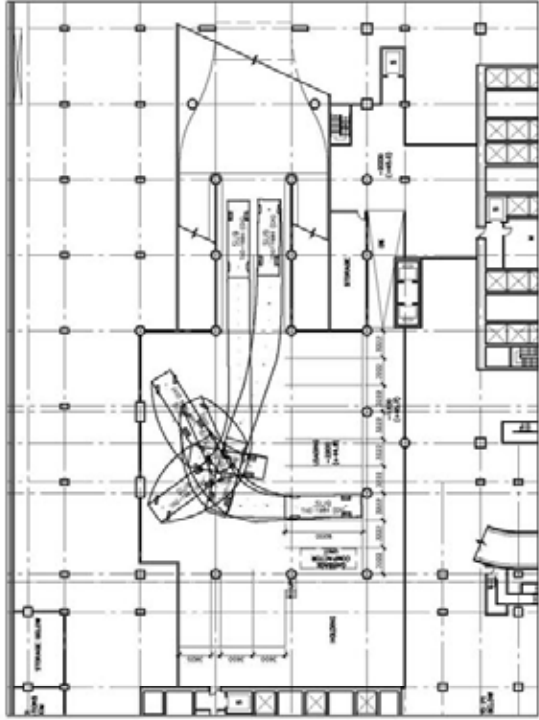




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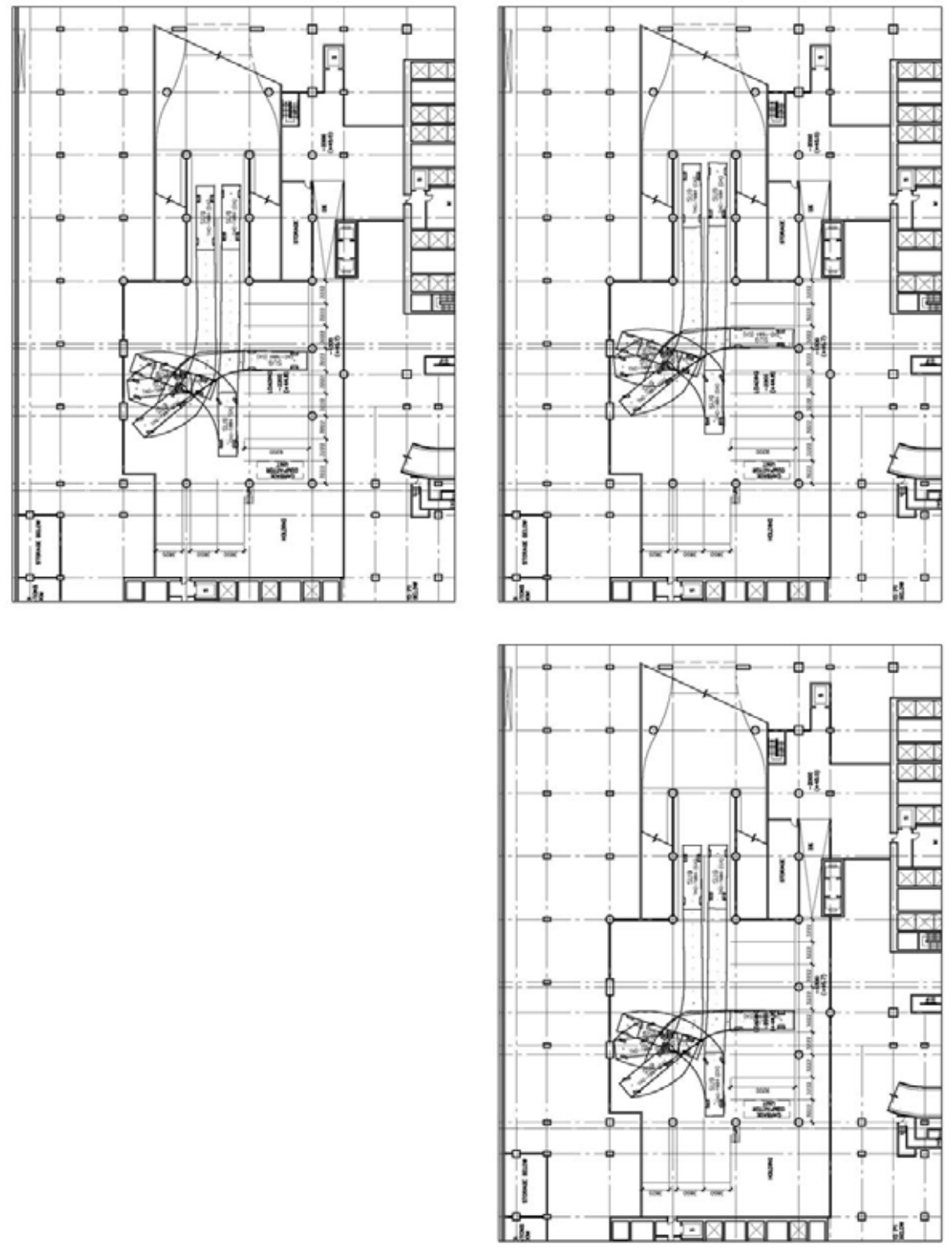
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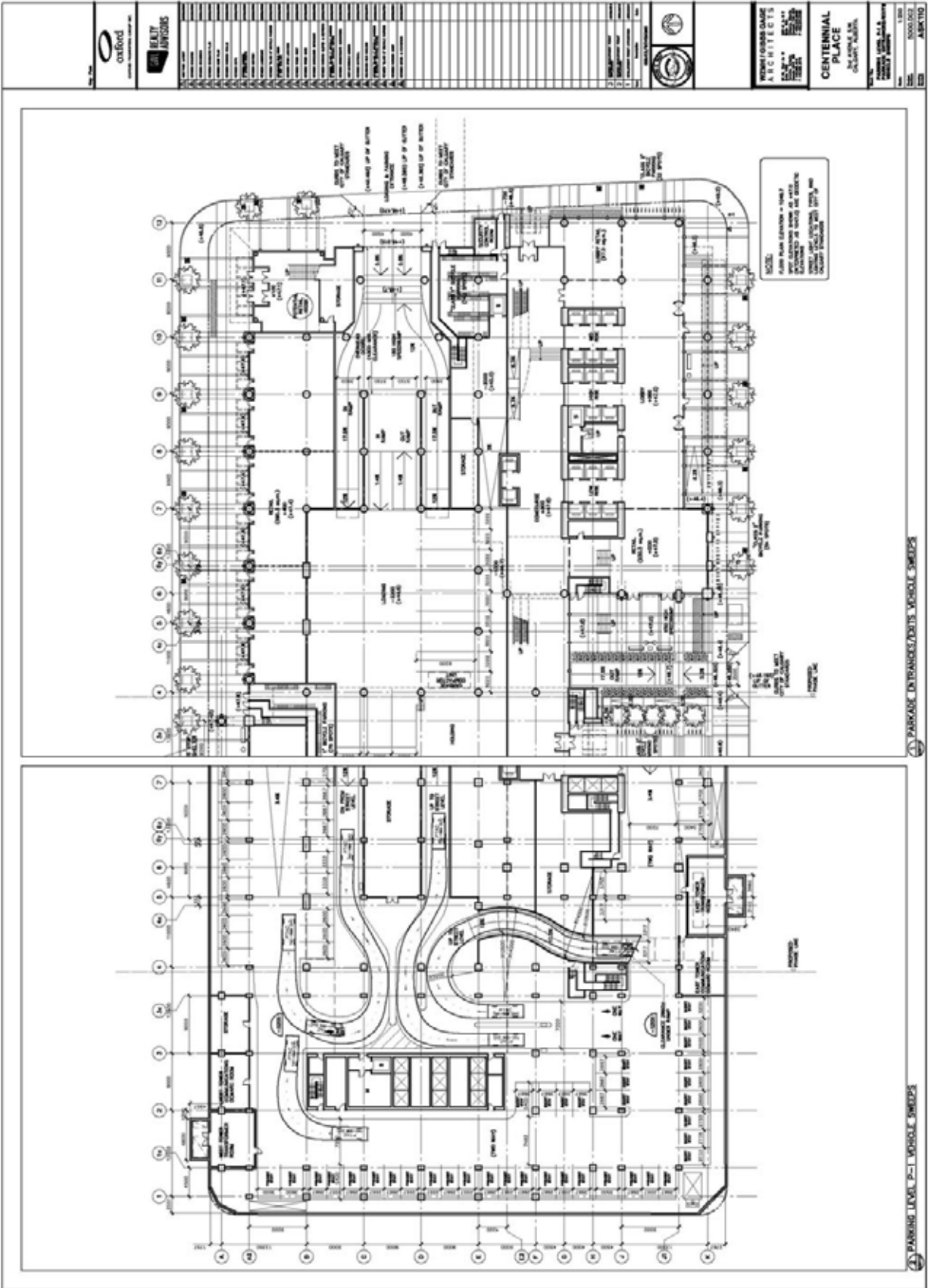
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DESCRIPTION	DATE	1	PRELIMINARY	2005.01.15	2	REVISED	2005.02.15	3	REVISED	2005.03.15	4	REVISED	2005.04.15	5	REVISED	2005.05.15	6	REVISED	2005.06.15	7	REVISED	2005.07.15	8	REVISED	2005.08.15	9	REVISED	2005.09.15	10	REVISED	2005.10.15	11	REVISED	2005.11.15	12	REVISED	2005.12.15	13	REVISED	2006.01.15	14	REVISED	2006.02.15	15	REVISED	2006.03.15	16	REVISED	2006.04.15	17	REVISED	2006.05.15	18	REVISED	2006.06.15	19	REVISED	2006.07.15	20	REVISED	2006.08.15	21	REVISED	2006.09.15	22	REVISED	2006.10.15	23	REVISED	2006.11.15	24	REVISED	2006.12.15	25	REVISED	2007.01.15	26	REVISED	2007.02.15	27	REVISED	2007.03.15	28	REVISED	2007.04.15	29	REVISED	2007.05.15	30	REVISED	2007.06.15	31	REVISED	2007.07.15	32	REVISED	2007.08.15	33	REVISED	2007.09.15	34	REVISED	2007.10.15	35	REVISED	2007.11.15	36	REVISED	2007.12.15	37	REVISED	2008.01.15	38	REVISED	2008.02.15	39	REVISED	2008.03.15	40	REVISED	2008.04.15	41	REVISED	2008.05.15	42	REVISED	2008.06.15	43	REVISED	2008.07.15	44	REVISED	2008.08.15	45	REVISED	2008.09.15	46	REVISED	2008.10.15	47	REVISED	2008.11.15	48	REVISED	2008.12.15	49	REVISED	2009.01.15	50	REVISED	2009.02.15	51	REVISED	2009.03.15	52	REVISED	2009.04.15	53	REVISED	2009.05.15	54	REVISED	2009.06.15	55	REVISED	2009.07.15	56	REVISED	2009.08.15	57	REVISED	2009.09.15	58	REVISED	2009.10.15	59	REVISED	2009.11.15	60	REVISED	2009.12.15	61	REVISED	2010.01.15	62	REVISED	2010.02.15	63	REVISED	2010.03.15	64	REVISED	2010.04.15	65	REVISED	2010.05.15	66	REVISED	2010.06.15	67	REVISED	2010.07.15	68	REVISED	2010.08.15	69	REVISED	2010.09.15	70	REVISED	2010.10.15	71	REVISED	2010.11.15	72	REVISED	2010.12.15	73	REVISED	2011.01.15	74	REVISED	2011.02.15	75	REVISED	2011.03.15	76	REVISED	2011.04.15	77	REVISED	2011.05.15	78	REVISED	2011.06.15	79	REVISED	2011.07.15	80	REVISED	2011.08.15	81	REVISED	2011.09.15	82	REVISED	2011.10.15	83	REVISED	2011.11.15	84	REVISED	2011.12.15	85	REVISED	2012.01.15	86	REVISED	2012.02.15	87	REVISED	2012.03.15	88	REVISED	2012.04.15	89	REVISED	2012.05.15	90	REVISED	2012.06.15	91	REVISED	2012.07.15	92	REVISED	2012.08.15	93	REVISED	2012.09.15	94	REVISED	2012.10.15	95	REVISED	2012.11.15	96	REVISED	2012.12.15	97	REVISED	2013.01.15	98	REVISED	2013.02.15	99	REVISED	2013.03.15	100	REVISED	2013.04.15		 North / Brian Dudge Architects 1111 11th Street Vancouver, BC V6C 2E6 Tel: 604.681.1111 Fax: 604.681.1112 www.northbrian.com	<b>CENTENNIAL PLACE</b> 34 AVENUE SW CALGARY, ALBERTA T2C 0A4 PROJECT NO. 100000000 DATE: 2006.04.15 DRAWN: A.B.K.100
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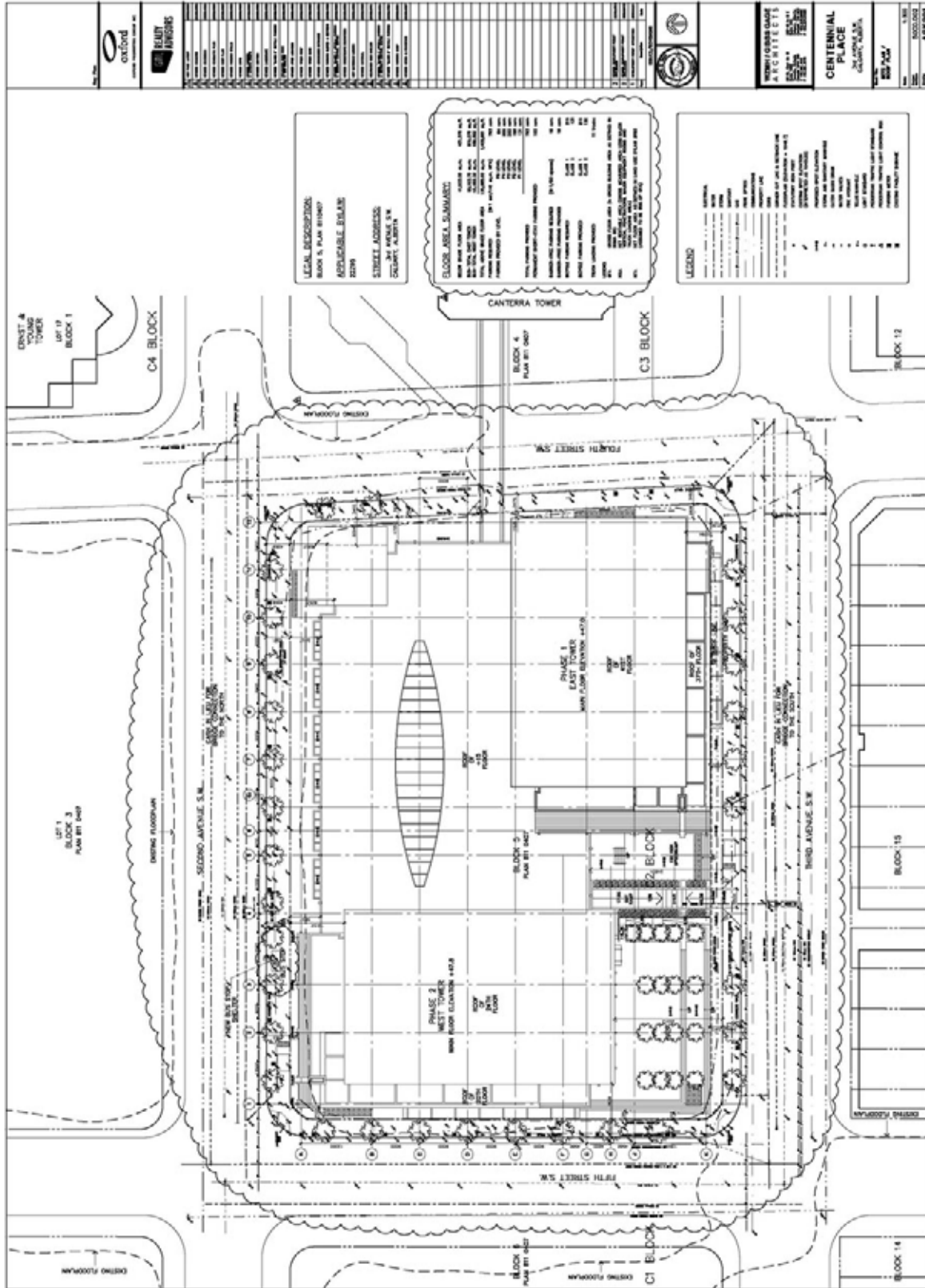
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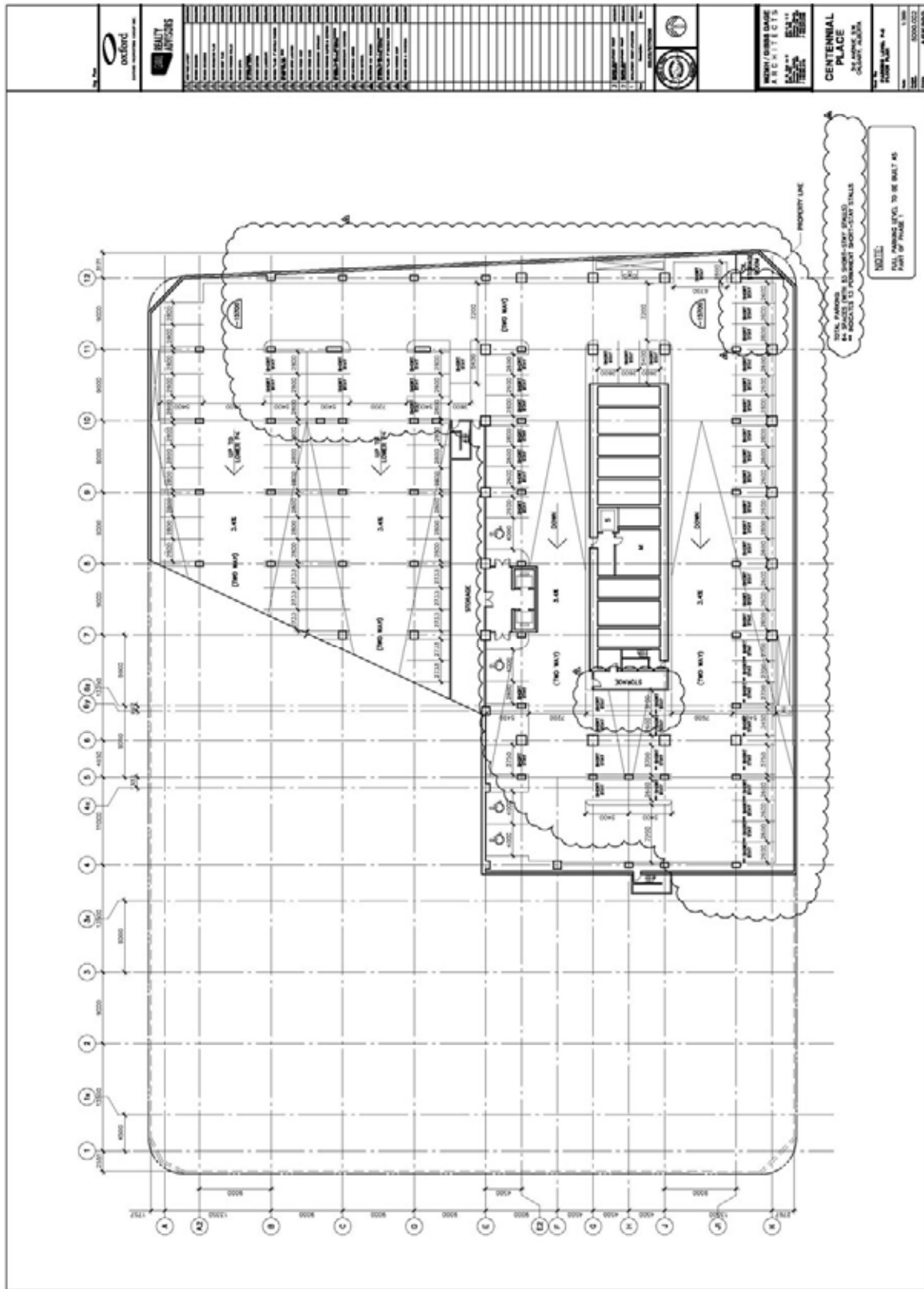
  












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**DAVID L. GREEN, ENGINEER**  
 No. 10000  
 State of Colorado

**CENTENNIAL PLACE**  
 10000 100th Ave S  
 Centennial, CO 80109

DATE: 04/06/06  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

