

REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 2	
	CPC DATE:	2006 August 24
	DP NO:	DP2005-4165

DOWNTOWN COMMERCIAL CORE
(Ward 8 - Alderman King)



PROPOSAL:
Office Buildings (2) with commercial uses (Retail, Restaurant-licensed and Drinking Establishment) at grade and +15 levels

APPLICANT: Gibbs Gage Partnership	OWNER: Penny Lane Shopping Centre Ltd.
MUNICIPAL ADDRESS: 506, 510, 516, 528 – 9 Avenue SW; 513, 535 – 8 Avenue SW; 826 – 5 Street SW	LEGAL DESCRIPTION: Plan A1, Block 50, Lots 24 to 38; Plan 3919HM, Block 50, Lot 39 Plan 0513554, Block 50, Lot 40 (Map 16C)
EXISTING LAND USE DISTRICT(S): CM-2 Downtown Business District	
AREA OF SITE: 1.16 hectares ± (2.87 acres ±)	
CURRENT DEVELOPMENT: Various commercial buildings, surface parking	

ADJACENT DEVELOPMENT:

NORTH: Eaton Centre / Western Gas Tower, surface parking;

SOUTH: 9 Avenue SW, Surface parking;

EAST: Commercial Buildings, Parking Structure; and

WEST: Centennial Parkade, Office Building (under Construction)

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	In accordance with the bonus provisions of the CM-2 District	16.22 FAR	none
HEIGHT		West Tower– 40 Storeys (169.2 metres) East Tower -- 49 Storeys (202.5 metres)	Complies
PARKING	1 stall per 140 square metres of net floor area or 1144 stalls required	1144 stalls provided	None

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
EXTERIOR FINISH MATERIALS Podium: Black Granite, Rundle stone, clear glazing Tower: Vision Glass and Spandrel curtain wall in blue/green colours Roof: Sloped Louvers			

PLANNING EVALUATION

Introduction

This development permit application is for a 187,198 sq m (2,015,000 sq ft) office and retail development in the downtown core, consisting of two office towers of 49 and 40 storeys; a podium development for retail uses with an indoor park, and underground parking on 5 levels. The proposal includes the majority of the block between 8 and 9 Avenue SW and 4 and 5 Street SW, except for the easterly portion with 505 8 Avenue SW ("Shaw Building"). A similar project on this site was approved by Calgary Planning Commission on 2002 August 14.

Site Context

The site is currently occupied by retail developments (Penny Lane Mall), restaurants, entertainment establishments and a surface parking lot.

Legislation & Policy

Development on the site is guided by the policies of the Core Area Policy Brief (1982). Located within the "Commercial Core Zone 1" area, this project conforms to the objective to allow for a full range of commercial, institutional and residential uses at high intensity. Density is to be determined through application of the bonus system with associated mandatory features and optional on-site amenities. The proposed project complies with this policy direction.

Land Use District

Development within the CM-2 Downtown Business District permits office, retail, and other commercial uses. Under CM-2 rules, commercial density on a site is established through the application of a bonus system that allows for additional floor area if certain public amenity features are provided. A base density of 7 FAR (Floor Area Ratio) can be achieved through the provision of at-grade open space and contributions to the +15 system, with additional density opportunity based on the provision of the specified bonuses.

The overall density achieved is 16.92 FAR. The following table illustrates how areas have been apportioned to the various bonus categories.

BONUS	AREA	F.A.R.
A1-A3 (Mandatory) <i>at grade open space & ped. circulation +15 provisions</i>	Provided	7
B1 <i>At grade Plaza</i>	753.1	1.22
B2 <i>Other at grade space</i>	731.5	0.47

B3. <i>Sloped or Terrace Space</i>	551.6	0.24
B4. <i>Open Space at +15 level</i>	379.9	0.13
B5. <i>Outdoor built over space</i>	199.0	0.07
B6. <i>Indoor Park</i>	3792.3	3.31
B7. <i>+15 walkway enhancement</i>	811.7	0.28
B8. <i>+15 bridges (skylit)</i>	384.3	0.75
B9. <i>Escalators to +15</i>	102.0	0.26
B10. <i>Lane Link (skylit)</i>	37.6	0.04
B11. <i>Adjacent right of way improve's</i>	1996.0	0.43
B12. <i>Sculpture</i> <i>(total value of \$1,837,872)</i>	n/a	0.80

TOTAL F.A.R. (A + B)	(maximum allowed)	15
C2. <i>Off-site Improvements</i> <i>(\$1,661,727.80)</i>	n/a	1.22
TOTAL		16.22

Bonus Standards A and B have been fully utilized as appropriate to the design solution for this site and building to achieve 15 FAR. The additional density of 1.42 FAR is to be achieved through provisions under Bonus Group C with contributions to other off-site funds. Utilizing Bonus Standard C2 provisions will permit the developer to contribute to the downtown improvement fund, for purposes of the development of public amenity spaces within the downtown area. Since a maximum of 20 FAR is possible under the bonus provisions of the Bylaw, the amount of additional density is reasonable given the site access and its location within the downtown, the design merits of the building and the amenities provided for the benefit of the public.

Site Layout & Building Design

In order to define this project as a distinctly Calgary building, the design concept uses "a geological metaphor of shifting mountain plates and a horizontal glass composition of mountain scree at the base". This image is used consistently throughout the project, e.g. at the southwest plaza with a rock formation and a waterfall, the indoor park setting inspired by meadows, water, rock outcroppings and vegetation, the proposed Plus 15 bridges with references to railway bridges in the Rocky Mountains, and in general at the choice of materials on the building's exterior.

The overall design concept of the proposal responds to the site location between 8 Avenue SW, which is a local road and retail area with considerable pedestrian traffic just one block west of the Stephen Avenue Mall, and 9 Avenue SW as a major, car oriented one-way connection into downtown. Accordingly, the 8 Avenue frontage has been designed to provide an attractive pedestrian oriented environment with individual access to retail units from the street. The proposed development meets the design guidelines of the Core Area Policy Brief for the retail area to:

- ensure continuous building frontage along the street;
- ensure the potential for continuous shopping along the sidewalk and along the +15 walkways;
- maintain an active street frontage by providing individual access to all retail units at-grade from the street;
- emphasize pedestrian continuity by concentrating entrances to parking and servicing from lanes; and
- ensure that the building edge provides weather protection, transparency, colour, activity at street level, easy connections between the +15 and grade shopping levels, and appropriate, colourful and high quality signage.

The 9 Avenue frontage is characterized by a large upward terracing plaza with associated landscaping and the facilities needed for vehicular access to the building, i.e. the loading dock, underground parking and pedestrian access. By slowly rising the pedestrian plaza upwards to the Plus 15 level, the development allows for sitting areas sheltered from traffic on 9 Avenue, which are further enhanced by a waterfall feature and trees. It is recognized that the applicant could have taken a different design approach with a larger at grade plaza and conventional stairs to the Plus 15 level, which is considered a less attractive solution with fewer benefits for the public, but which would receive a larger bonus area than the terraced plaza. Therefore a variance is recommended to allow for bonusing of the terraced plaza area with the factor for at grade plazas.

The applicant has designed the project so all people entering the office tower are taken directly to the +15 level. While the lobbies for the project are located at grade at both corners of 8 Avenue SW, they are minimal in area to accommodate escalators to the second floor. A large indoor park, complete with planting, has been designed to mimic the Rocky Mountain theme contained on the exterior of the building.

The plaza edge along 9 Avenue is well articulated with additional sets of stairs to the plaza, promontory overhangs to allow for views onto 9 Avenue from above, and feature stone work and soft landscaping at grade below the overhangs. These measures help to avoid an undesirable edge condition with a blank wall at the pedestrian level. To further soften the 9 Avenue edge, display windows have been incorporated on the main floor façade to break up the solid granite wall.

At the 9 Avenue and 4 Street corner, the applicant has terraced the development to deal with the grade change due to the 4 Street underpass. The upward terraced plaza approach has been taken with a softening of the streetcorner to provide pedestrian access from 4 Street to 9 Avenue. A well placed outdoor patio space animates this area to compliment the pedestrian experience.

On three street frontages along 8 and 9 Avenue and 5 Street SW, upgraded and widened sidewalks with decorative paving, deciduous trees and pedestrian scale lighting will provide for an attractive pedestrian environment. While not widened fully, there is a partial widening of 4 Street SW adjacent to the development, but complete upgrading shall be done along this elevation.

A sunlight & shadow study indicates that the new development will have minimal additional impact on the protected areas like Stephen Avenue and Barclay Mall. Areas of Barclay Mall that could potentially be impacted by shadowing from the proposal are already impacted by existing buildings (Eaton Centre, Canada Trust Tower). The pedestrian level wind study predicts a wind

climate for the proposed development at grade that is acceptable for all of the test locations, which means that in all of these locations around the site it is considered comfortable to be either sitting or standing in summer as well as winter conditions.

The building material selection includes rundle stone and black granite in conjunction with transparent glazing at the base. The towers feature a variety of glazed curtain wall types to add articulation to the elevations, in colours that range from blue/green on the two southwest facing façades (the "glacier walls") to a dark grey. The tower's curtain walls on the north, south and partly the east are further articulated by recessed, vertical bands ("crevices") of black granite. The rooftop mechanical equipment is fully screened behind an extension of the curtain walls on three sides and the louvers of the sloped roof.

The application was circulated to the Urban Design Review Panel (see comments in APPENDIX III). The following table lists the main comments of the panel and how they were addressed during the review of this application.

Urban Design Review Panel Comment	Applicants Response
The Panel feels that the north and south elevations of the tower portion of the project as represented in the rendering was too dark. The darkness lessens the impact of shadow on the articulated elements making the building appear monolithic.	Materials board provided indicated the glazing will lessen this impact.
The Panel encourages the signage on the north elevation to be brought down to a level that is more in line with the pedestrian view.	Applicant has revised the signage to a more human scale. Variation in the placement of signage has been designed to maintain the fine grain of the former Penny Lane development
The Panel encourages the applicant to utilize small-scale CRU's along 8 Avenue to reflect the history of the site and to create a more positive pedestrian experience.	Applicant has redesigned the CRU space varying the sizes of the CRU's between 7.5 – 12 metres wide (25 – 40 feet) to maintain that feel.

Plus 15 System

The proposed development provides extensive access points and connections to the Plus 15 system. Based on the premise that the Plus 15 level functions as the main level of the development, this central pedestrian hub with its indoor park design is at the focal point of an east – west route (Bankers Hall to the Centennial Parkade) and a north south route (Eatons/Western Gas to a future development south of 9 Avenue). Pedestrians from the Beltline on 5 Street can use the upward terracing plaza at the southwest corner to access the Plus 15 system. Shuttle elevators, escalators and stairs at various locations connect the ground level and parkade with the Plus 15 level.

The existing Plus 15 bridges across 8 Avenue and 5 Street will be incorporated in the new development. In return for a corresponding bonus floor area the developer will provide a money contribution to the Plus 15 Fund for the City-funded bridge to the Centennial Parkade. Additionally, two new skylit bridges are proposed to the south and to the east. The south bridge would – at this point – connect to the surface parking area south of 9 Avenue and allow Calgary

Transit passengers easy access to the system. The east bridge across 4 Street would link to connections through existing buildings on both the west and east side of 4 Street. The Plus 15 Committee considers both new bridges, which feature a design inspired by railway bridges in the Rocky Mountains with exposed structures and rundle stone piers, as beneficial for the system.

The 3 storey high indoor park between the two towers provides for extensive hard and soft landscaping as well as water features, integrated sitting areas, and a central presentation area (amphitheatre). In addition to the main skylit portions of the indoor park, other adjacent areas that are part of the comprehensive park design, are considered indoor park for the purposes of the bonus calculations.

Heritage Considerations

The existing Penny Lane complex is listed on the City of Calgary's Inventory of Potential Heritage Sites as a Category B. The potential for retention of all or portions of these character buildings has been taken into careful consideration in the early stages of the application process. After a detailed review the Calgary Heritage Authority has determined that a retention is not warranted from a heritage perspective due to the irreversible alterations that have occurred over the past 25 years. Although retention of significant façades is an option that the Authority has considered in the past, it is not an option in this case due to the scale of the alterations and the extensive damage that has occurred due to sandblasting of the brick façades. There are no original internal features remaining that would merit retention.

The applicant has indicated they will salvage many of the sandstone blocks on the north façade of the building, as well as some of the fir timbers and columns used in the internal structure of Penny Lane. While part of it will be incorporated into the new development as an interpretive feature to address the significance of the site's contribution to the development of Calgary and its historic downtown core, the remainder shall be used in the repair and restoration of other historic buildings in the owner's holdings.

Landscaping

The proposed development provides for the bylawed 2.134 metre setbacks along 8 and 9 Avenue SW, and 5 Street SW. These setbacks, and sidewalk areas will be upgraded in accordance with the requirements of the Downtown Handbook of Public Improvements. Trees will be planted and protected along all four street edges.

Site Access & Traffic

There are two vehicular access points for this project. The primary access for automobiles is from 9 Avenue SW, which is considered a primary transportation route through the Downtown. A secondary access point has been provided along 4 Street SW based on transportation volumes for the project.

Loading access has been provided along 9 Avenue SW as a one way loading system where trucks enter along 9 Avenue SW and exit along 4 Street SW. The project has been designed to minimize impact between automobile and loading spaces.

As part of the project, a mutual access agreement was executed between Penny Lane Developments and the adjacent building to maintain loading and vehicle access.

Bicycle storage facilities at-grade are located along the 8 Avenue and 5 Street facades. Storage facilities inside have been provided to the satisfaction of Transportation Planning.

The proposed development respects a required underground LRT right of way on 8 Avenue SW and allows for a future centre loading subway station projected for this block. Access points to the future station are incorporated into the design.

Parking

Although the north half of the development site is located within the restricted downtown parking area, the south half has access to 9 Avenue and therefore allows for parking provision up to 100% of the required parking on site. A total of 1144 stalls are provided in 5 underground parking levels. This meets the standards of Bylaw 2P80.

Site Servicing for Utilities

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

Environmental Site Assessment

An Environmental Site Assessment (ESA) was submitted with the application and reviewed by Environmental Management. No concerns or issues arose.

Calgary Downtown Association Comments

The Calgary Downtown Association provided comments (see Appendix II of the report). Their concerns were focused on the 9 Avenue elevation and the indoor park on the +15 level of the project. The applicant has worked on doing some animation of the 9 Avenue façade, but was partially restricted as this is the primary vehicular access for the project. The addition of the display panels and the opening of the southeast corner of the project have worked to address some of these concerns. The +15 indoor park has undergone numerous changes since initial submission. The park remains a passive space as it also functions as the main office entrance for the project.

CONCLUSION:

The proposal is supported for the following reasons:

1. The project meets the goals of the Core Area Policy Brief and provides the required bonusing features;
2. The project provides a positive edge at the street level through the extensive use of the street level and the utilization of the +15 area; and
3. The building design provides a positive contribution to the city skyline.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL

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

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Development Authority.

Engineering:

1. A sanitary sewer servicing study is required to identify potential impacts and/or "pinch points" within the public sanitary sewer system which will be resultant of the ultimate flows generated by the proposed development. Associated costs will be at the expense of the Developer. Alternative cost sharing arrangements may be made to the satisfaction of the Director of Water Resources. For further information, contact the Manager of Engineering at 268-1786;
2. Address the requirements of the Business Unit(s) as listed below:

Solid Waste Services

- a. Contact Solid Waste Technical Assistant at 230-6646.

Calgary Roads

- a. Property lines dimensioned from the lip of gutter and the back of sidewalk;
- b. Bylawed setback and/or corner cut dimensioned from the ultimate/existing property lines;
- c. All adjacent boulevards graded at 2% up from the top of curb to the existing or ultimate property line. Any deviation resulting from excessive cuts or fills must be approved by Calgary Roads;
- 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. A 3.0m wide maintenance easement is required by the City for access to maintain or reconstruct the existing retaining wall in the future. This area should be free of obstructions to permit access by maintenance and/or construction vehicles. Underground parking structures to be designed to support anticipated weight of vehicles. Provide typical cross sections in this area to show how the proposed development will be compatible with the existing 4th Street subway retaining wall at the 9 Avenue /CPR railway overpass. Some pedestrian facility should be provided for pedestrians to access between 4 Street and 9 Avenue. Show access easement and pedestrian connection on site plan.;
- f. All sidewalks to be continuous across driveway crossings. Remove wheelchair ramps from all plans;
- g. An additional 1.31 meter wide road right of way in addition to the 2.134m bylawed setback is required adjacent to proposed left turn lane along 5 Street to maintain a consistent width of City boulevard and permit planting of trees. Remove proposed parkade air intake from this area. Alternatively, a Public Access Easement will suffice if there is no objections from Line Assignment, or remove the trees;
- h. Provide details for materials and surface finish of all public sidewalks;

- i. All support piers for future +15 pedestrian bridges to be on private property. Ensure proposed trees will not be planted within close proximity of pedestrian overpass connectors. One proposed tree on 5 Street may be in conflict;
 - j. Concrete bollards are required at the proposed corner bulb of 5 Street and 8 Avenue, and also at the curb transition on 9 Avenue, west of the 4 Street overpass; and
 - k. Identify bike racks on site plan.
3. 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. Driveway crossing closures;
 - c. Sidewalks;
 - d. Wheelchair ramps;
 - e. Curb and gutter;
 - f. Streetlighting; and
 - g. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc. should it be deemed necessary through a site inspection by Calgary Roads personnel.
4. 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 _____;

5. Execute Public Access Easement Agreement for the bylawed setback and corner cut areas to the satisfaction of the Manager of Urban Development;

Parks:

6. Provide line assignment approval for proposed boulevard plantings as all existing boulevard trees are indicated as to be removed. Compensation will be required to be paid (\$16,984.73) to The City of Calgary for the public trees to be removed;
7. All proposed boulevard trees are to be planted in continuous trenches. Provide a trench detail and coordinate all public tree planting with Urban Forestry (216-5252). The trees are to be planted a minimum of 1 m from the back of curb in order to provide for a

minimum clear 2.0m width of sidewalk is available for pedestrians. Trees planted in the middle of the sidewalk is not recommended, it does not conform to City guidelines, and are hazardous to persons who are visually impaired. All other trees must be on entirely private property, including tree grates (proposed trees on 9 Avenue straddle the ultimate property line);

Planning:

8. Submit a total of Eight (8) complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address all prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, one plan set shall highlight all of the amendments;
9. 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;
 - c. details of responsibilities for and construction of all improvements within the adjacent public right-of-way;
 - d. if applicable, details with respect to contributions to offsite improvement funds in accordance with Bonus standard C2 of Bylaw 2P80; and
 - e. 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 2P80;
10. Contribution to the +15 Fund at the rate current at the time of payment;
11. Provide payment for the +15 bridges included as bonusing for this development (spanning 9 Avenue SW and 5 Street SW). This shall be to the +15 Fund at the rate current at the time of payment;
12. Submit details of how the parking supply will be restricted to a maximum of 100% of the required parking for phase 1, or an agreement to the satisfaction of the Approving Authority regarding the management of any surplus parking for public short-stay parking only;
13. Provide requested bylawed setback and corner cut and execute a Land Dedication Agreement for 5 Street SW and 9 Avenue SW;
14. Revise the drawings indicating clear glazing at the 8 Avenue SW and 4 Street SW stairwell locations for the +15; and
15. Provide drawings detailing how the 8 Avenue and 5th Street +15 bridges will be supported and protected during construction of the proposed project. Also require details indicating the location of the future structural supports for the existing +15 bridges over 8 Avenue SW and 5 Street SW. Supports for the 5 Street Bridge must be located on the Developers lands, with the supports for the 8 Avenue Bridge being incorporated into the proposed building;

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;
 - 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.); and
 - 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. Indemnity Agreements are required for any work to be undertaken adjacent to or within the City right-of-way or setback areas for purposes of shoring, tie-backs, piles, sidewalks, lane paving, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in City rights-of-way and setback areas must be removed to the satisfaction of the Manager of Urban Development, at the applicant's expense, upon completion of foundation work.

6. The applicant is to submit an "As Constricted Grade Certificate" signed and sealed by a Professional Engineer, Registered Architect, or a Professional Land Surveyor confirming that the development has been constructed in functional compliance with the Development Site Serving Plan. Certification is to be completed within the timeline specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by the City to mean compliance with all City Bylaws, Standards, Specification and Guidelines;

Planning:

7. 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;
8. No changes to the approved plans shall take place unless authorized by the Development Authority;
9. 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;
10. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit;
11. The display boxes located on 9 Avenue SW shall be for the tenants contained on site; no third party advertising is allowed;
12. Any trees and shrubs 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;
13. 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;
14. 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;
15. 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;
16. This approval recognizes Two (2) phases on the approved plans. A Development Completion Permit may be issued for each phase. The podium, underground parkade, and one tower shall be constructed as the first phase, with the second tower being the second phase;
17. If construction of the subsequent phase has not commenced within five years of the issuance of the most recent Development Completion Permit, a new development permit for the second tower shall be required;

Transportation:

18. A 2.134 metre bylawed setback exists on 8 Avenue, 9 Avenue and 5 Street SW. No permanent building or construction shall take place within these setbacks;
19. Access to/from 4 Street SW shall be limited to left-in/left-out only;
20. Access to/from 9 Avenue SW shall be limited to left-in/left-out only; and
21. Transit, carpooling and active travel options should be encouraged and promoted to reduce the number of drive-alone trips generated to the site, reduce site parking demand and traffic on adjacent network roadways.

A Transportation Demand Management (TDM) program should be developed and a TDM coordinator appointed for the proposed development to ensure that the TDM program is integrated into the development and management of the site to meet the trip reduction targets proposed in the plan.

Transportation Demand Management (TDM) initiatives should be identified, implemented and integrated into the ongoing management of the proposed development. Successful TDM programs require ongoing promotion and management. Initiatives such as a universal type transit pass or transit subsidies for employees and residents, promoting carpooling, facilitating ride-matching, parking management, and car-sharing are examples of initiatives that are being successfully implemented to reduce vehicle trips.

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.

Engineering:

Environmental Development Review

1. Environmental site information indicate that this building(s) may contain hazardous materials including, but not limited to, asbestos construction material (ACM), lead based paint (LBP), UREA formaldehyde foam insulation (UFFI), mercury containing switches, and/or polychlorinated biphenyls (PCB) within fluorescent light fixtures. A current assessment of the building may be required prior to renovation or demolition of the building(s). Handling and disposal of any hazardous building material must be done in accordance to applicable legislation/guidelines.

Calgary Roads

2. Property line is 5.5m from lip of gutter, 0.0m from back of sidewalk on 8 Avenue SW;
3. Property line is 3.4m from lip of gutter, 0.2m from back of sidewalk on 9 Avenue SW;
4. Property line is 2.9m from lip of gutter, 0.0m from back of sidewalk on 4 Street SW;
5. Property line is 3.4m from lip of gutter, 0.0m from back of sidewalk on 5 Street SW;

6. Future lip of gutter is 6.19m and future back of sidewalk is 0.0m from existing/ultimate property line on 8 Avenue SW;
7. Future lip of gutter is 3.3m and future back of sidewalk is 0.0m from existing/ultimate property line on 9 Avenue SW;
8. Future lip of gutter is 2.896m and future back of sidewalk is 0.0m from existing/ultimate property line on 4 Street SW;
9. Future lip of gutter is 3.76 / 2.454m and future back of sidewalk is 0.0m from existing/ultimate property line on 5 Street SW;
10. A bylawed setback of 2.134m is required adjacent to 8 Avenue SW as per the Land Use Bylaw;
11. A bylawed setback of 2.134m is required adjacent to 9 Avenue SW.as per the Land Use Bylaw;
12. A bylawed setback of 2.134m is required adjacent to 5 Street SW as per the Land Use Bylaw;
13. A corner cut of 3.0m x 3.0m is required adjacent to 8 Avenue SW. & 5 Street SW in addition to the bylawed setback;
14. A corner cut of 3.0m x 3.0m is required adjacent to 9 Avenue SW. & 5 Street SW in addition to the bylawed setback;
15. Left turns only will be permitted to 9 Avenue SW., 4 Street SW & 5 Street SW SW (one way traffic);
16. 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;
17. 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;
18. 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;
19. Boulevard grade differences between existing/ultimate curbs and existing/ultimate property lines are not to exceed 2%;
20. The owner is to be advised that the City does not grant approval for the placement of underground irrigation sprinkler systems on City owned lands or boulevards that are adjacent to development site and are installed at the owner's risk. The City of Calgary

will not assume liability or responsibility for repair or replacement in event it has been damaged or destroyed during construction on City owned lands or boulevards by City workers or its authorized contractors;

21. If the adjacent Shaw building at 8 Avenue & 4 Street will be demolished for new development in the future, the development site will be too small to accommodate ramps for underground parking. Roads highly recommends that the developer consider incorporating possible access openings on all parking levels that can be “knocked out” in the future to provide a common shared access from the Penny Lane Towers development;

Waterworks

22. Water connection available from 8 Avenue SW. or 9 Avenue SW;
23. 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;
24. 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;
25. Contribution required for upgrading hydrant coverage to Development standards;
26. Existing water service to be killed by City Waterworks and a new service installed at owner's expense;
27. Applicant must apply for water and sewer connections as per City Standards;
28. 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).
29. It will be the responsibility of the developer to repair, at their expense, any damage to the adjacent public mains or mains in which they connect during the construction of the site as per the current Waterworks Specifications. The watermains are 90 years and older and although there has been minimum breaks during their life span, any disturbance during construction such as a new service connection or other alterations can cause breaks. Lead joints of old cast iron mains are very sensitive to ground movements;

Wastewater & Drainage

30. Sanitary sewer connection available from 9 Avenue SW. or 5 Street SW;
31. Storm sewer connection available from 8 Avenue SW., 9 Avenue SW. or 5 Street SW;
32. Show all existing and proposed sewers on the Development Site Servicing Plans at the Building Permit stage;
33. Sanitary service test facility is required;
34. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;

35. All open ramp run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
36. Direct all roof drainage to on-site storm;
37. 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;
38. Storm Redevelopment Fees will be required;
39. Contain storm runoff on site;
40. All on-site sewers are to be designed to City of Calgary specifications;

Utility Line Assignments

41. The applicant must apply for a line assignment from Utility Line Assignments for tree planting in the City road right-of-way (boulevard). This application consists of a letter, on letterhead, requesting approval to plant trees in the boulevard and five (5) landscape plans showing all of the following information:
 - property lines
 - curb/sidewalks
 - species and caliper of proposed trees (evergreen and poplar trees are not permitted in boulevards)
 - existing features (streetlight poles, hydrants, existing trees, utilities, etc.)
 - dimensions from property line to all of the above features

Include the Development Permit Number in your letter. Shrub and flowerbeds are not permitted in City boulevards. Due to the number of applications reviewed by this office, it will typically take two weeks for a response. The letter can be addressed to Mr. Sid Hoover, Supervisor, Utility Line Assignments, 6th Floor – 800 Macleod Trail S.E., Calgary, Alberta, T2P 2M5;

Waste & Recycling Services

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

Parks:

43. The Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land;
44. Permits issued by City of Calgary Roads are required if construction activities use or cross any portion of the road rights-of-way (including boulevards). Permits are obtained at Traffic Engineering Division, 2808 Spiller RD SE. For further permit information call 268-1082 or consult The City of Calgary Roads' website at www.calgary.ca/roads and follow the "Permit" link;

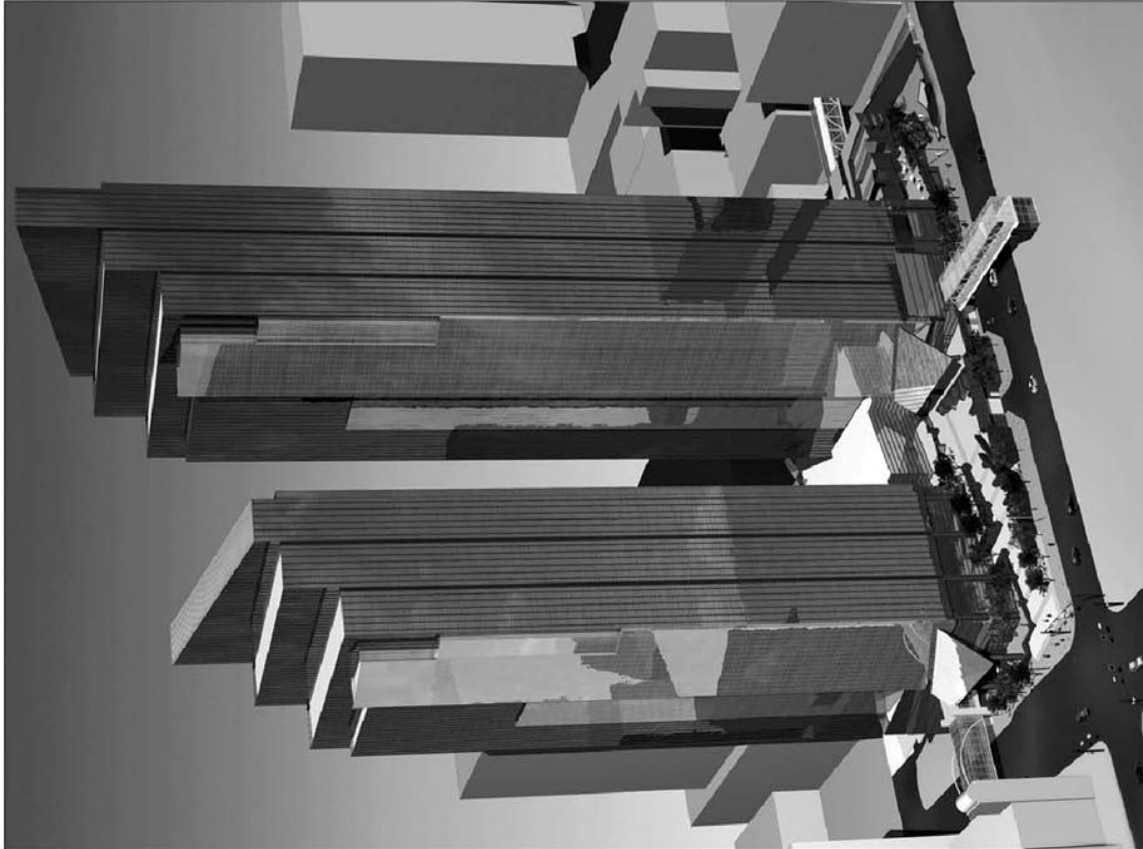
45. A condition of the issuance of permits by City of Calgary Roads may be the requirement for a tree protection plan when construction activities are within 6 meters of a tree on Public land. Requirements and specifications for a Tree Protection Plan may be obtained at www.calgary.ca/parks by following the Urban Forestry links for by telephoning Urban Forestry at 268-2677;
46. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. You may wish to consider this cost during the design and development of your project. The Public Tree(s) adjacent to this project are valued at **\$16,984.73**. Applicants that are unfamiliar with tree protection are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service";

Planning:

47. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority;
48. The development must commence before 2009 August 24 or this permit will no longer be valid;
48. 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;
50. 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; and
51. 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.

Dwayne Drobot
2006 August

PLT DEVELOPMENT PROPOSED OFFICE BUILDING COMPLEX AT EIGHTH AVENUE AND FIFTH STREET SW CALGARY, ALBERTA



- DP-1.1 COVER SHEET AND INDEX
- DP-1.2 CONTEXT PLAN, VICINITY PLAN, AND STATISTICS
- C-1 SURVEY PLAN AND EXISTING CONDITION
- DP-PHT SITE PHOTOS
- L-1 GROUND LEVEL LANDSCAPE PLAN
- L-2 +15 LEVEL LANDSCAPE PLAN
- L-3 DETAILS
- DP-2.01 SITE AND GROUND FLOOR PLAN
- DP-2.02 SECOND FLOOR PLAN
- DP-2.03 THIRD FLOOR PLAN
- DP-2.04 FOURTH FLOOR PLAN
- DP-2.05 FIFTH FLOOR PLAN
- DP-2.06 EAST TOWER FLOOR PLANS 6-35
- DP-2.07 EAST TOWER FLOOR PLANS 36-44
- DP-2.08 EAST TOWER FLOOR PLANS 45 & 46
- DP-2.09 EAST TOWER PENTHOUSE PLANS 47 & 48
- DP-2.10 EAST TOWER ROOF PLAN
- DP-2.11 WEST TOWER FLOOR PLANS 6-26
- DP-2.12 WEST TOWER FLOOR PLANS 27-35
- DP-2.13 WEST TOWER FLOOR PLANS 36 & 37
- DP-2.14 WEST TOWER PENTHOUSE PLANS 38 & 39
- DP-2.15 WEST TOWER ROOF PLAN
- DP-2.16 ROOF PLAN
- DP-2.P1 LEVEL P1 PARKING PLAN
- DP-2.P2 LEVEL P2 PARKING PLAN
- DP-2.P3 LEVEL P3 PARKING PLAN
- DP-2.P4 LEVEL P4 PARKING PLAN
- DP-2.P5 LEVEL P5 PARKING PLAN
- DP-TR VEHICLE TURNING PLANS
- DP-3.1 SOUTH ELEVATION
- DP-3.2 NORTH ELEVATION
- DP-3.3 EAST AND WEST ELEVATIONS
- DP-3.4 CANCELLED
- DP-3.5 STREETSCAPE ELEVATIONS
- DP-4.1 BUILDING SECTIONS
- DP-4.2 ELEVATOR SCHEMATIC SECTION
- DP-4.3 PARKADE SECTIONS
- DP-5.1 NINTH AVENUE +15
- DP-5.2 FOURTH STREET +15
- DP-5.3 SIGNAGE DETAILS
- DP-5.4 SHADOW STUDIES
- DP-5.51 SOUTH-EAST CORNER - 3D VIEW
- DP-5.52 SE PLAZA PERSPECTIVE
- DP-5.53 NORTH PERSPECTIVE
- DP-5.54 SW PLAZA PERSPECTIVE
- DP-5.55 LOBBY PERSPECTIVE 1
- DP-5.56 LOBBY PERSPECTIVE 2
- DP-6.1 PHASING INFORMATION
- DP-7.1 MAIN FLOOR BONUSING
- DP-7.2 SECOND FLOOR BONUSING
- DP-7.3 +15 CIRCULATION PLAN
- DP-7.4 BONUS DENSITY DIAGRAM

ISSUED FOR DP # 2005-4165
- PRIOR TO DECISION SUBMISSION
JULY 19, 2006

Gibbs Gage
ARCHITECTS
400, 207 8 Avenue SE, Calgary, Alberta T2C 0P9
PH: 403.232.8800 FAX: 403.232.8809

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**PRELIMINARY
 NOT FOR CONSTRUCTION**

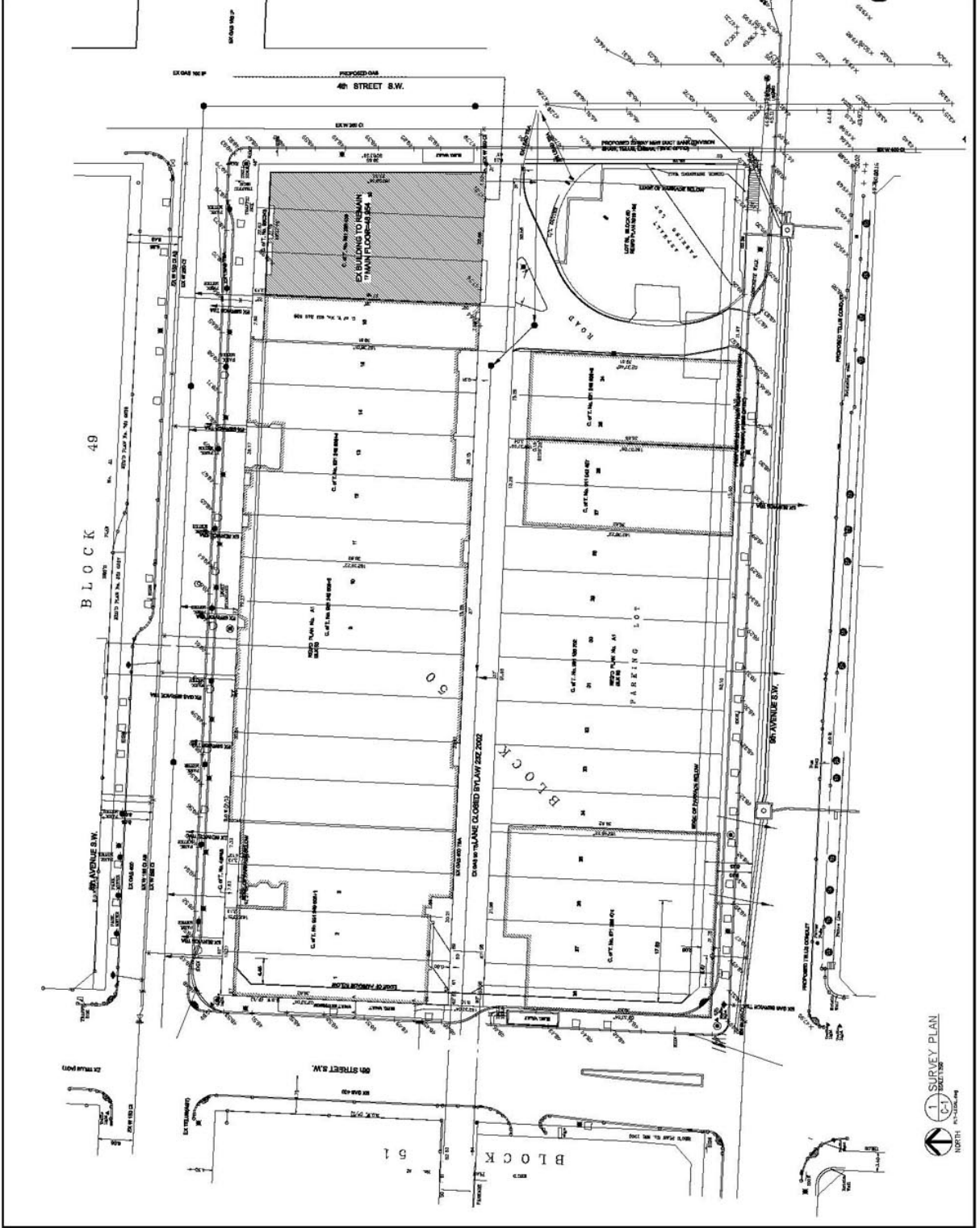
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 Request for
 Issued For
 Prepared For
 Date of Issue

Project No. 05-0000
 Project Name
 Project Location
 Project Date

PLT DEVELOPMENT
 CALGARY, ALBERTA
 SURVEY PLANS AND
 EXISTING CONDITIONS

**Gibbs Gage
 ARCHITECTS**
 105, 217 Avenue E, Calgary, Alberta T2C 2V2
 Tel: 403.243.3000 Fax: 403.243.0829

Project Number
C-1
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General Notes (Landscape):

1. All work shall be in accordance with the specifications for the City of Calgary, Alberta, and the City of Calgary Standard Specifications for Construction.

2. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Calgary, Alberta, and the City of Calgary Standard Specifications for Construction.

3. The contractor shall be responsible for protecting all existing utilities and structures on the site.

4. The contractor shall be responsible for maintaining access to all adjacent properties at all times.

5. The contractor shall be responsible for maintaining the site in a safe and sound condition at all times.

6. The contractor shall be responsible for removing all debris and materials from the site at the end of the project.

7. The contractor shall be responsible for providing a final site inspection report to the City of Calgary, Alberta, and the City of Calgary Standard Specifications for Construction.

Calgary Municipality

City of Calgary

1000 - 10th Street, S.W. Calgary, Alberta T2P 1K1

Phone: (403) 243-2000 Fax: (403) 243-2001

Website: www.calgary.ca



1	Tree Trench	14 08 06
2	Monolithic C/G Tree Trench	14 08 06
3	South West Entry Planter	14 08 06
4	Square Tree Grate and Tree Trench Layout	14 08 06
5	Typical Sidewalk Tree Trench	14 08 06

PLT DEVELOPMENT

Project: 6629 DEC 21/06

Client: City of Calgary

Designer: PLT Development

Location: Calgary, Alberta

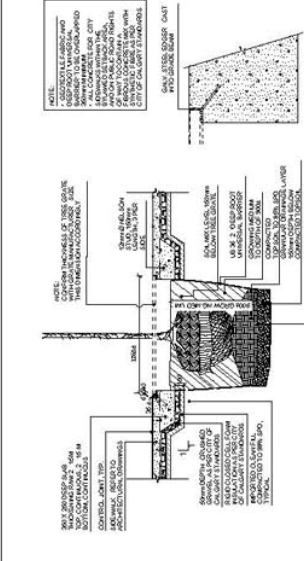
Gibbs Gage Architects

Architects

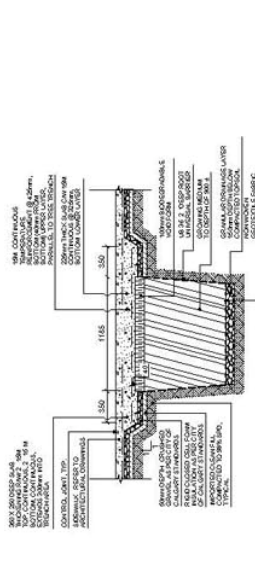
300, 27th Avenue, S.W. Calgary, Alberta T2C 2C3

Phone: (403) 243-2000 Fax: (403) 243-2001

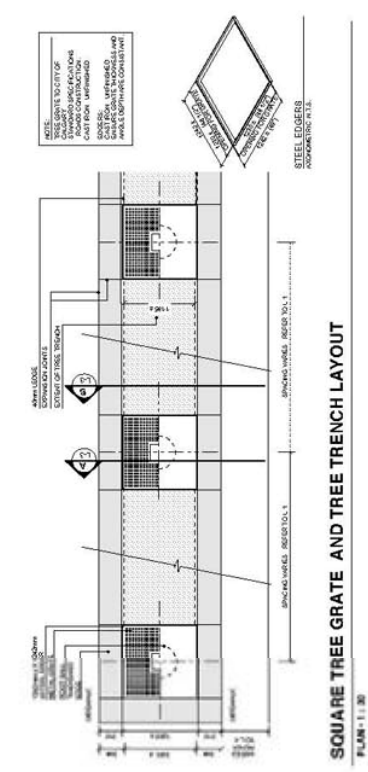
Website: www.gibbsgage.com



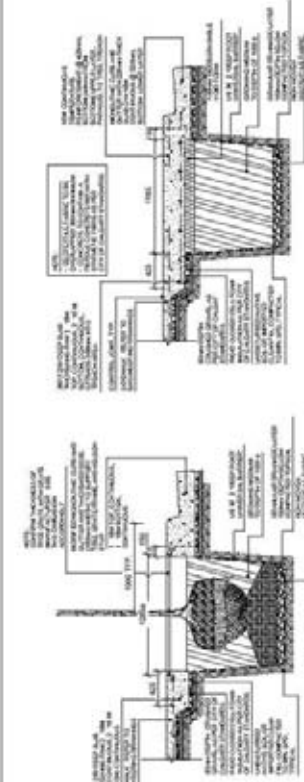
DETAIL A - GRADE BEAM LAYOUT - AT EDGE OF TREE GRATE
SECTION - 1:20



DETAIL B - GRADE BEAM LAYOUT - THROUGH TREE TRENCH
SECTION - 1:20



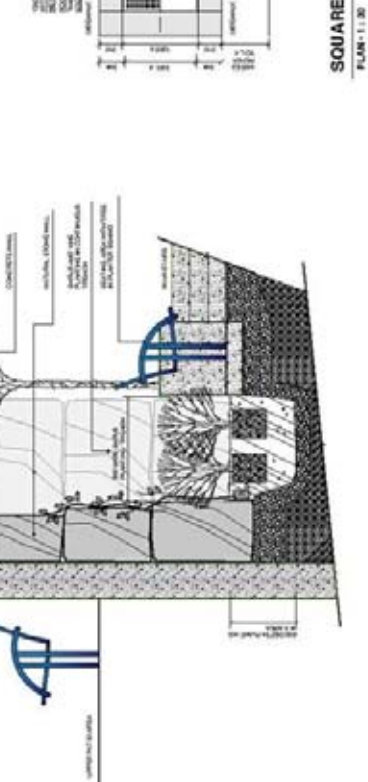
SQUARE TREE GRATE AND TREE TRENCH LAYOUT
PLAN - 1:10



TREE TRENCH SECTION AT TREE



MONOLITHIC C/G TREE TRENCH



SOUTH WEST ENTRY PLANTER
ELEVATION - 1:15

2

3

L-3

L-3

L-3

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DATE: 08/24/06

PROJECT: 505-8TH AVENUE (EXISTING/ADDITIONAL/RENOVATION)

SCALE: AS SHOWN

PROJECT NO: DP-2005-4165

DATE: 08/24/06

PRELIMINARY
NOT FOR CONSTRUCTION

DATE: 08/24/06
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 PROJECT NO: DP-2005-4165

DATE: 08/24/06
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 PROJECT NO: DP-2005-4165

PLT DEVELOPMENT
 CALGARY, ALBERTA
 Drawing Title: FOURTH FLOOR PLAN

Gibbs Gage
 ARCHITECTS
 505, 225 5 Avenue SE, Calgary, Alberta, T2C 2G2
 PH: 403.263.2000 FAX: 403.264.0759

DP-2.04
 Drawing Number

