



# PLACE 10 RESIDENTIAL

FEBRUARY 10<sup>TH</sup>,  
2020

**centron**  
REAL ESTATE DEVELOPMENT & CONSTRUCTION

**Gibbs | Gage**  
ARCHITECTS



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# INTRODUCTION

## PROJECT BACKGROUND

In 2012, Centron and Gibbs Gage Architects began design of the original Place 10 project; a twin office tower development, totalling +/-600,000sf. The project was under construction until economic conditions forced the project to pause. In fall 2019, efforts were re-started with a view to re-purposing the building to a residential-focused use.

The **program totals 866 residential units**, distributed across 2 towers. The East tower has site limitations due to the previously constructed condition. The design intent is to, where possible, minimize any demolition, while effectively utilizing as much of the pre-existing structure as possible.

The scheme consists of two projects that have been designed and submitted as two distinct DP applications. Taking this into consideration, separation of uses, building code compliance and bylaw standards have been maintained throughout the design, while achieving a homogenous end result for the overall scheme that integrates the two developments.

## DEVELOPMENT OVERVIEW

The proposed multifamily development encompasses two residential towers above a 2-storey retail podium. Second and third floors are designed to permit a number of potential uses, including retail, office, residential amenity and support commercial services. This will ensure a **flexible and adaptable** series of uses can be accommodated within these floor areas.

The **East tower** has a program of **405 units**, and has a **FAR of 9.21**. The **West tower** has **461 units** and has a **FAR of 10.90**.

## PUBLIC REALM INTERFACE

At the East side of the site, the unique restaurant CRU creatively addresses the lower underpass grade in an effort to **fully activate the perimeter** of the site. A similar strategy at the West side is prevented by some existing City infrastructure, although a corner plaza has been provided that extends as far south as possible in order to maximize the **public realm connectivity**. Discussions have taken place with the City team responsible for the 5th St. underpass improvement project and there are **opportunities for complete integration with the plaza** that will be mutually beneficial for both parties. These two public plazas were designed with the primary goal of contributing to the vision of a more **active street edge** along 10th Ave. and providing a sense of place.

A **central pedestrian/multi-modal plaza** also organizes the middle portion of the site and provides a functional vehicle **access point**, along with drop-off functions to support the residential development. This area has been designed as a **pedestrian-first plaza**, with vehicular traffic permitted. It's primary goal is to provide a **high quality space** that provides permeability to the main entries of the towers along 10th Ave.

## URBAN MASSING

The massing of the project, at an urban scale functions to set back the tall urban towers from the street, via stepped massing of retail podium. A series of sculpted entrance canopies provide both a sense of pedestrian scale but also a transition and highly protective elements to **gather, enter and meet**.

The tall towers have been articulated to create a strong diagrid that breaks down the mass, yet adds contrast and depth to the tower. A highlight vertical element on the East and West facades makes a bigger urban gesture towards the street and responds to the gateway location of the site as a southern entry to the downtown core.





# STATISTICS

## WEST TOWER

Being zoned as a DC site, this project has total allowable base FAR of up to 8.0. While this amount was determined by the land use bylaw, the design proposes a higher FAR of 10.90 which has been addressed through an effective bonusing strategy as follows.

Vehicle and bicycle parking have been provided per bylaw requirements, with the main focus being on the **pedestrian and bicycle-friendly** nature of the development and the greater vision for the City of Calgary as a city with **mixed-mode, eco-friendly** transportation. Minor relaxations to the total number of vehicle parking has been proposed along with more diverse and convenient bike parking throughout both developments.

Convenient and direct access to bicycle parking through the main plaza, along with providing a variety of bike storage types intends to make this facility a highly usable feature of the west tower development.

Following tables, show detailed calculations of vehicle and bicycle parking, along with the overall statistics for west tower.

**ZONING:** DC 100D2015  
BASED ON CC-X WITH MODIFIER TO  
ALLOW LARGER RESTAURANT USE AND  
ADDRESS SOME PARKING ITEMS

**1 BEDROOM UNITS:**131  
**2 BEDROOM UNITS:**330  
**TOTAL NUMBER OF UNITS:** 461

**RETAIL GFA L01:** 885 M<sup>2</sup>  
**RETAIL GFA L02:** 1,935 M<sup>2</sup>  
**Total GFA:** 38050 M<sup>2</sup>



### VEHICLE PARKING

<p><b>RESIDENT PARKING REQUIREMENT:</b> 0.75 STALLS PER DWELLING UNIT <b>VISITOR PARKING REQUIREMENT:</b> 0.10 STALLS PER DWELLING UNIT</p>
<p><b>NUMBER OF RESIDENT STALLS REQUIRED:</b> = 0.75 x 461 = 346 STALLS <b>NUMBER OF VISITOR STALLS REQUIRED:</b> = 0.10 x 461 = 47 STALLS</p>
<p><b>RETAIL PARKING REQUIREMENT:</b> 1.0 STALLS PER 100M<sup>2</sup> GFA RETAIL</p>
<p><b>NUMBER OF RETAIL STALLS REQUIRED:</b> = 1.0 x 2,820 / 100 = 29 STALLS</p>
<p><b>TOTAL PARKING REQUIRED= 422 STALLS</b></p>

### PARKING PROVIDED

<p><b>TOTAL VEHICLE PARKING = 237 STALLS IN PREVIOUSLY APPROVED 3-LEVEL PARKADE</b></p>
<p><b>8 STALLS TO BE RESERVED FOR RESIDENTIAL VISITOR PARKING</b> <b>19 STALLS TO BE SHARED BETWEEN RETAIL AND RESIDENTIAL VISITOR</b></p>

### BICYCLE PARKING

<p><b>CLASS 1 STALL REQUIREMENT:</b> 0.50 STALLS PER DWELLING UNIT <b>CLASS 2 STALL REQUIREMENT (RESIDENTIAL):</b> 0.10 STALLS PER DWELLING UNIT</p>
<p><b>CLASS 1 STALLS REQUIRED:</b> = 0.50 x 461 = 231 STALLS <b>CLASS 2 STALLS REQUIRED (RESIDENTIAL):</b> = 0.10 x 461 = 47 STALLS</p>
<p><b>CLASS 2 STALL REQUIREMENT (RETAIL):</b> 5% OF MOTOR VEHICLE PARKING</p>
<p><b>CLASS 2 STALLS REQUIRED (RETAIL):</b> = 0.05 x 31 = 2 STALLS</p>
<p><b>TOTAL CLASS 1 REQUIRED= 231 STALLS</b> <b>TOTAL CLASS 2 REQUIRED= 49 STALLS</b></p>

### BICYCLE PARKING PROVIDED

<p><b>CLASS 1 = 231 STALLS AT L01 AND L1.5</b> <b>CLASS 2 = 49 STALLS DISTRIBUTED ACROSS SITE</b></p>
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# STATISTICS

## EAST TOWER

Following the same approach as West Tower and considering total allowable base FAR of up to 8.0. that was determined by the land use bylaw, the design for the East Tower proposes a higher FAR of 9.21 based on additional Bylaw Bonusing.

Considering the **pedestrian and bicycle-friendly** nature of the development and the greater vision for the City of Calgary , some relaxation to the vehicle parking stall count has been implemented, while the bicycle parking measures exceed the standard requirements defined by land use bylaw.

Following tables, show detailed calculations of vehicle and bicycle parking, along with the overall statistics for east tower.

**ZONING:** DC 100D2015  
BASED ON CC-X WITH MODIFIER TO ALLOW LARGER RESTAURANT USE AND ADDRESS SOME PARKING ITEMS

**RETAIL GFA L01:** 757.9 M<sup>2</sup>  
**RETAIL GFA L02:** 1,532 M<sup>2</sup>  
**UNIT COUNT:** 405  
**Total GFA:** 34095 M<sup>2</sup>



### VEHICLE PARKING

<p><b>RESIDENT PARKING REQUIREMENT:</b> 0.75 STALLS PER DWELLING UNIT</p> <p><b>VISITOR PARKING REQUIREMENT:</b> 0.10 STALLS PER DWELLING UNIT</p>
<p><b>NUMBER OF RESIDENT STALLS REQUIRED:</b> = 0.75 x 405 = 304 STALLS</p> <p><b>NUMBER OF VISITOR STALLS REQUIRED:</b> = 0.10 x 405 = 41 STALLS</p>
<p><b>RETAIL PARKING REQUIREMENT:</b> 1.0 STALLS PER 100M<sup>2</sup> GFA RETAIL</p>
<p><b>NUMBER OF RETAIL STALLS REQUIRED:</b> = 1.0 x 2289.9 / 100 = 23 STALLS</p>
<p><b>TOTAL PARKING REQUIRED= 368 STALLS</b></p>

### PARKING PROVIDED

<p><b>TOTAL VEHICLE PARKING = 244 STALLS IN EXISTING 4 LEVEL PARKADE</b></p>
<p>12 STALLS TO BE SHARED BETWEEN RETAIL AND RESIDENTIAL VISITOR AT P01 8 STALLS TO BE PROVIDED FOR EXCLUSIVE USE OF RESIDENTIAL VISITORS AT P01</p>

### BICYCLE PARKING

<p><b>CLASS 1 STALL REQUIREMENT:</b> 0.50 STALLS PER DWELLING UNIT</p> <p><b>CLASS 2 STALL REQUIREMENT (RESIDENTIAL):</b> 0.10 STALLS PER DWELLING UNIT</p>
<p><b>CLASS 1 STALLS REQUIRED:</b> = 0.50 x 405 = 203 STALLS</p> <p><b>CLASS 2 STALLS REQUIRED (RESIDENTIAL):</b> = 0.10 x 405 = 41 STALLS</p>
<p><b>CLASS 2 STALL REQUIREMENT (RETAIL):</b> 5% OF MOTOR VEHICLE PARKING</p>
<p><b>CLASS 2 STALLS REQUIRED (RETAIL):</b> = 0.05 x 23 = 2 STALLS</p>
<p><b>TOTAL CLASS 1 REQUIRED= 203 STALLS</b> <b>TOTAL CLASS 2 REQUIRED= 43 STALLS</b></p>

### BICYCLE PARKING PROVIDED

<p>CLASS 1 = 203 STALLS AT L01 AND L1.5 CLASS 2 = 22 STALLS DISTRIBUTED ACROSS SITE</p>
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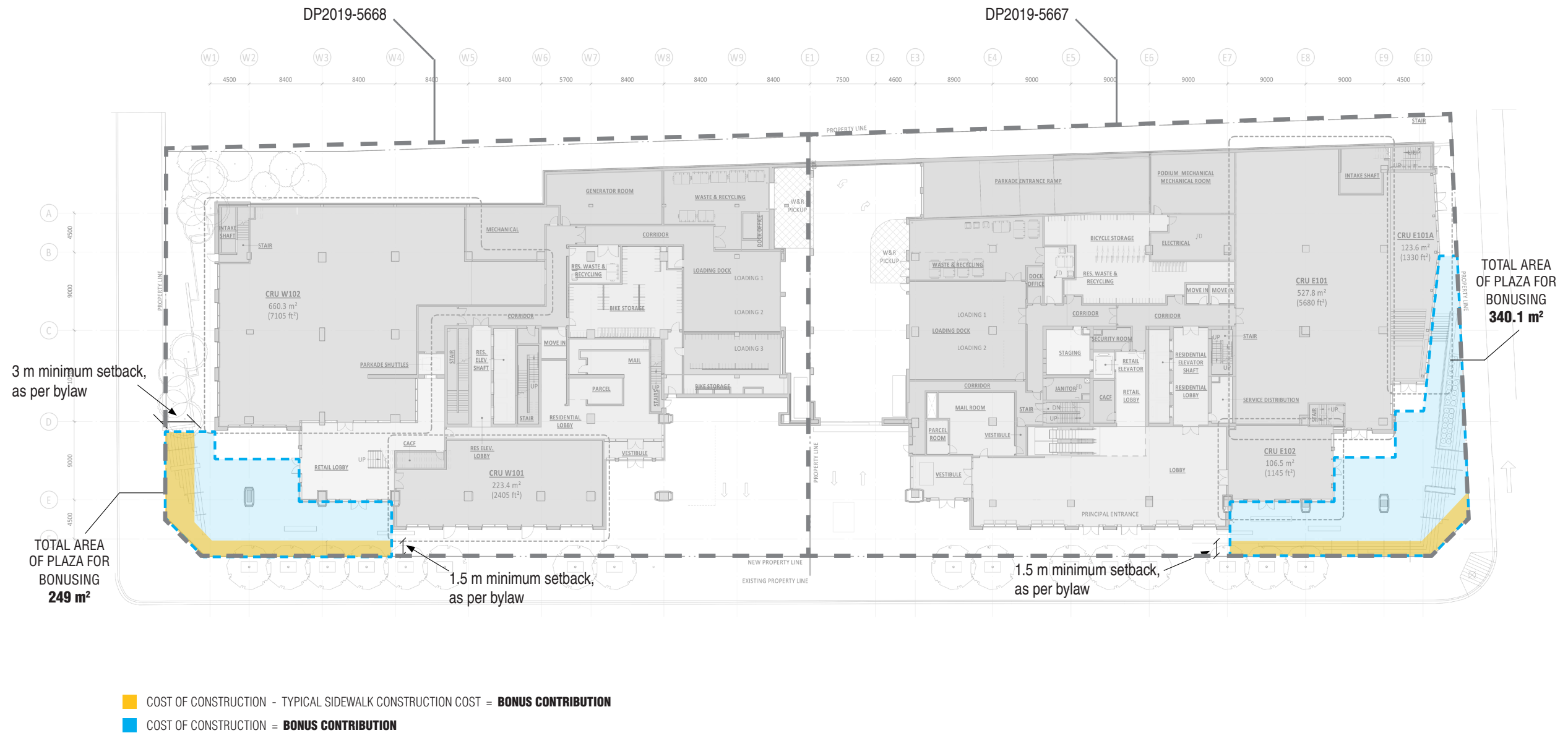
# BONUSING STRATEGY

The bonusing strategy that has been used follows the requirements associated with the Land Use Bylaw. Each parcel uses a combination of BCIF (Beltline Community Investment Fund) contribution and PAPOS (publicly accessible private open space) provision.

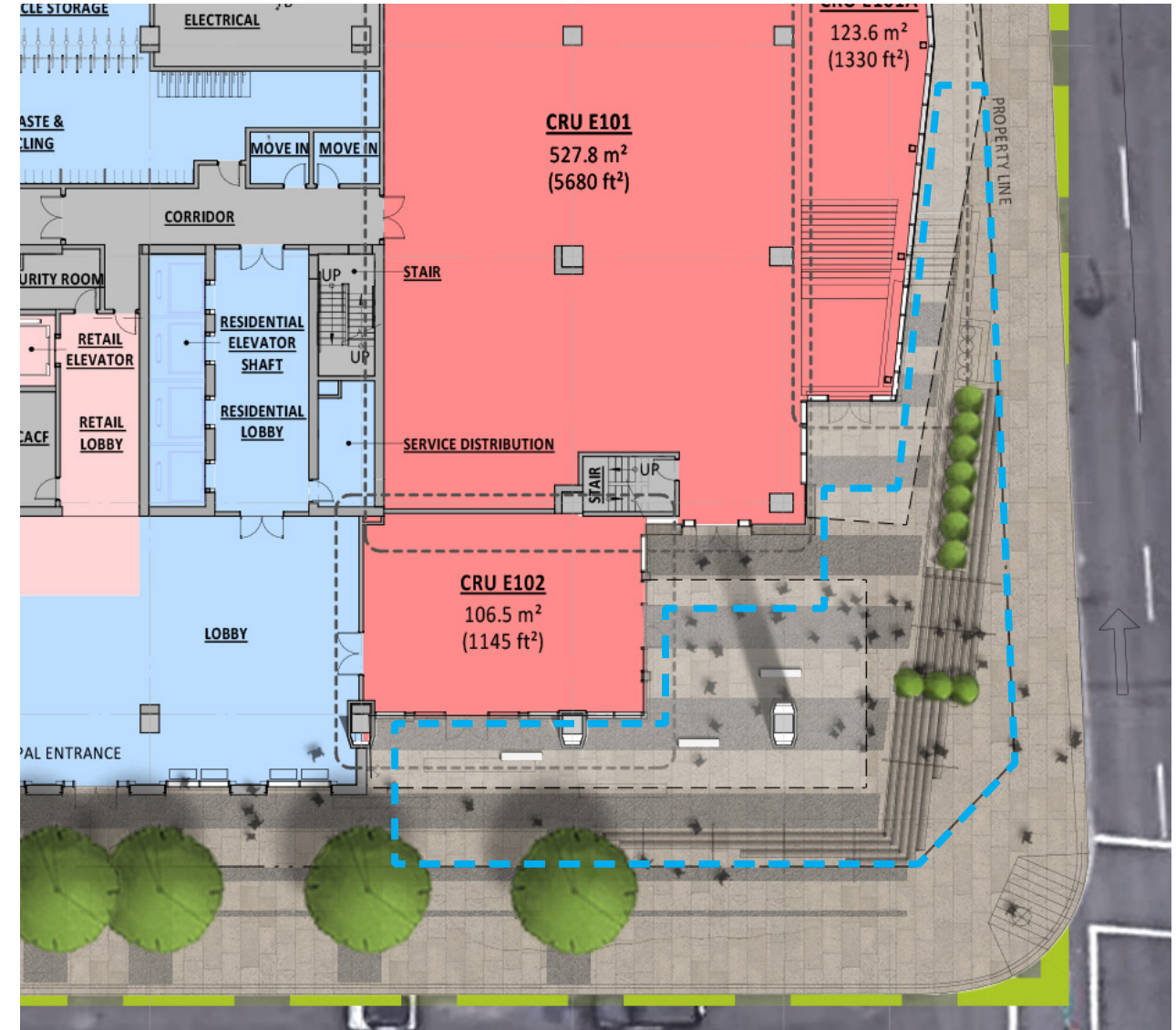
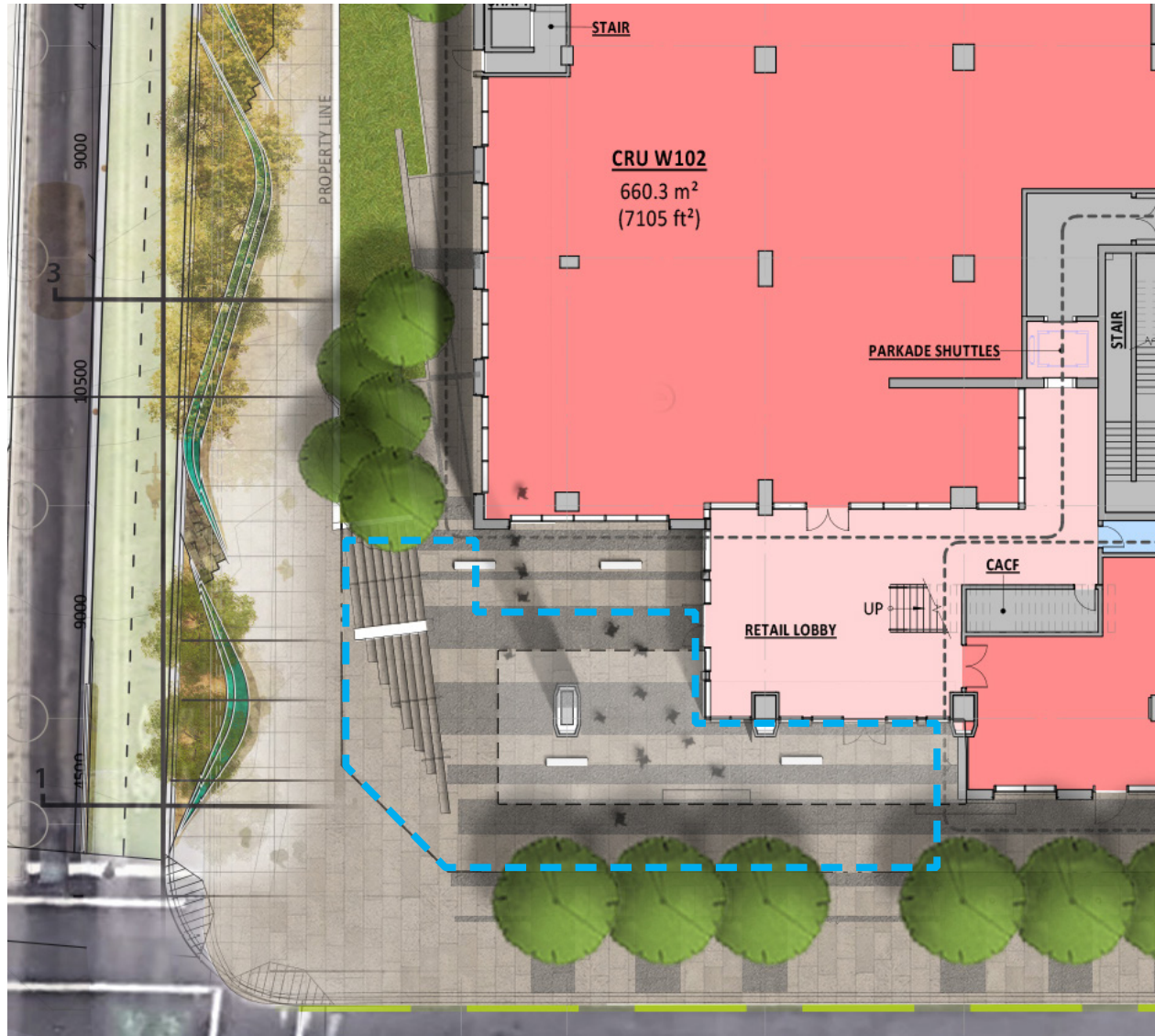
A detailed breakdown of each Permit application is provided on the adjacent page. Very generally, the PAPOS portion involves two main corner plazas at the SE and SW of the site. (The SE parcel relates to DP2019-5667 and the SW parcel relates to DP2019-5668)

The method used to calculate the total bonus contribution for the PAPOS credit divides into two parts. The strategy accounts for costs additional to 'what would be built anyway.' Examples of this logic include discounting the cost of public sidewalk in the bylaw setback areas,

or discounting the cost of columns which support the building, while including credit for the upgraded cladding for the columns, canopies, landscaping and lighting as they all contribute to improving the public condition.







WEST TOWER

Site Area (m <sup>2</sup> )	3490
Proposed GFA (m <sup>2</sup> )	38050
Base FAR	5.00
Res. uses FAR	3.00
Allowable density (m <sup>2</sup> )	27920.00
Bonused FAR	2.90
Total FAR	10.90

BCIF Bonused Area	8,750
\$/m <sup>2</sup>	270.0
BCIF payment	\$ 2,362,500.00
Public Open Space bonus area	1,380
\$/m <sup>2</sup> x 75% (Bylaw formula)	202.50
Minimum Open space at Grade cost	\$ 279,450.00
Estimated plaza construction cost	\$ 399,561.00

EAST TOWER

Site Area (m <sup>2</sup> )	3700
Proposed GFA (m <sup>2</sup> )	34095
Base FAR	5.00
Res. uses FAR	3.00
Allowable density (m <sup>2</sup> )	29600.00
Bonused FAR	1.21
Total FAR	9.21

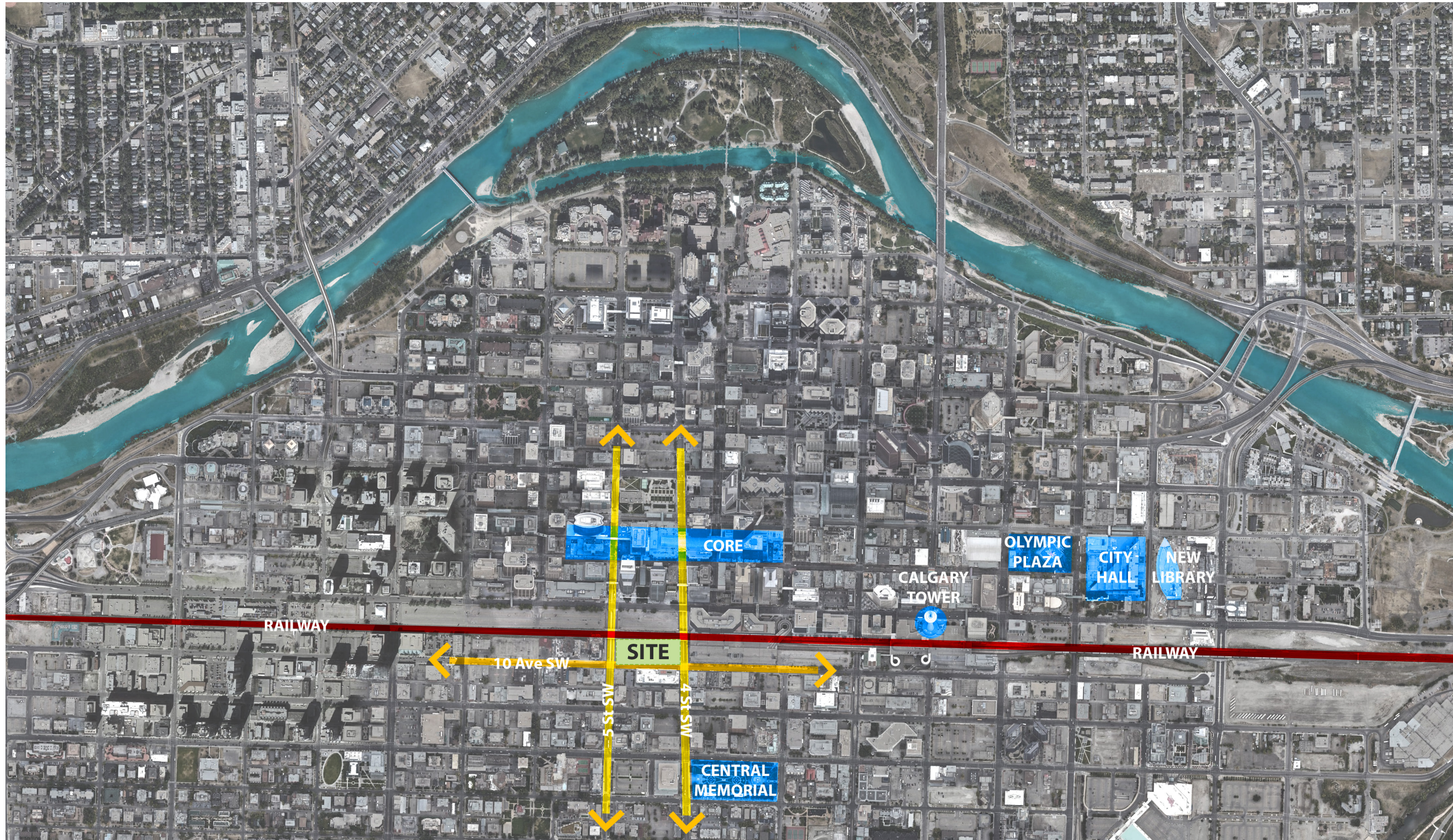
BCIF Bonused Area	2,750
\$/m <sup>2</sup>	270.0
BCIF payment	\$ 742,500.00
Public Open Space bonus area	1,745
\$/m <sup>2</sup> x 75% (Bylaw formula)	202.50
Minimum Open space at Grade cost	\$ 353,362.50
Estimated plaza construction cost	\$ 541,416.00

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# URBAN DESIGN AND FUNCTIONALITY

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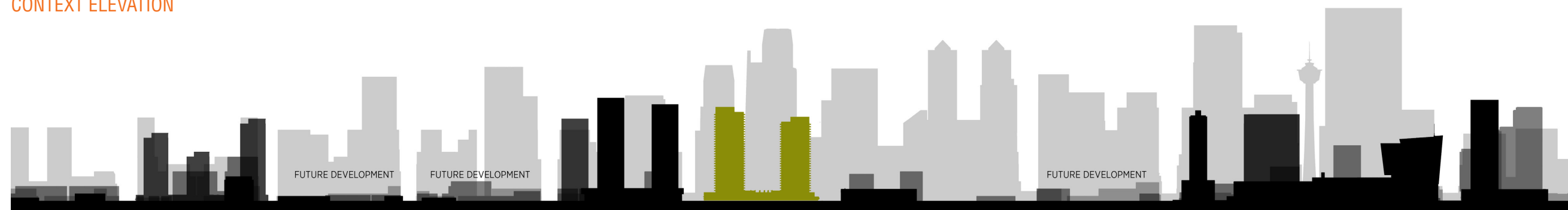
# CONTEXT ANALYSIS

Occupying the south half of a City block bound by 4th St. and 5th St. SW and fronting onto 10th Ave. SW, the development site is in a prime location in Calgary's Beltline. It exists in a zone between the existing commercial core, to the north, and a fast growing residential/mixed use zone to the south, east and west.

The site is sitting directly on the south side of CP Railway. The overall massing addresses this adjacency by stepping back both on podium level and residential towers. Also the residential amenity spaces were designed, taking consideration of appropriate distance from the train tracks.

Acoustic concerns have been addressed with CPAG and an acoustic engineering report confirms the acoustic comfort levels were achieved adjacent to the rail lines to the north. At this point, construction assembly details are not finalized, as system manufacturers have varying performance metrics. However the applicant commit to meeting/exceeding the city's prescribed noise level requirements. (see acoustic report attached)

## CONTEXT ELEVATION



# URBAN DESIGN STRATEGY

The design team has given careful consideration to the current Centre City Plan and Centre City Urban Design guidelines as the design evolves and also involving the City of Calgary's Urban Design staff since early discussions surrounding the project's intentions have taken place. In general, the City of Calgary evaluates Urban Design contributions based on principles of urban design. Those underlying Urban Design Principles are summarized as follows:

### CREATIVITY:

The podium massing intends to create a **dynamic, flexible, active and interesting pedestrian realm**. One of the most unique features about the project proposal is the addressing of the lower level of the 4th st. underpass with a retail unit at the NE corner of the site.

### CONTEXT:

The contiguous podium concept (with residential point towers above) is intended to maintain the **active street edge** along the south, east and west borders of the site. Understanding the context of 10th Ave. SW and its various bars, restaurants, offices and residential uses is key to understanding the needs of the site as a mixed-use project. Referencing the context of busy streets with high pedestrian volumes, the proposal steps back at the corners to open up to the various pedestrian traffic flows expected around the site.

### CONNECTIVITY:

**Street edge connections**, as mentioned, are emphasized throughout the design, along with porosity desired through the residential lobbies, allowing free and uninterrupted transition from inside to outside and from residential to retail uses and through to the **corner** and **mid-block plazas**.

### INTEGRATION:

The visual and functional access at multiple locations along south, east and west sides of the podium to/from the **active uses** connects the residents with each other and the community at large. The fully landscaped and other amenities on the podium roof level of each tower serves to reinforce the **sense of community** among the residents of this project. The proposed plaza is overlooked from the second level patio and retail spaces, along with the level three roof amenity space. This layering approach intends to visually integrate building users with the plaza and wider pedestrian realm.

### ACCESSIBILITY:

The access to/from the site is clear and identifiable, creating a legible environment for residents, guests, and pedestrians at large. The vehicle and service access is centered along the overall width of the site, reducing potential conflicts and setting up a hierarchy of movement with pedestrians being a priority along the perimeter. Thought has also been given to the drop-off/pick-up scenario that is a common occurrence within large scale residential uses. It is envisaged that this activity could happen at the central plaza, out of the flow of the (relatively) fast-moving 10th Ave. traffic. **Pedestrian first** and **accessible design** will be evident at the plaza. By integrating the private and public realm, this central plaza intends to create a **sense of place** for the residents, as well as users in the larger context of the city

### SCALE:

The podium/street wall is designed at approximately 10 to 12.0 metres in height, appropriate for the proposed towers which are setback and architecturally detailed to **improve proportion along the streets edge and the public realm**. This smaller scale is reinforced through the multiple entrance locations and potential for **varied uses** along those facades. In addition, various massing elements further reduce the visual scale to a relatable and tangible interface for pedestrians.

### SAFETY:

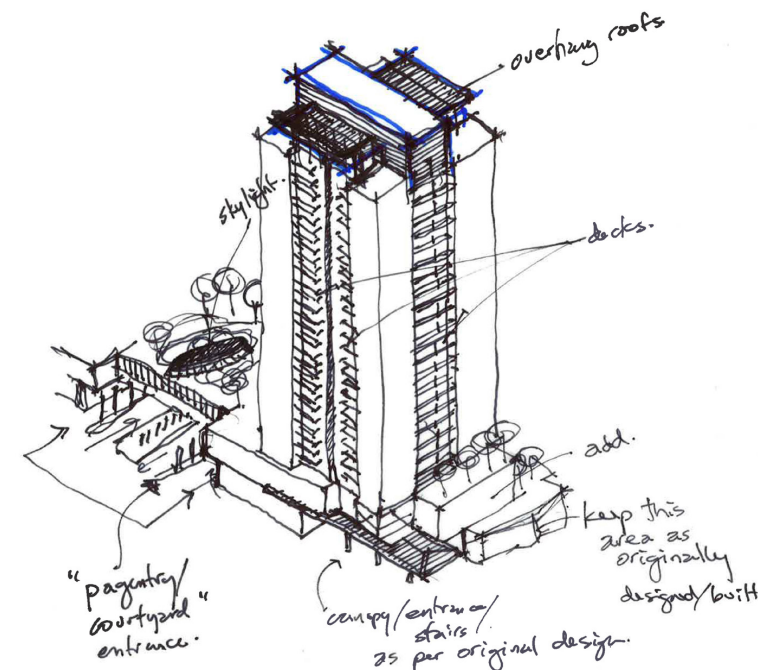
Mixed use residential projects offer a high level of **visual overlook** during the extended hours of the day and week, while the more public lobbies and commercial uses further **activate the street edges**. The provision of additional residential entrances (and associated lighting) at the central plaza and parking entrance intends to provide a degree of supervision and use that will improve safety.

### ANIMATION:

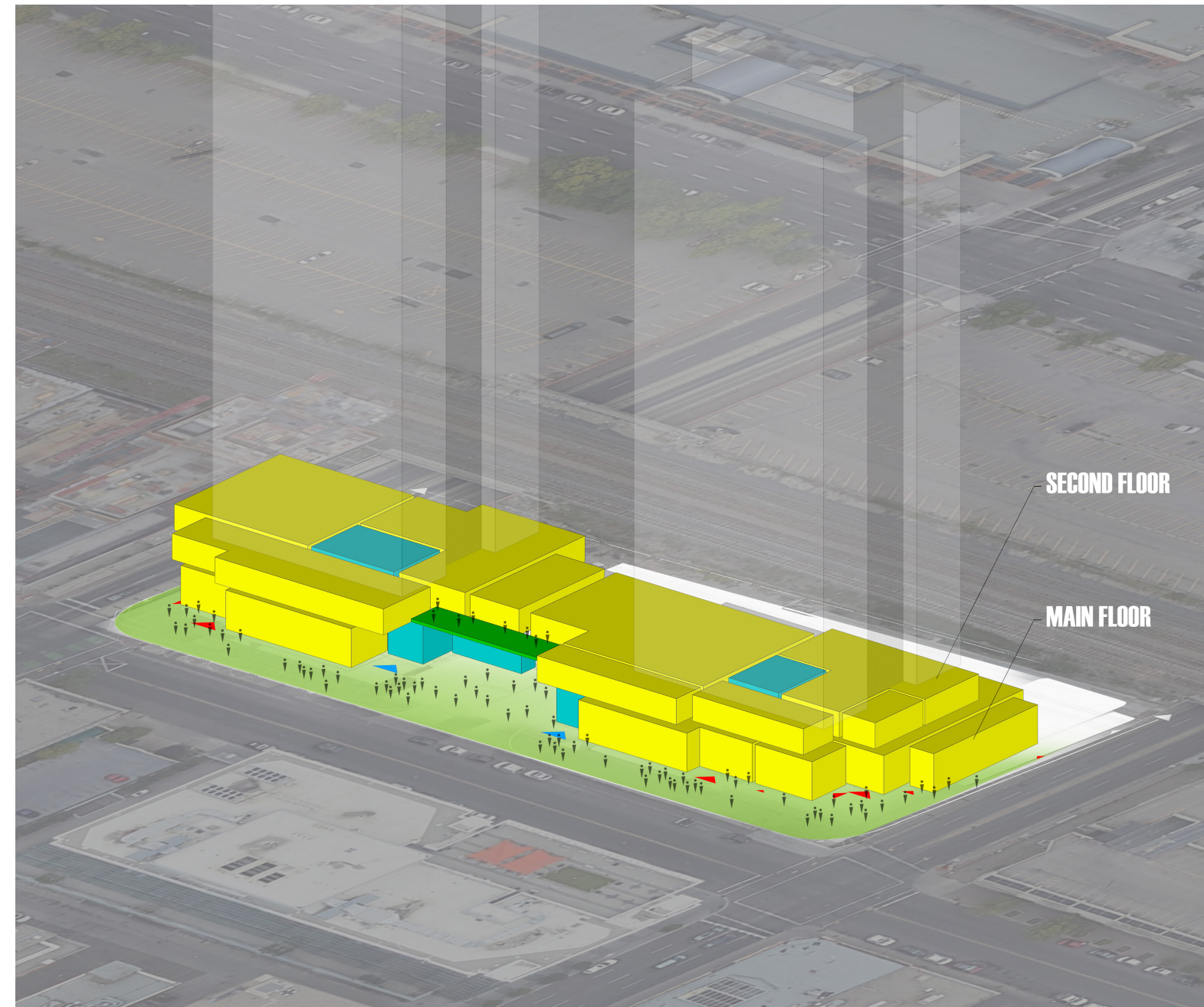
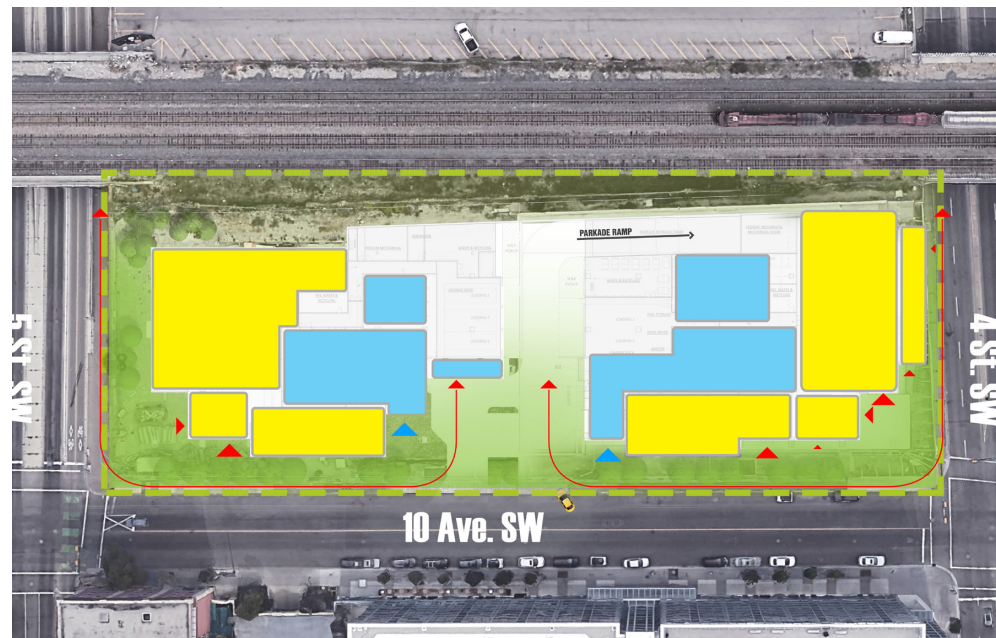
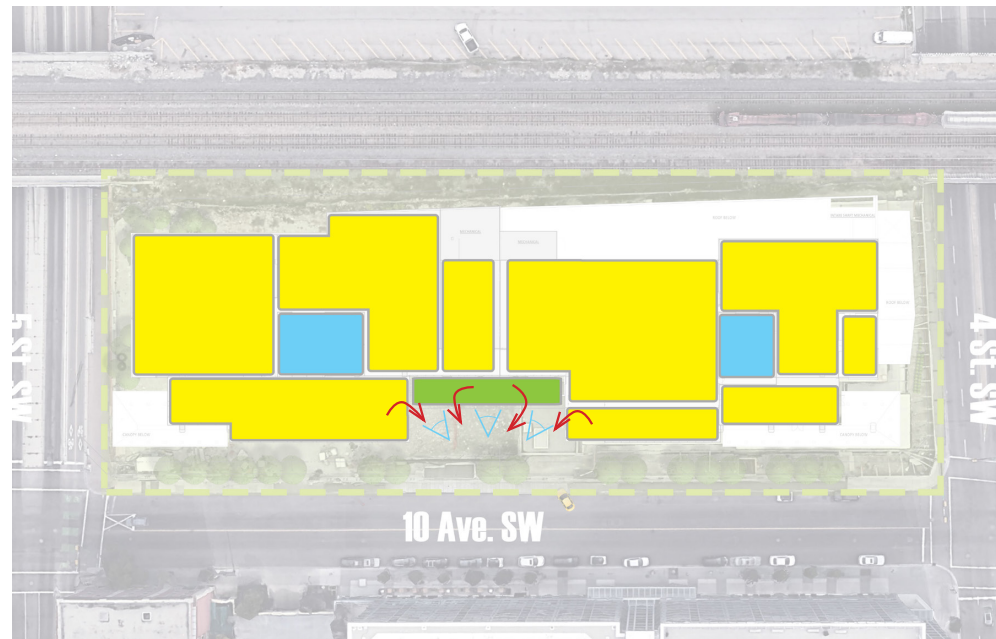
While the design provides a robust visual base for an **animated streetfront**, it is intended that retail tenants at both main and second floors utilize the glass elements to provide signage and welcoming street fronts in order to further **energize the pedestrian realm**. Dynamic and structurally impressive canopy elements with impressive lighting strategies will be used to signify an exciting mixed use project, while providing weather protection and shading elements.

### QUALITY:

The quality of the construction improve systems will be focused on the long term viability of the project as well as the associated codes and specifications (including meeting the performance requirements of the NECB2014). The exterior materials includes a panelized, integrated architectural cladding system for the towers. The plaza and pedestrian areas are primarily textured and patterned concrete, with accents and features to **enhance the public realm**. Coupled with this, improved building treatments are suggested at the podium. Feature glazing, masonry, brick and wood elements are all provided in order to give a tactile and engaging aesthetic, while providing a legible and enticing pedestrian street experience.





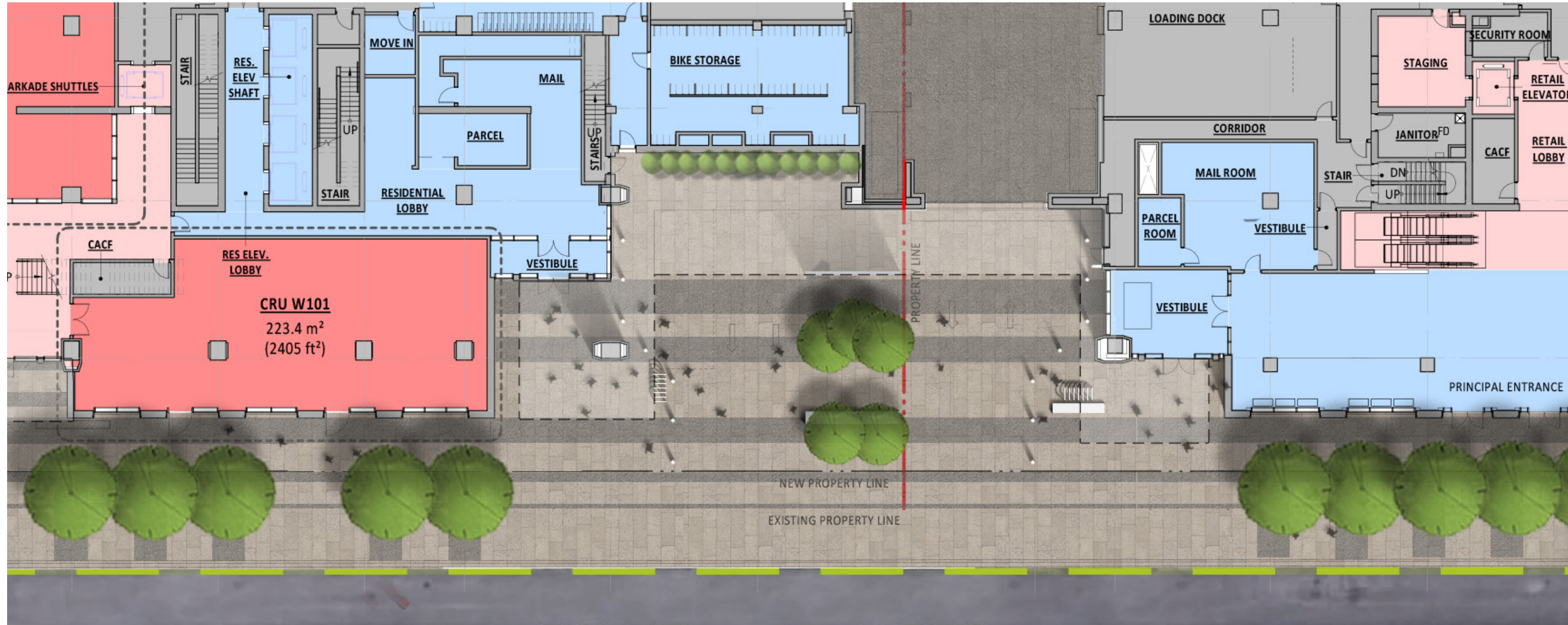




# SITE PLAN











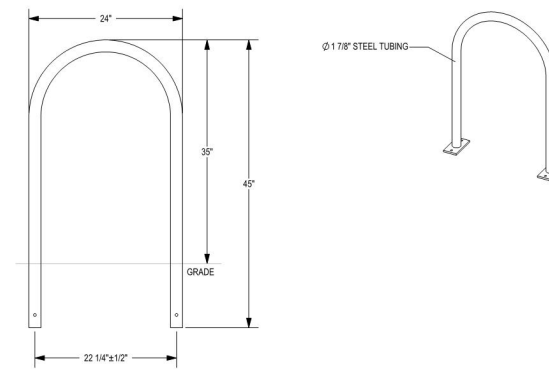
VIEW INTO MULTIMODAL COURTYARD



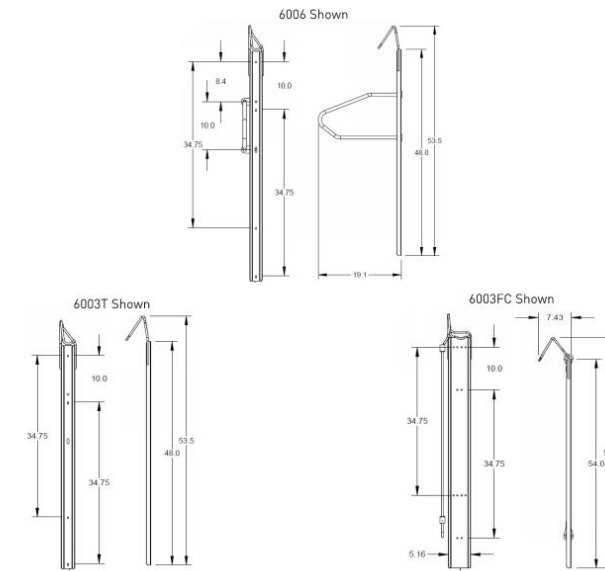
# MOBILITY

Following a greater vision for Calgary as a pedestrian and bicycle friendly city, this project has focused on providing **convenient, safe, diverse** and **efficient** bicycle parking solutions which meets all the standards as well as satisfaction of future tenants.

Convenient and direct access to bicycle parking through the main plaza and at grade, along with providing a variety of bike storage types intends to make this facility a highly usable feature of the west tower development. Mezzanine level bike storage rooms on both east and west tower are also easily accessible through the elevators on each side.



floor-mounted bike rack

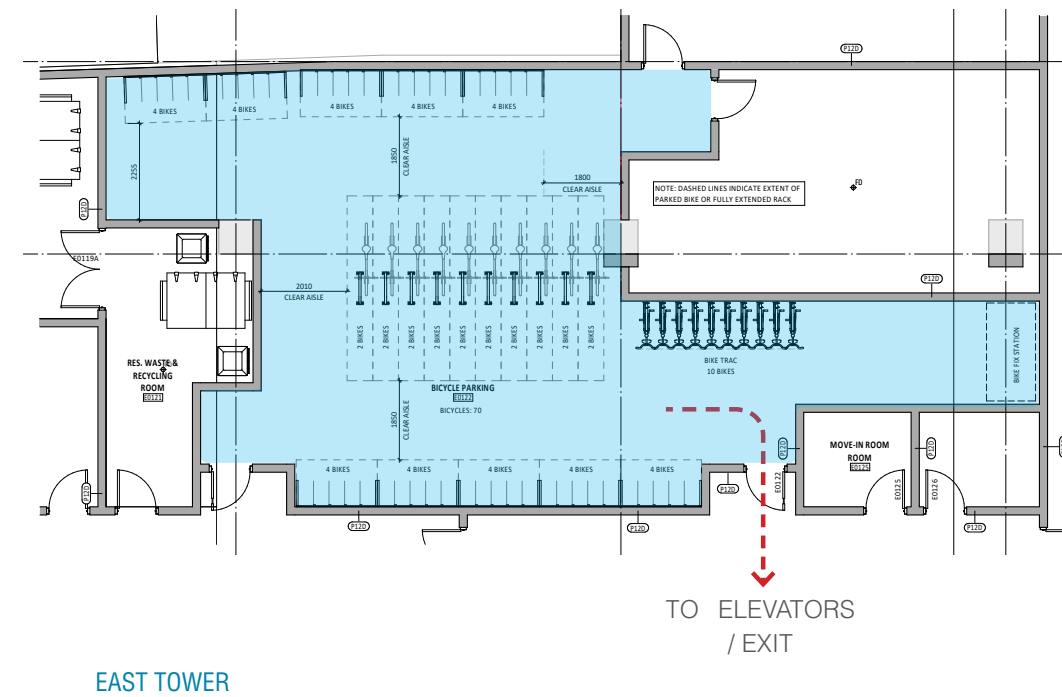
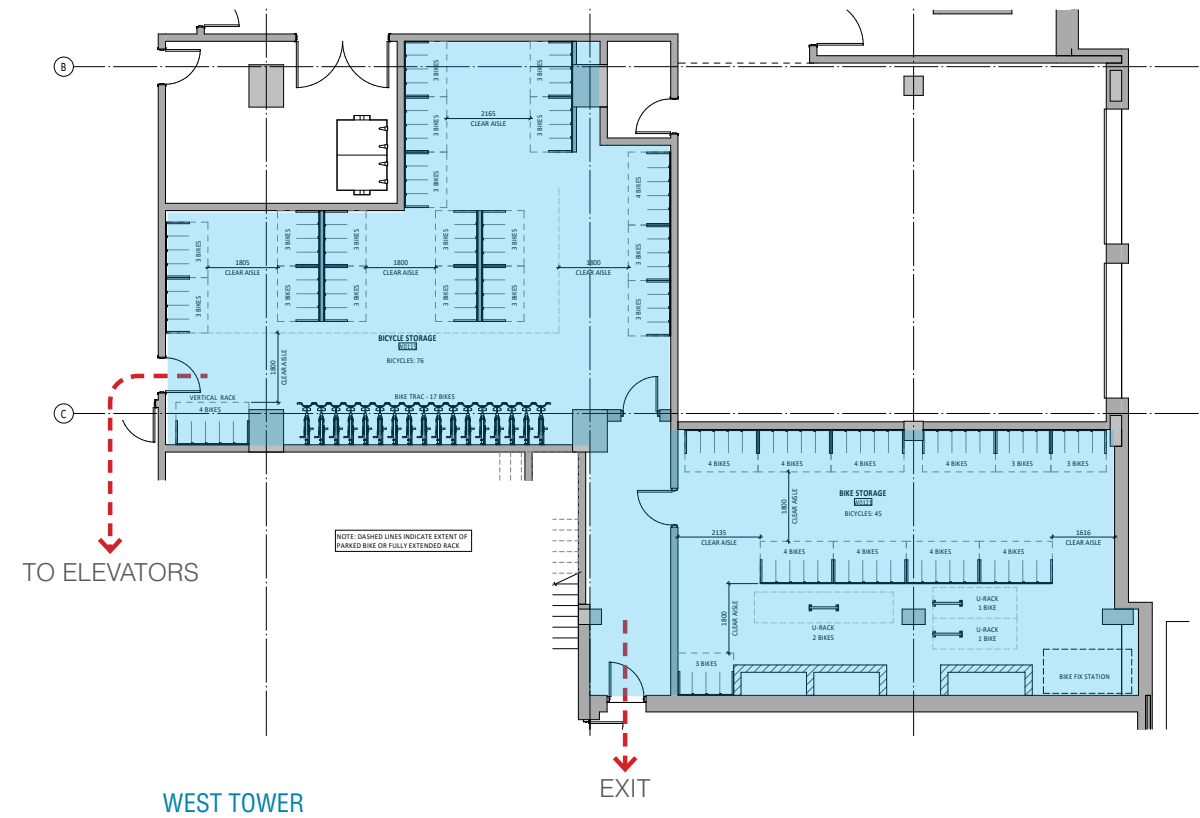
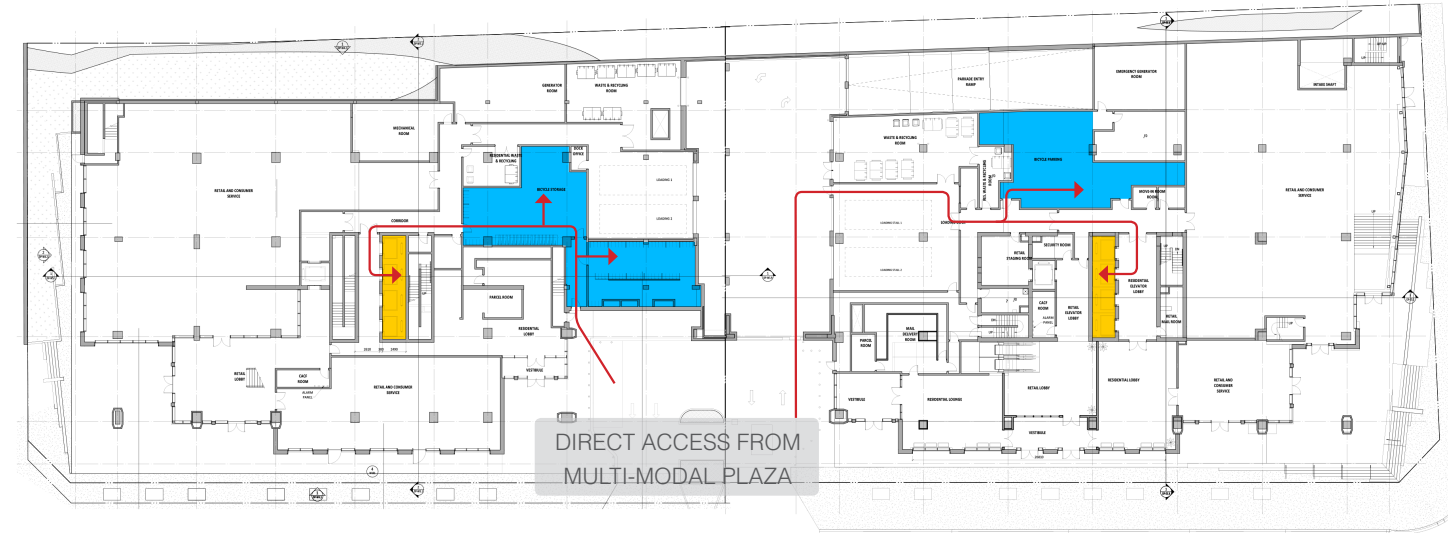


wall-mounted bike rack

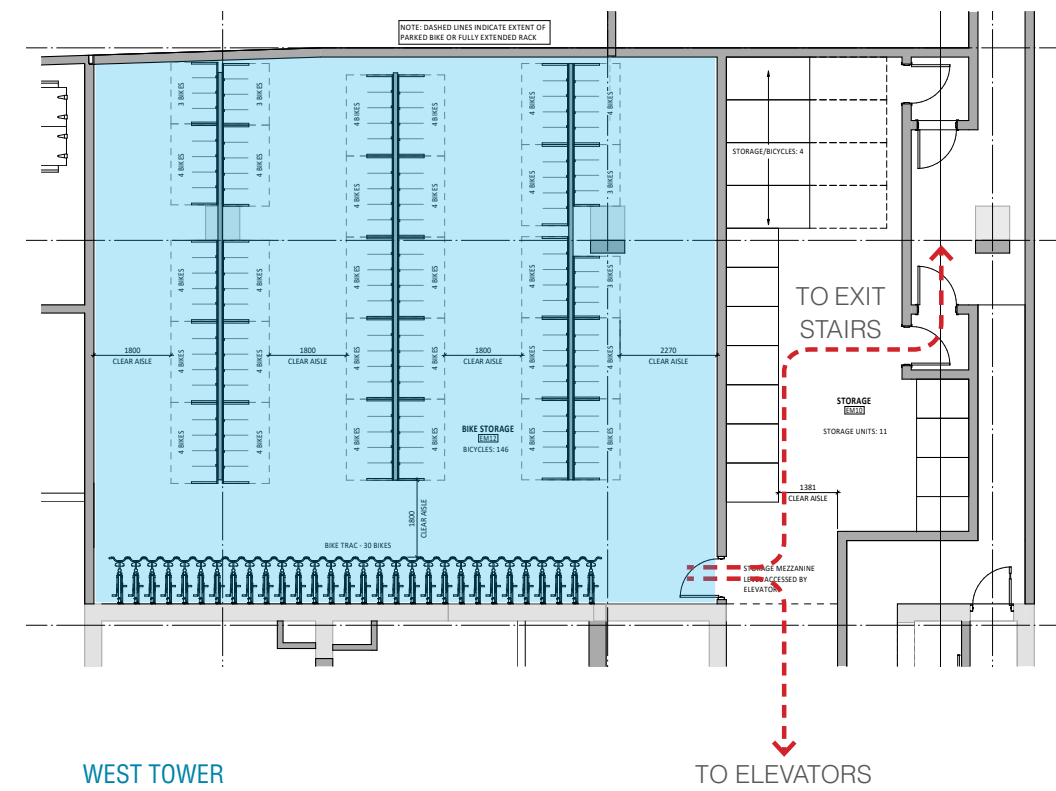
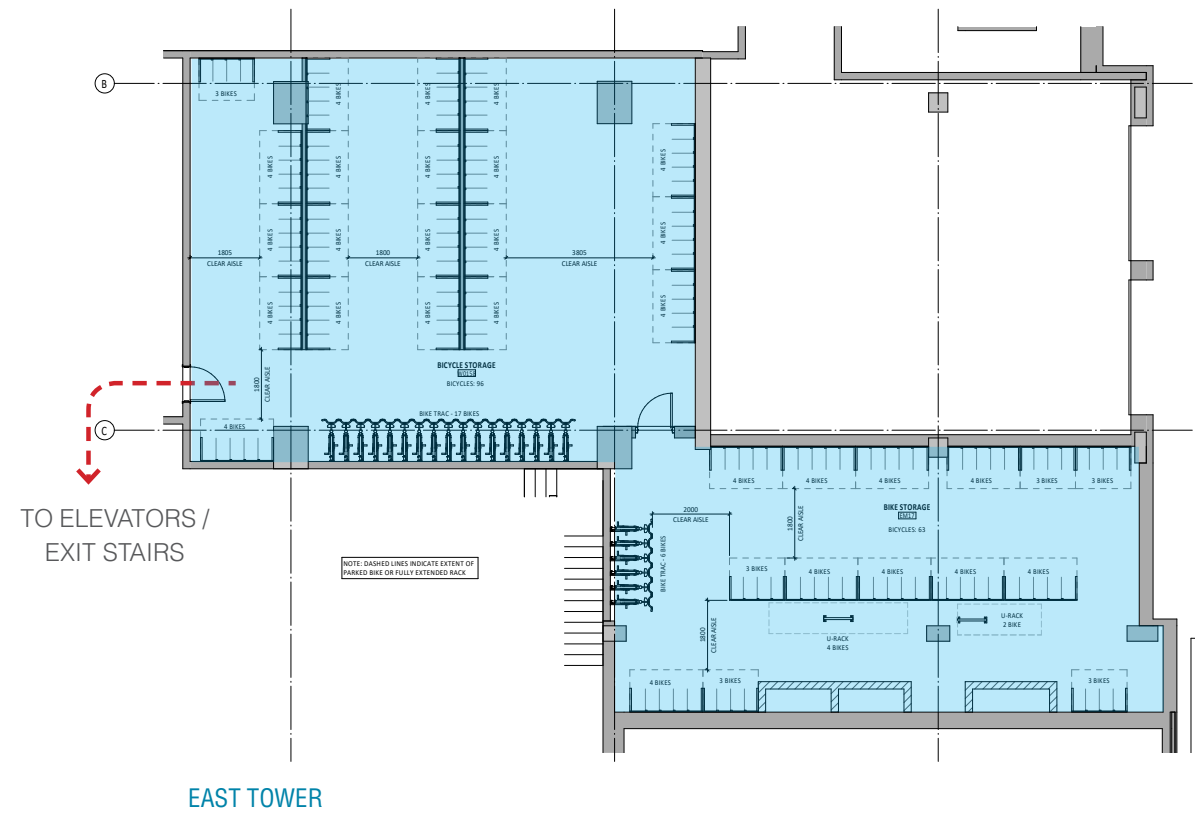
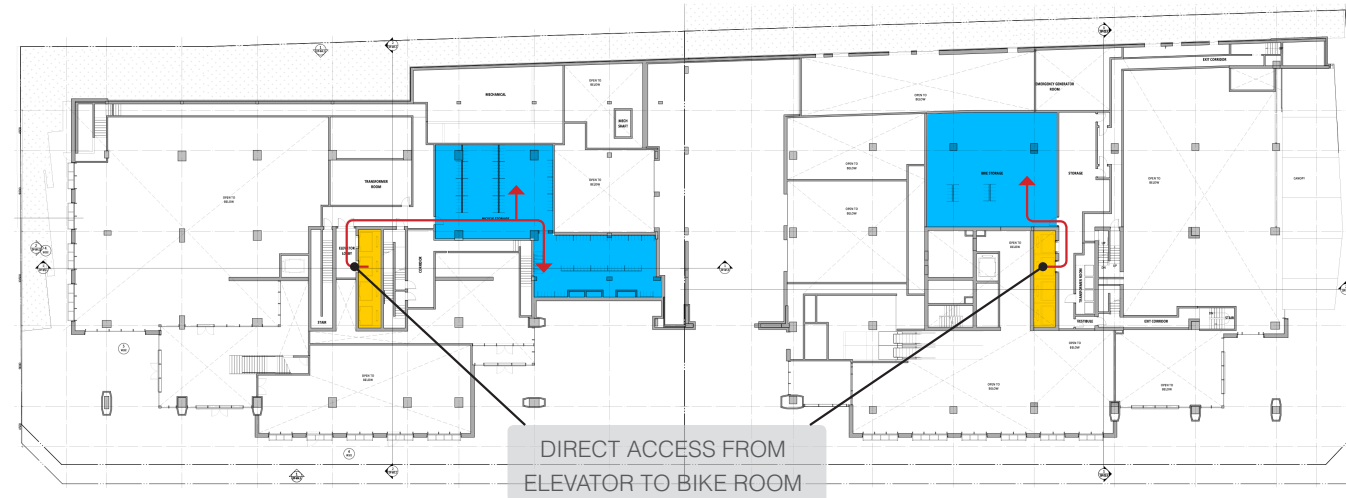


# MOBILITY

## BIKE STORAGE - MAIN FLOOR



# MOBILITY BIKE STORAGE - MEZZANINE





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# MASSING AND CONCEPT

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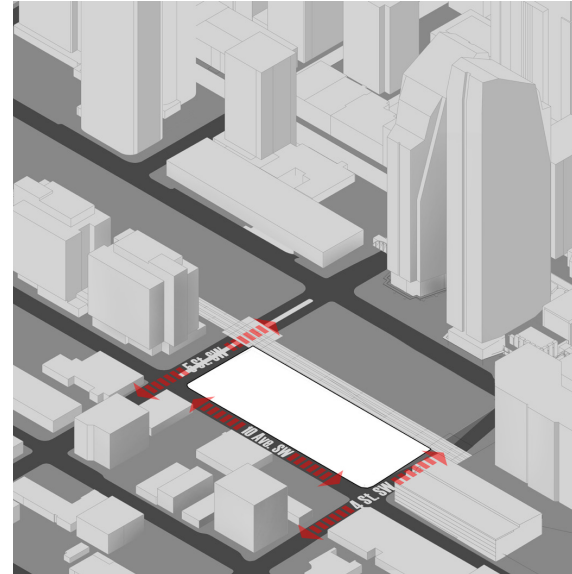


# MASSING STRATEGY

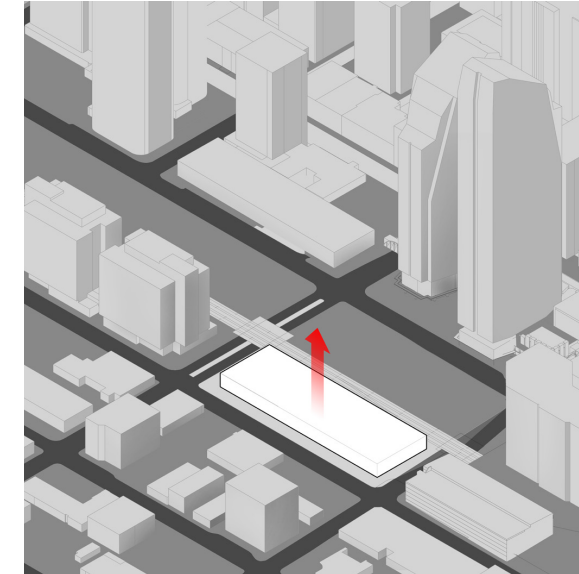
With the site bordered by 2 underpasses, a railway right of way and a prominent street (10 av SW), the site suggests a strong southerly orientation. Previous efforts to engage with the underpass will be maintained. 4th street engages at underpass grade, while at 5th street, a portion of retaining wall has been removed. (maximized)

A visually continuous podium is desired for the site to provide unification of the design and also allow appropriate at-grade retail opportunities. Introducing a signature material language of brick will help distinguish the public realm and retail zone from the residential lobbies and amenity spaces.

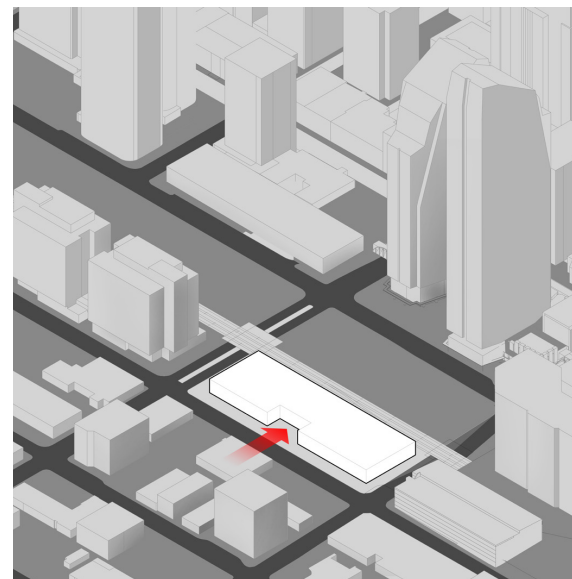
With vehicular and pedestrian access required at a generally mid-block location, a plaza is created in order to serve both functions. While vehicles will use this area, it is seen as very much an extension of the pedestrian realm which contributes to further activation of the street edge. The east and west plazas also contribute to the public realm qualities while creating great pedestrian gathering zones.



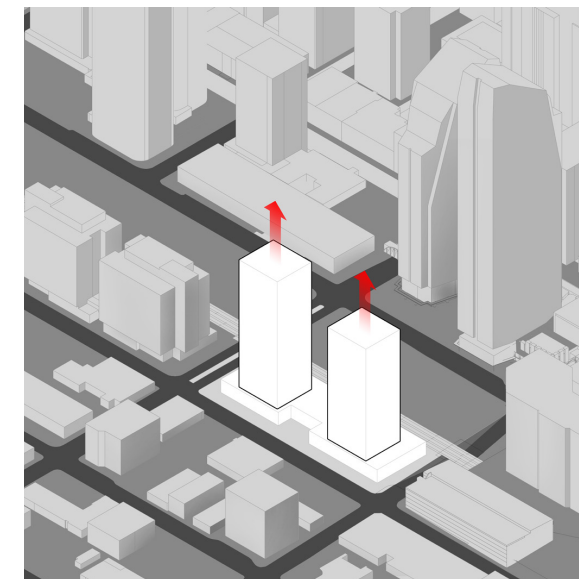
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2



3



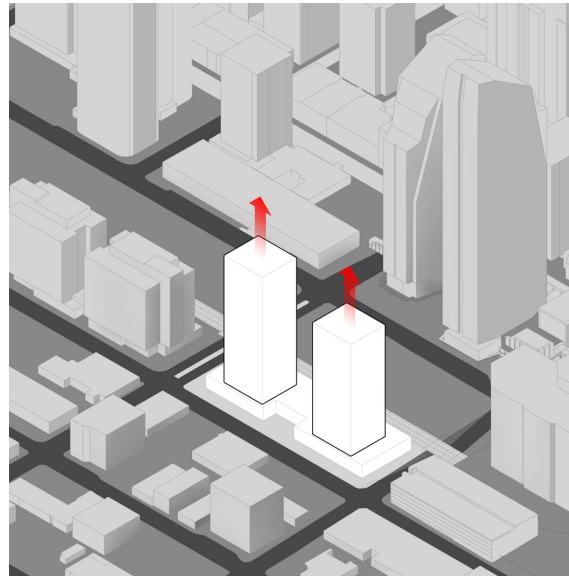
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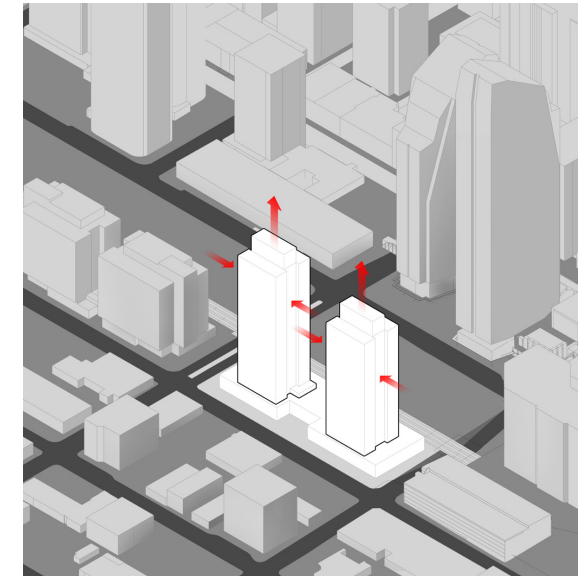
## FORMAL STRATEGY

Following on from the initial massing that dictates 2 towers on a continuous podium, the building design emerges to provide an interesting massing proposition with attractive vertical proportions, the massing of the towers has been visually broken up into 3 distinct vertical elements. Balconies and facade detailing further accentuate this massing move.

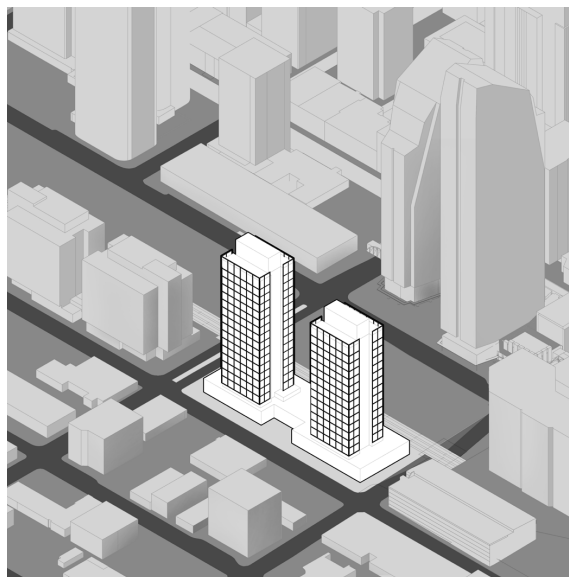
Warmer materials are introduced through the central vertical element to draw the eye upward to an illuminated tower top and contributing to the Calgary skyline. A diagrid aesthetic is proposed as the 'field' expression for the towers. This is punctuated by a single white frame element, highlighting the directionality of each tower. This is further reflected in the expression of the tower tops, seen in the rendered images.



5



6



7



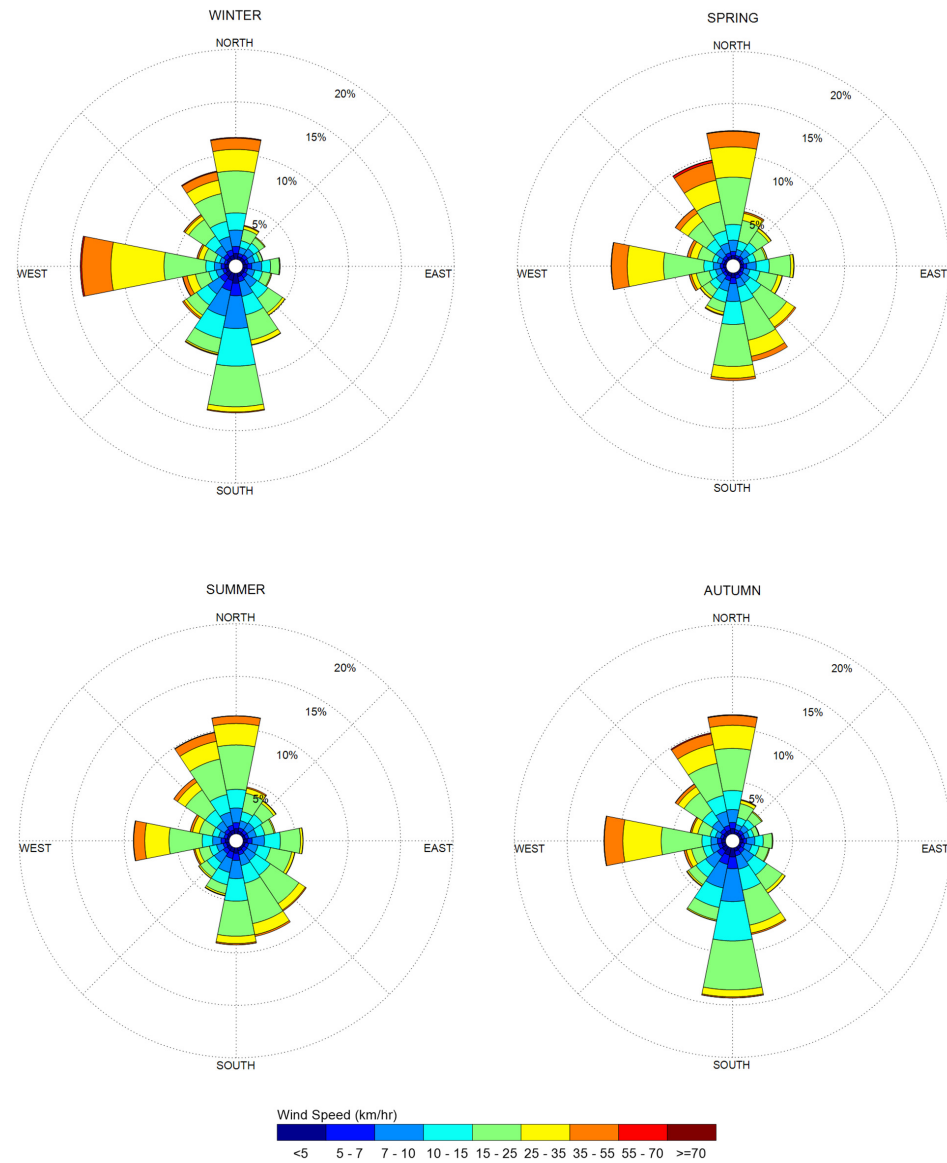
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# WIND STUDIES

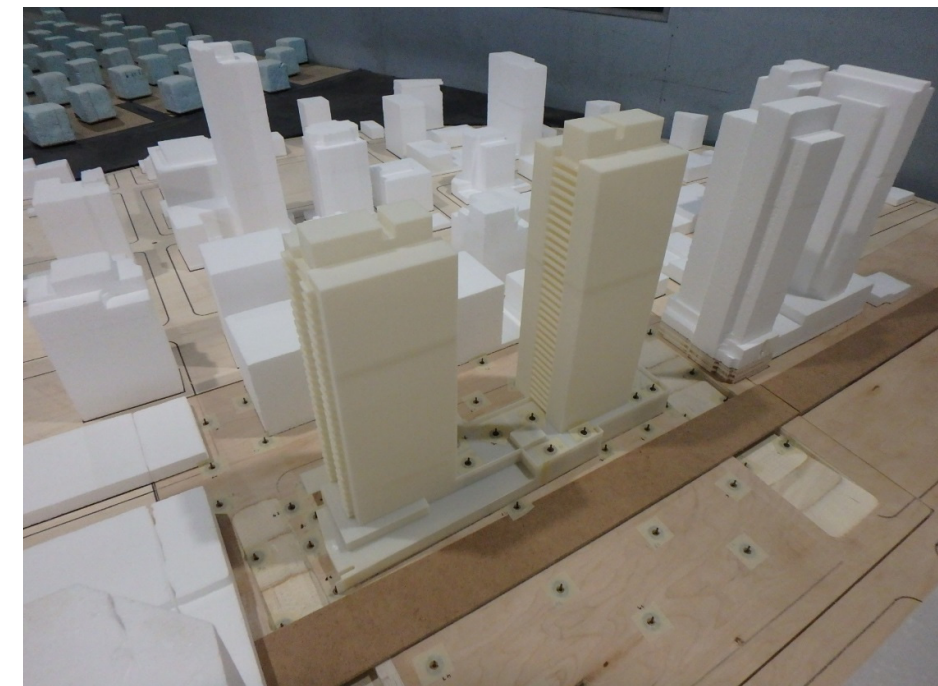
A pedestrian-level wind comfort study has been completed by a third party professional engineering group, guaranteeing an efficient design specially for exterior amenity spaces and public plazas. Identification of local prevailing winds throughout the year has also helped inform the location and design of podium rooftop amenities between the buildings, availing of protection from colder N-NW winds. This positioning, coupled with knowledge of the solar patterns allow for a successful and comfortable exterior amenity space and pedestrian comfort.

In summary, the wind studies indicated that the proposed design has met and exceeded all requirements defined by City of Calgary standards. In terms of public spaces, it was advised to add some articulation and shelter to the podium roof area which has informed the design solution.

## SEASONAL DISTRIBUTION OF WINDS CALGARY INTERNATIONAL AIRPORT, CALGARY ALBERTA



Wind Rose - Calgary



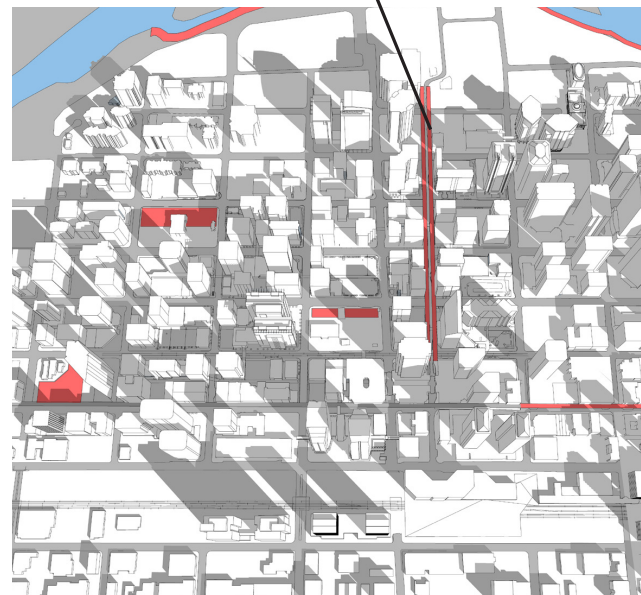
Physical wind study model



# SHADOW STUDIES

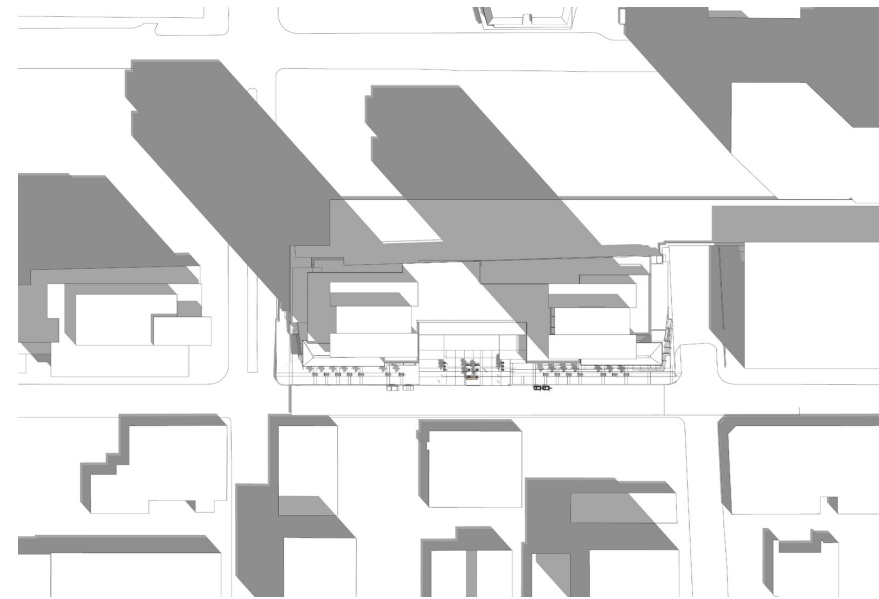
While there are no bylaw shadow protection zones in the vicinity of the project, the design team see the shadow study as being an important step in the design process. This study gives a good indication of ideal locations for public rooftop amenity spaces and allows design to build on this knowledge.

City-mandated Shadow Protection Areas



Shadow Diagram - Sept. 21, 11:00am

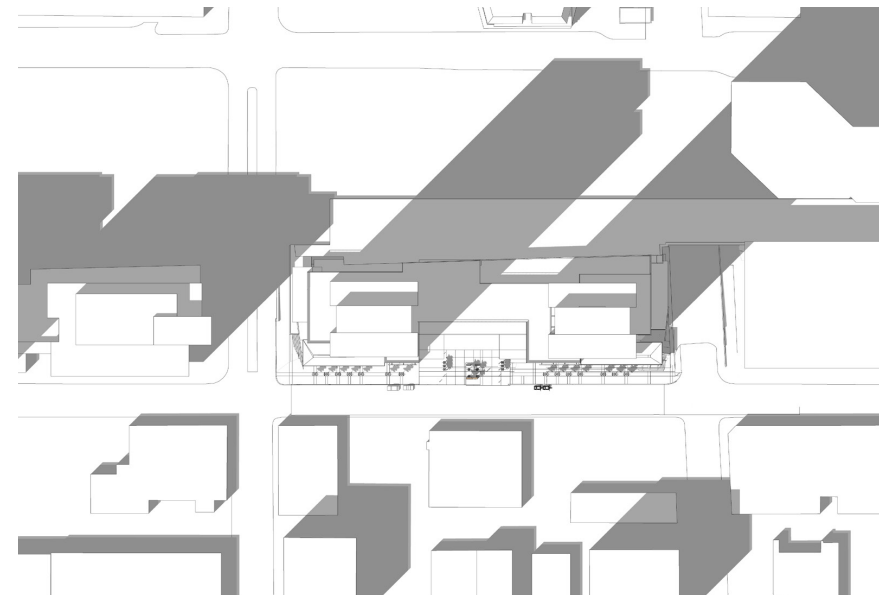
Gibbs Gage  
ARCHITECTS



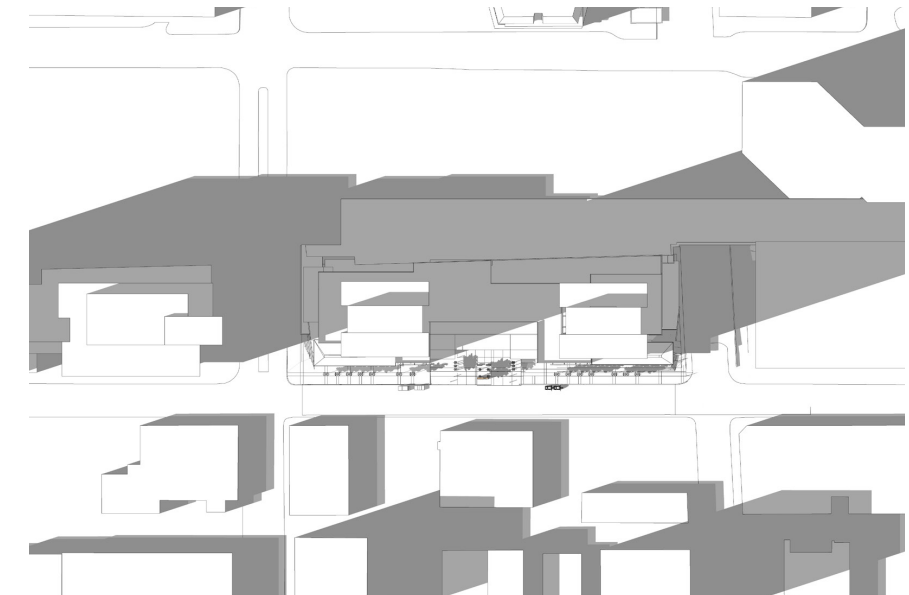
SEPTEMBER 21<sup>ST</sup> - 10 AM



SEPTEMBER 21<sup>ST</sup> - 12 PM



SEPTEMBER 21<sup>ST</sup> - 2 PM



SEPTEMBER 21<sup>ST</sup> - 4 PM

# NOISE STUDIES

A noise study has been done by FFA Consultants in Acoustics and Noise Control Ltd. The purpose of this assessment is to determine if any upgrading to the proposed building assemblies or vibration mitigation measures will be required to meet the City of Calgary noise standard and recommended vibration levels for developments in the rail proximity zone.

These standards have been incorporated into the current Development Permit application and continue to inform more detailed design decisions.

Figure 3: 1/3 Octave Band Measured Vibration Levels  
Ground Measurement, November 18, 2019  
Place 10 Residential East Tower - Centron

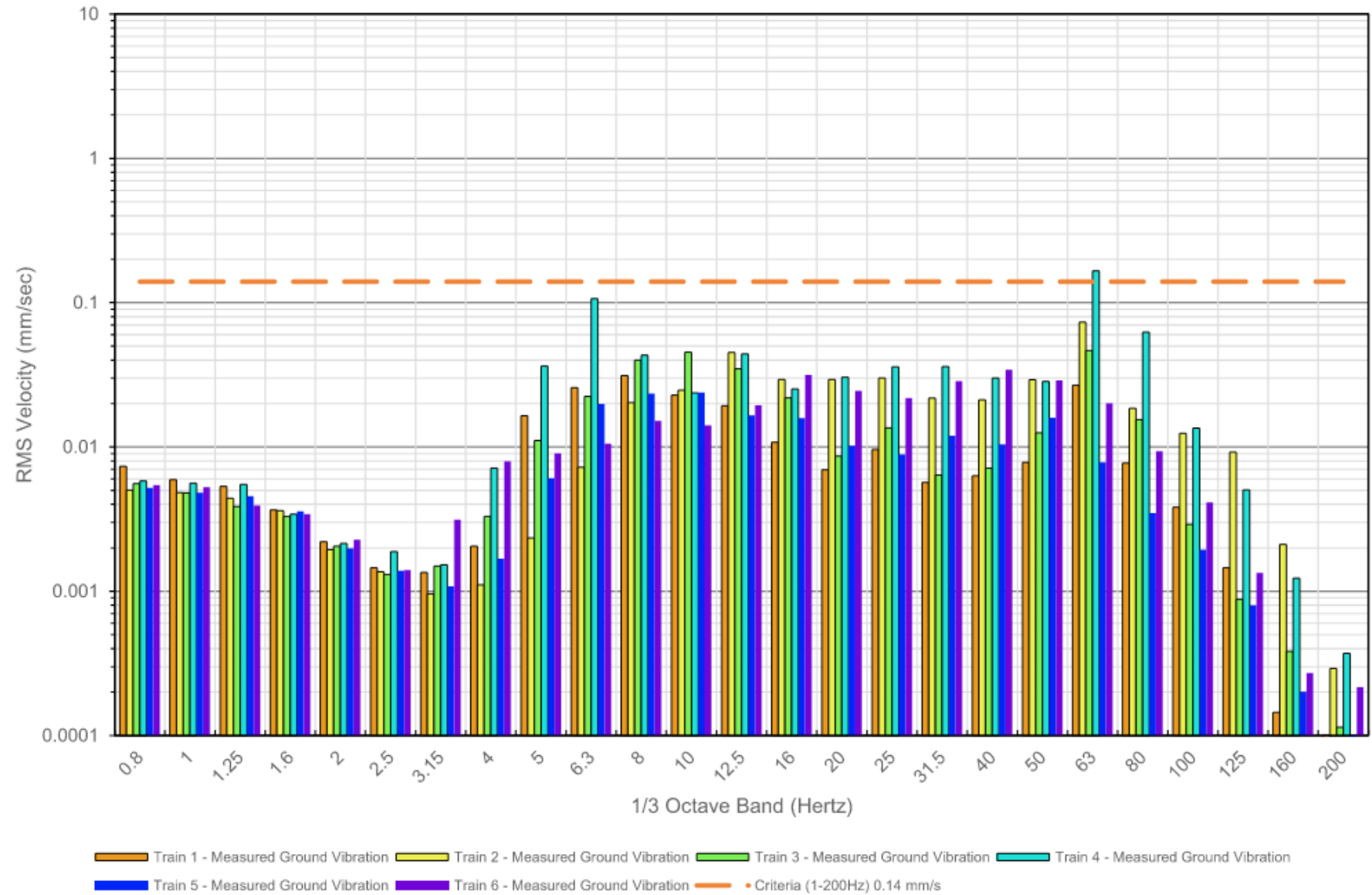


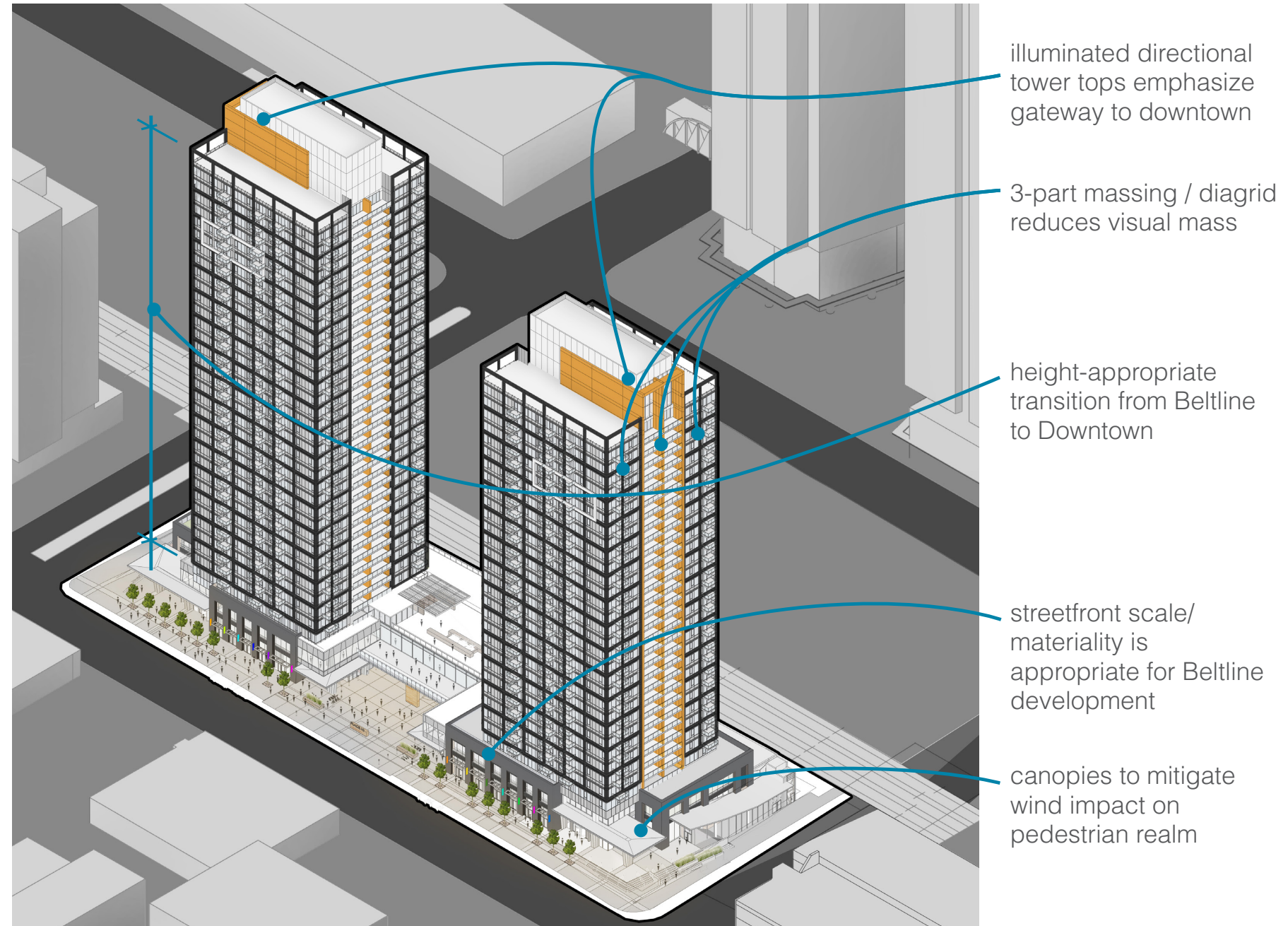
Table 4  
Predicted Outdoor Sound Levels  
Place 10 Residential East Tower - Centron Group of Companies

Building Floor Level	Predicted Outdoor Sound Level (dBA L <sub>eq,24hr</sub> )		
	West Façade	North Façade	East Façade
Level 3	-1	60	58
Level 4	56	67	65
Level 5	62	67	64
Level 6	64	67	64
Level 8	63	66	63
Level 10	63	66	63
Level 20	62	64	62
Level 30	60	62	61

FFA File 119-3070-02  
Notes: 1) No residential suites were located along the west façade of level 3 in the reviewed layouts.



# TOWER DESIGN



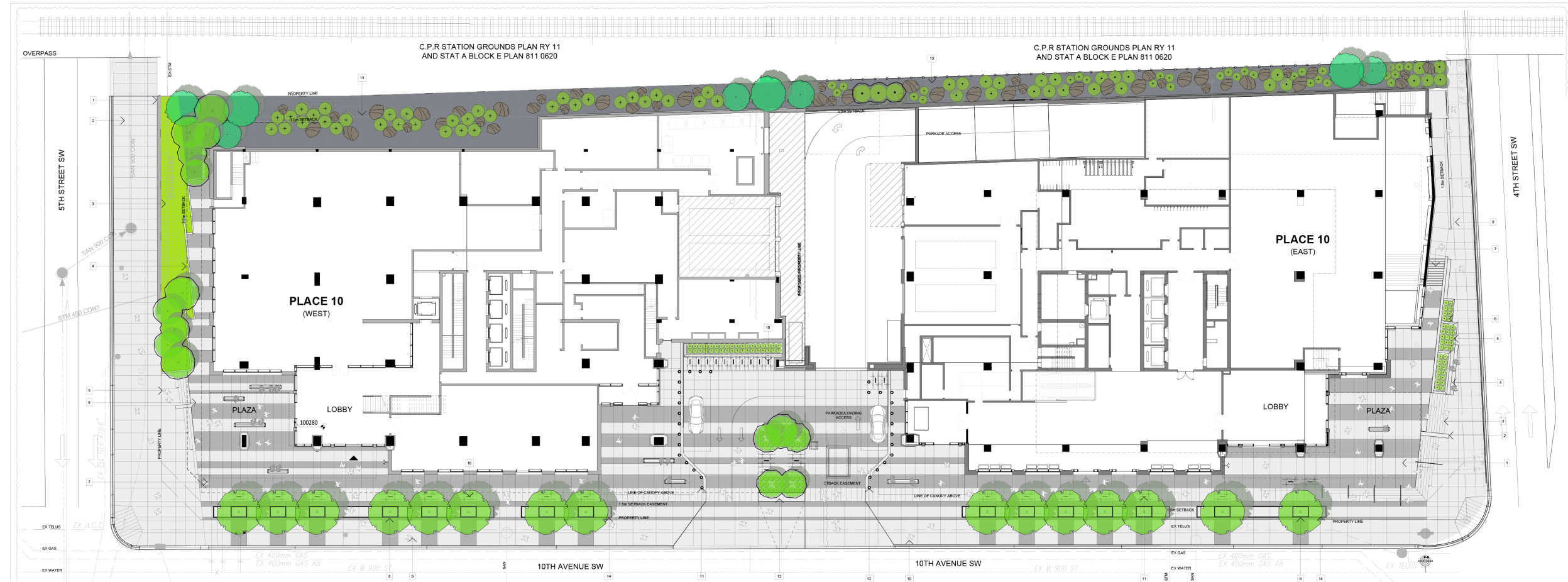
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# LANDSCAPE

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# SITE LANDSCAPING PLAN



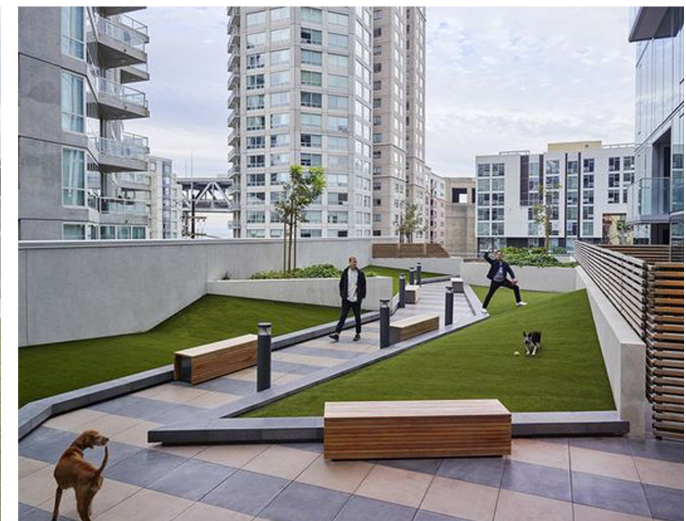


# THIRD FLOOR AMENITY SPACE

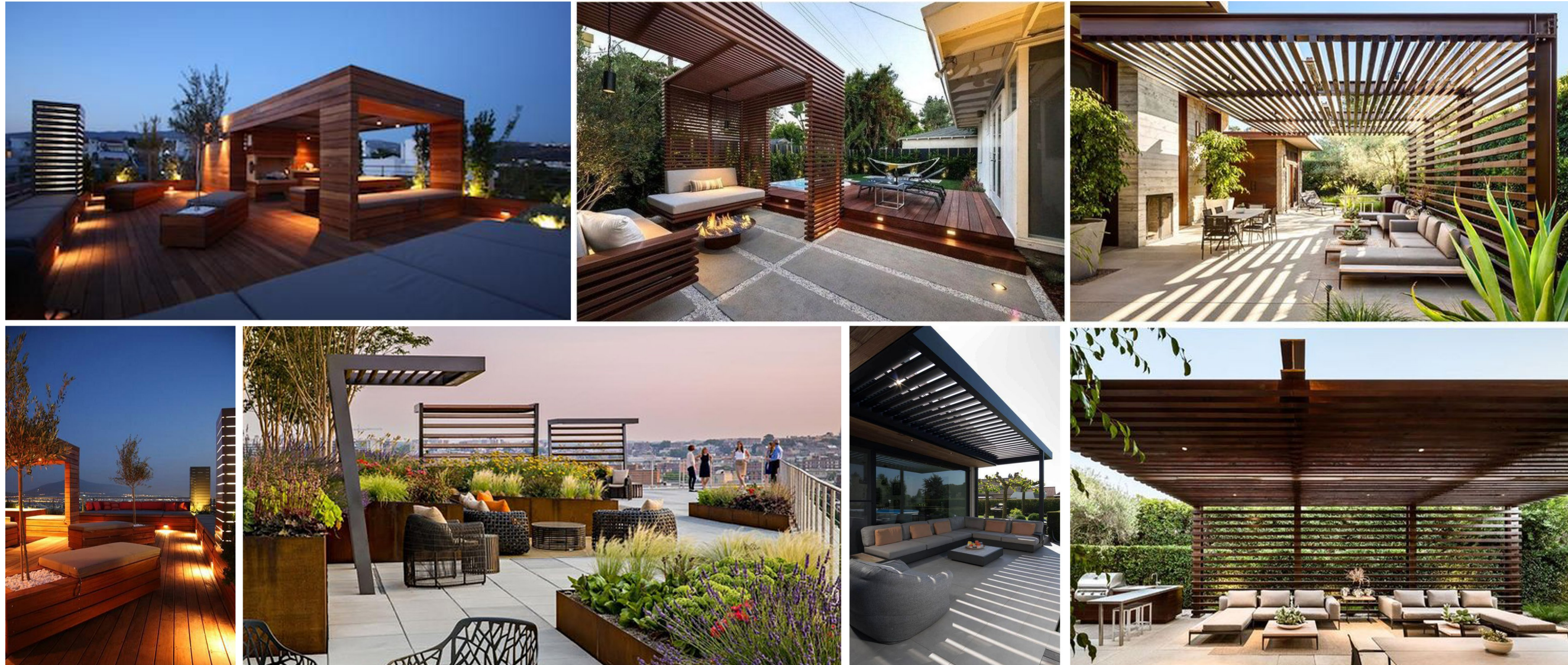




# PRECEDENTS









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# RENDERED IMAGES

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# PODIUM - SE CORNER





## PODIUM - ALONG 10TH AVE.



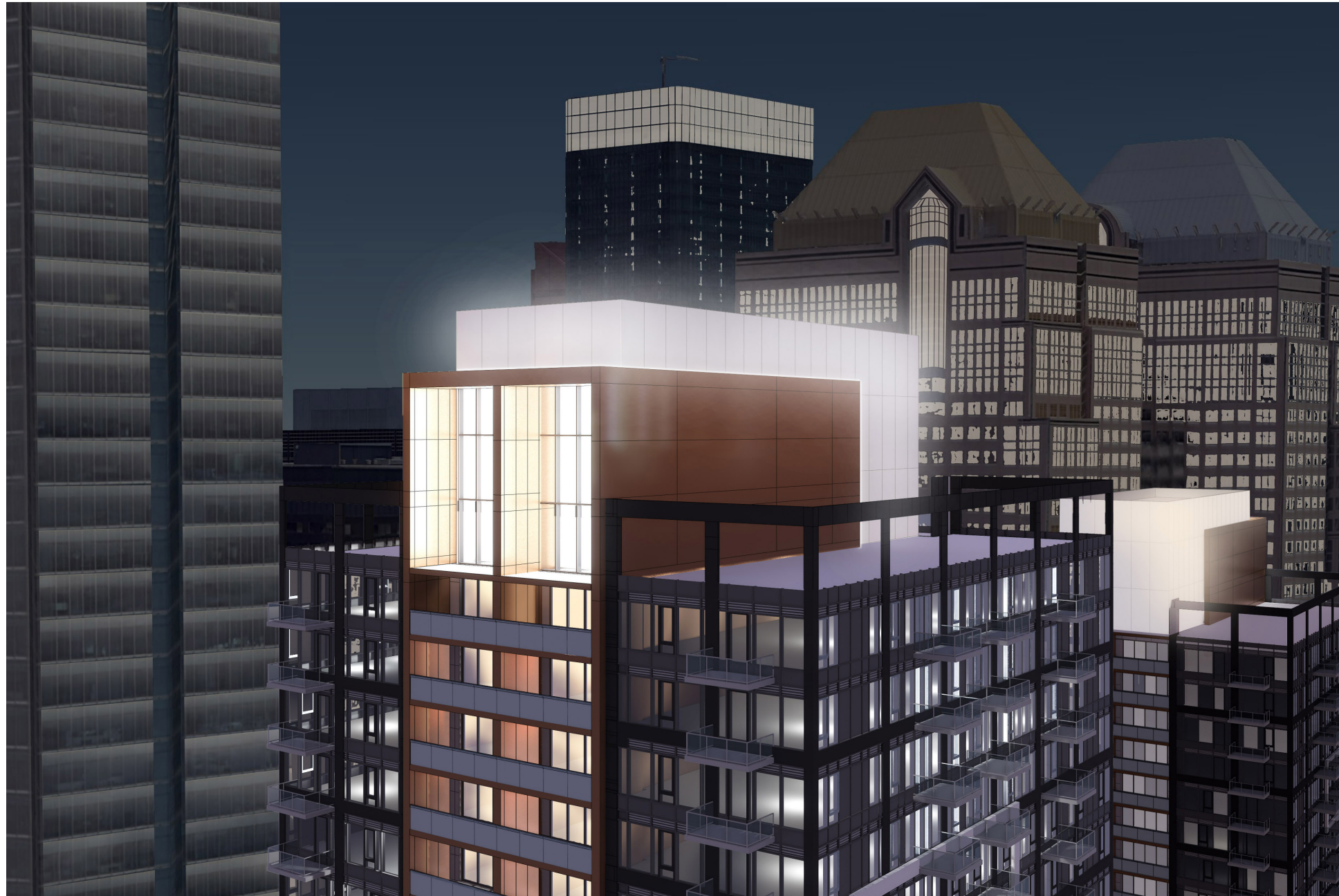


## AERIAL VIEW - SW





## ROOFTOP ILLUMINATION



The rooftop elements were designed with the main intention of acting as a feature that defines the **building identity** and addressing the **east-west directionality** of the site and surroundings. In addition, the feature lighting at night was introduced in order to intensify this design direction as a gateway element into and out of the downtown core.



## SE CORNER ALONG 10TH AVE.





## SE CORNER FROM INTERSECTION





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# APPENDICES

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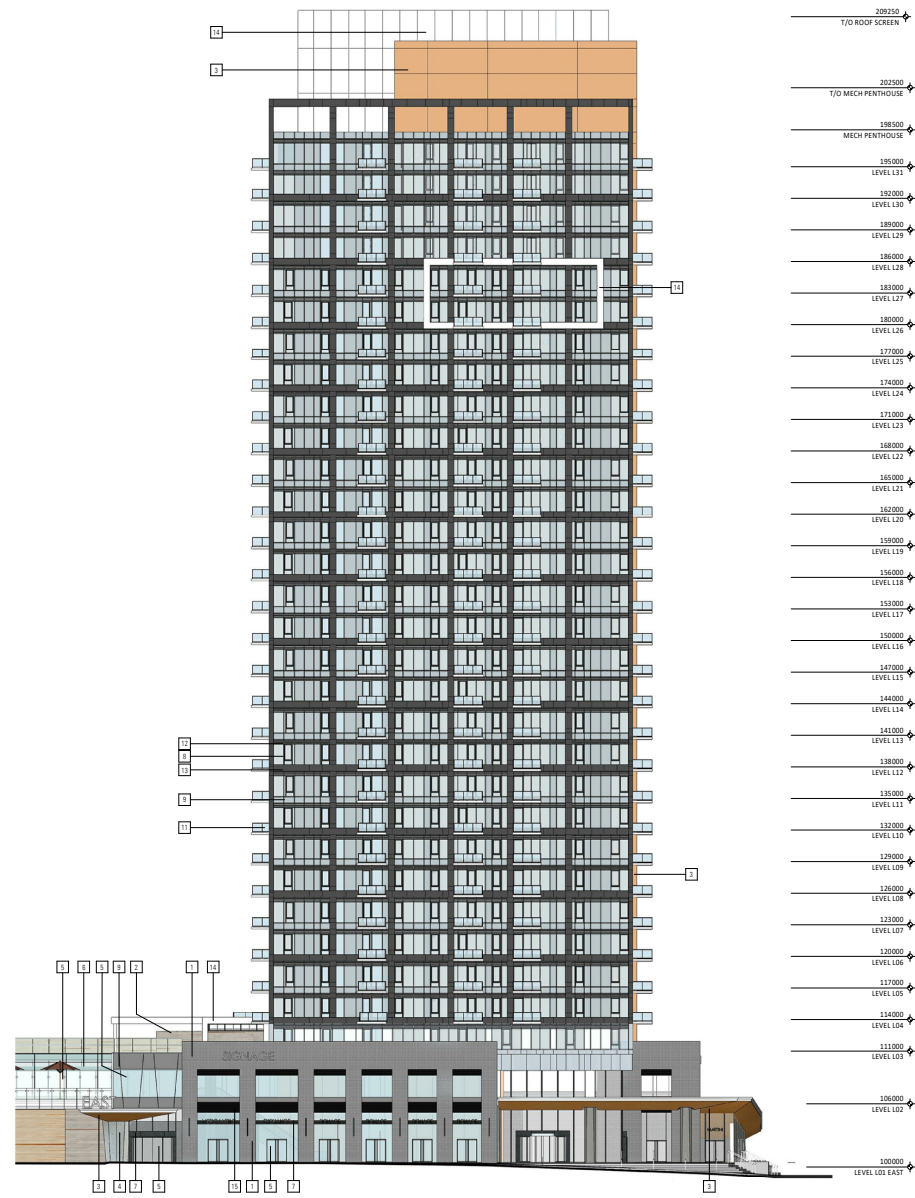
# APPENDIX A

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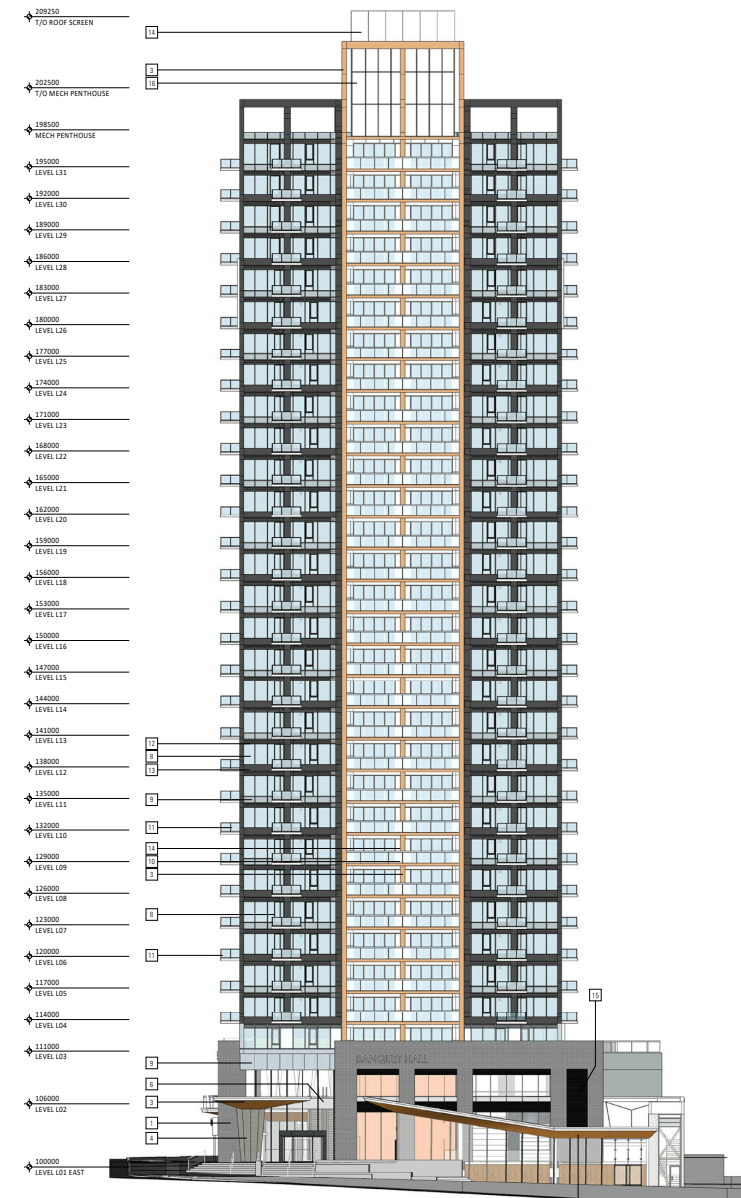
## REFERENCE DRAWINGS

EAST TOWER  
DP2019-5667

# ELEVATIONS



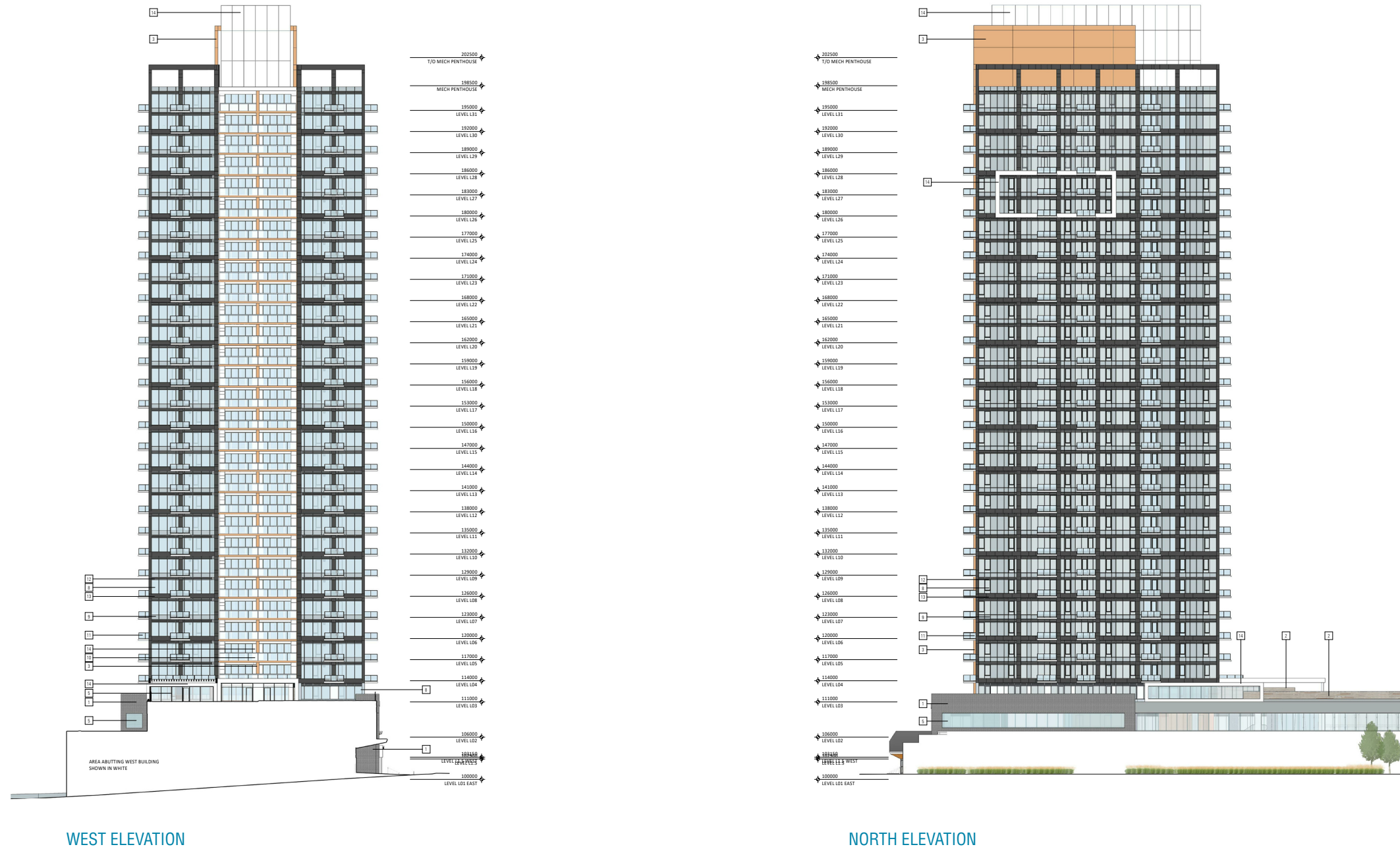
SOUTH ELEVATION



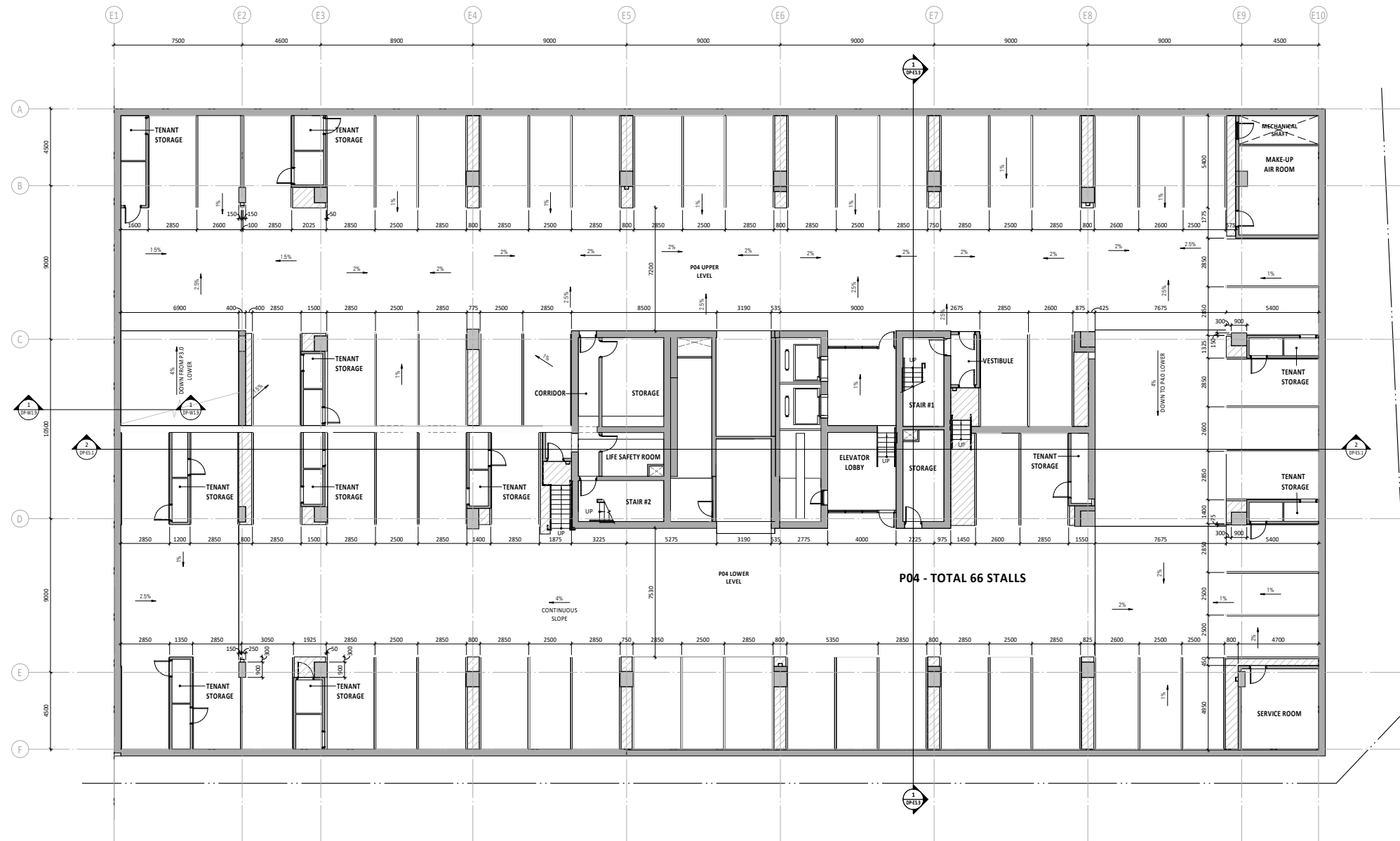
EAST ELEVATION



Applicant's Submission and Development Permit Plans

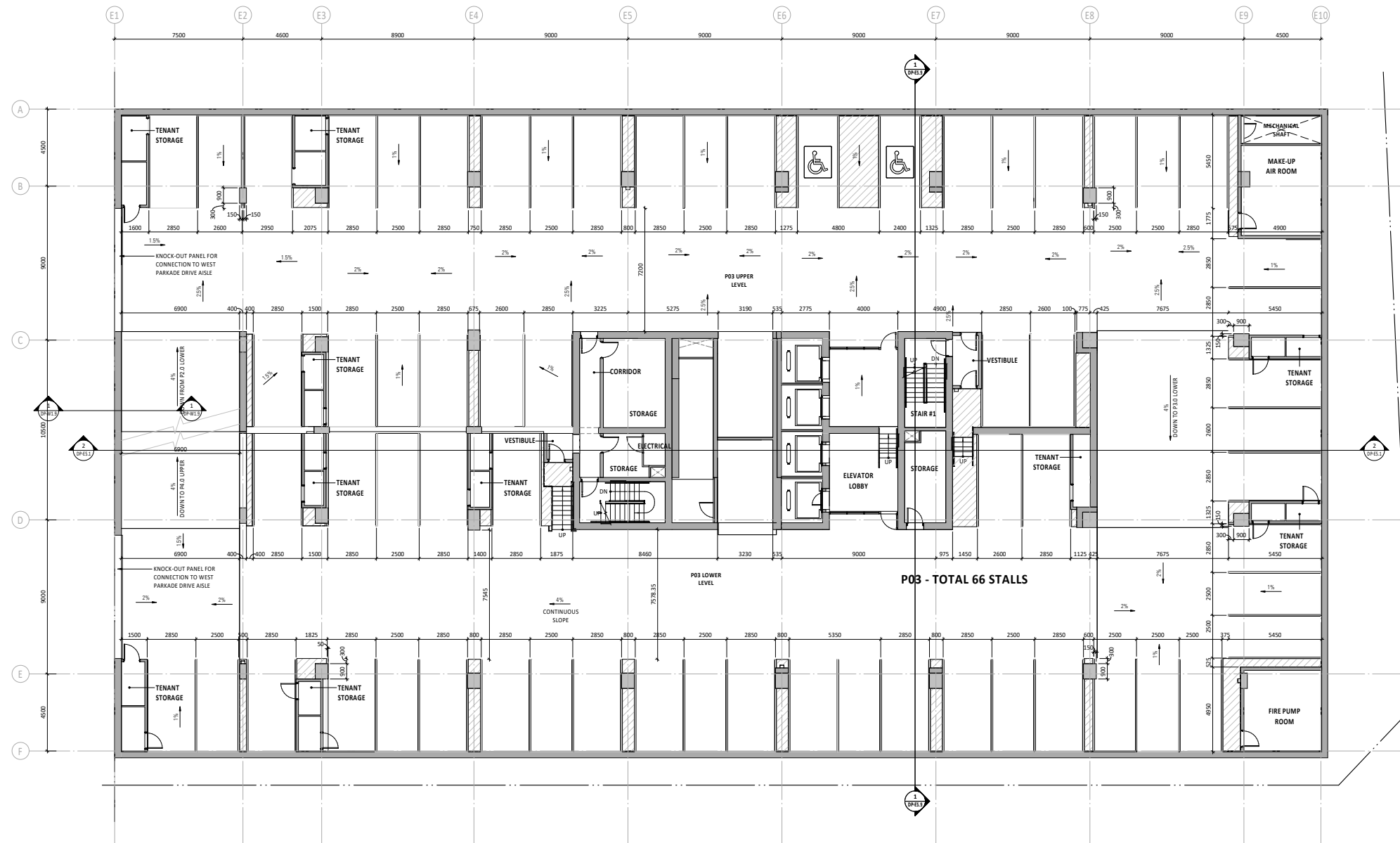


# PARKADE 04 PLAN

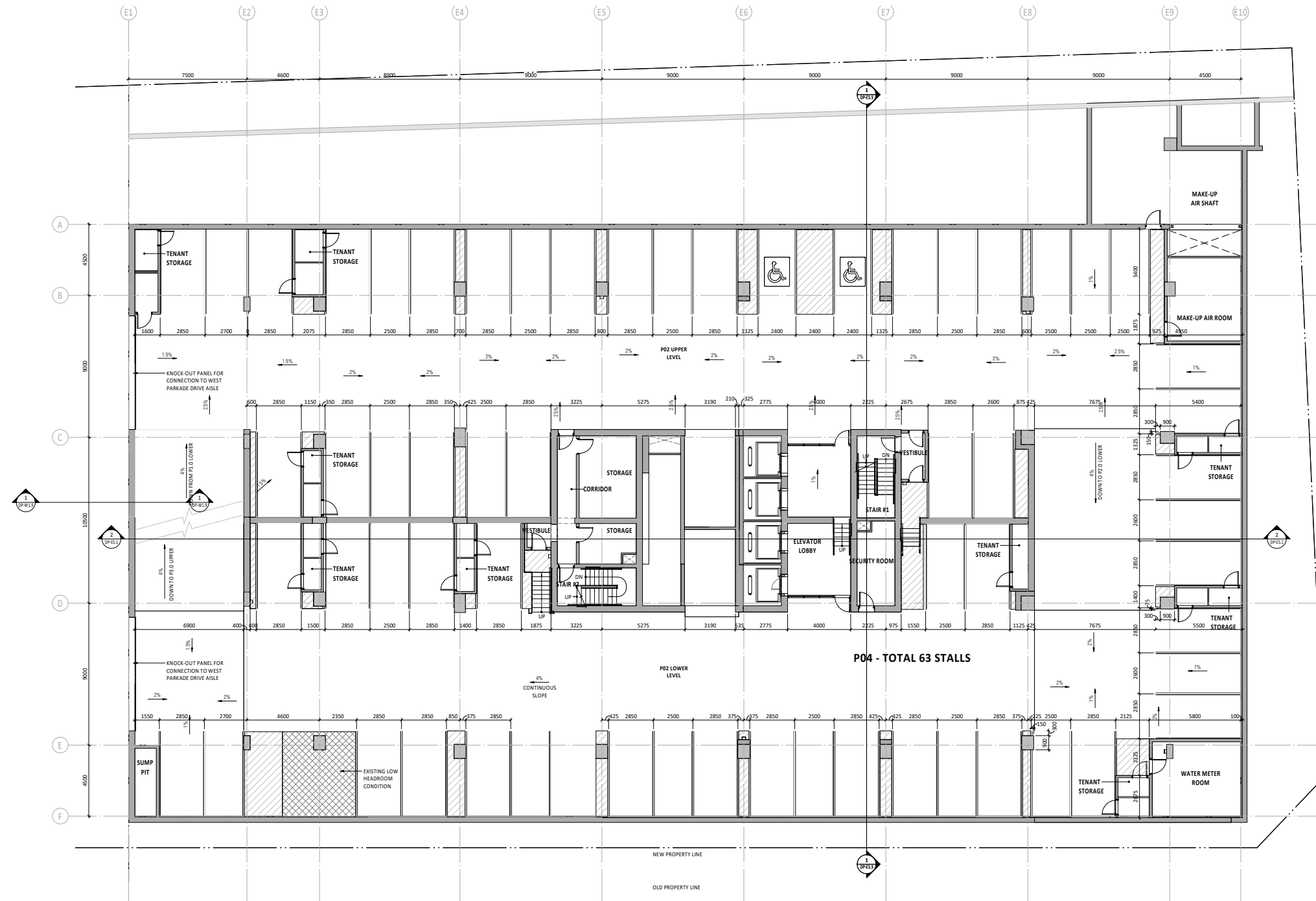




# PARKADE 03 PLAN

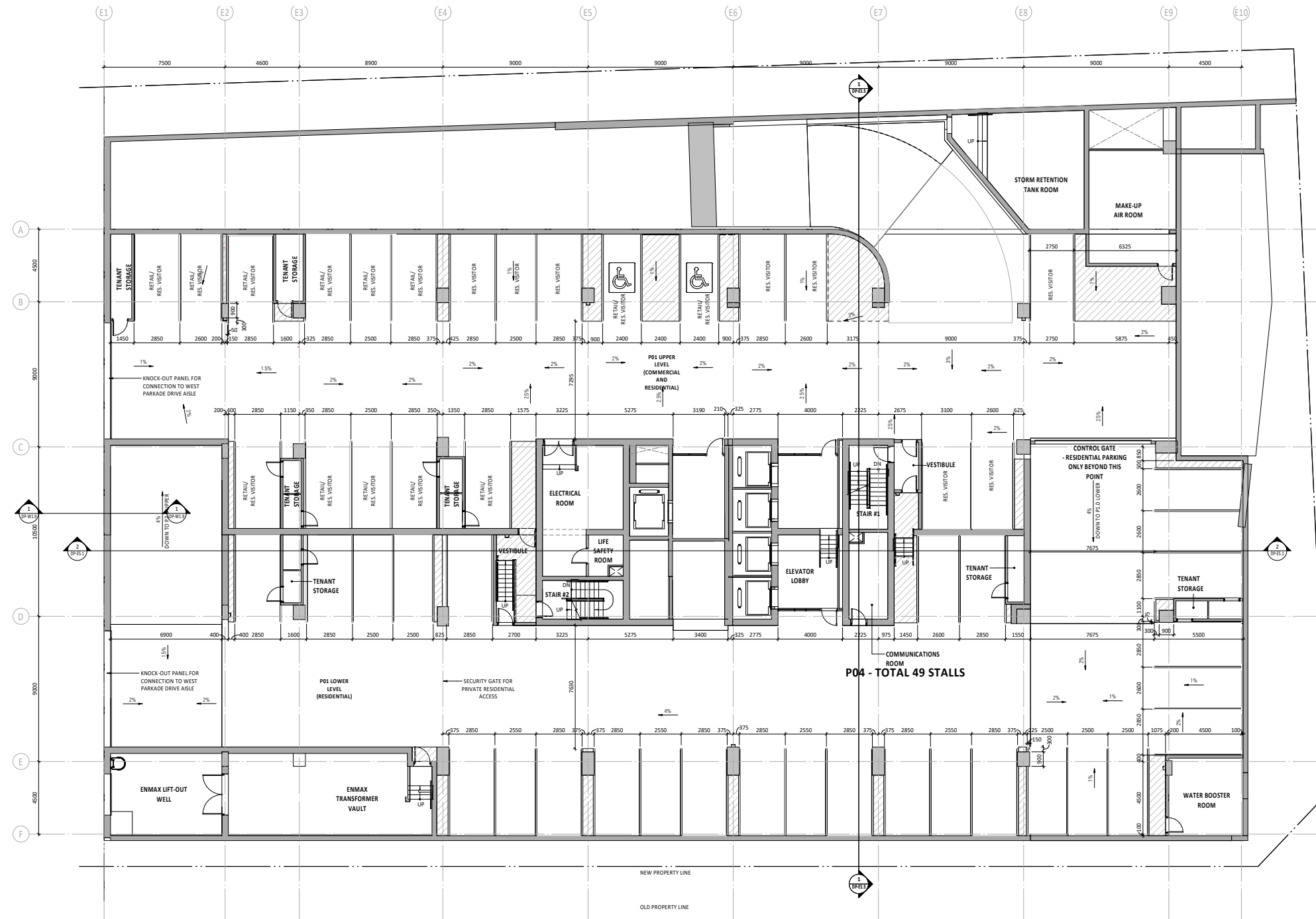


# PARKADE 02 PLAN

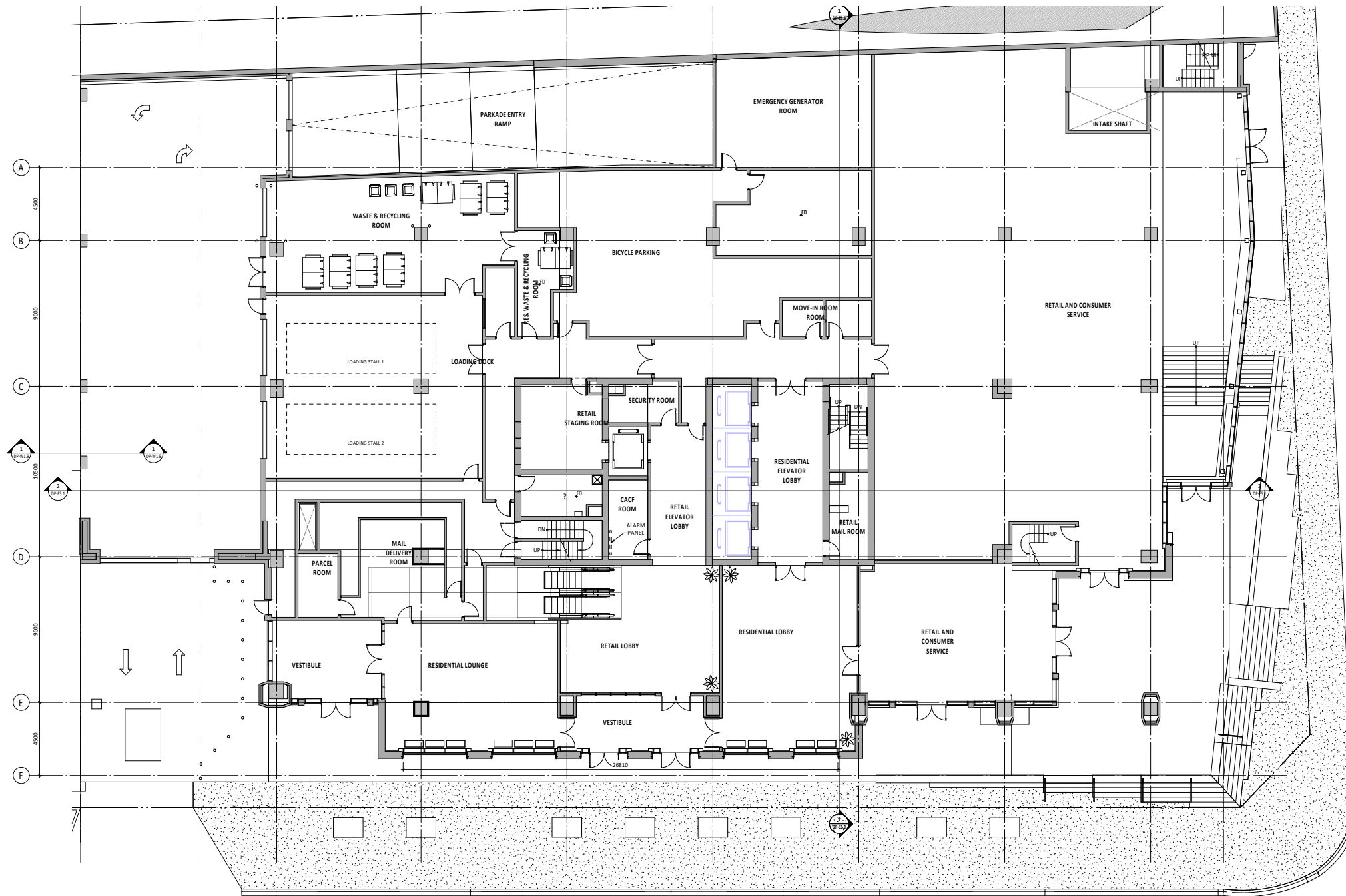




# PARKADE 01 PLAN

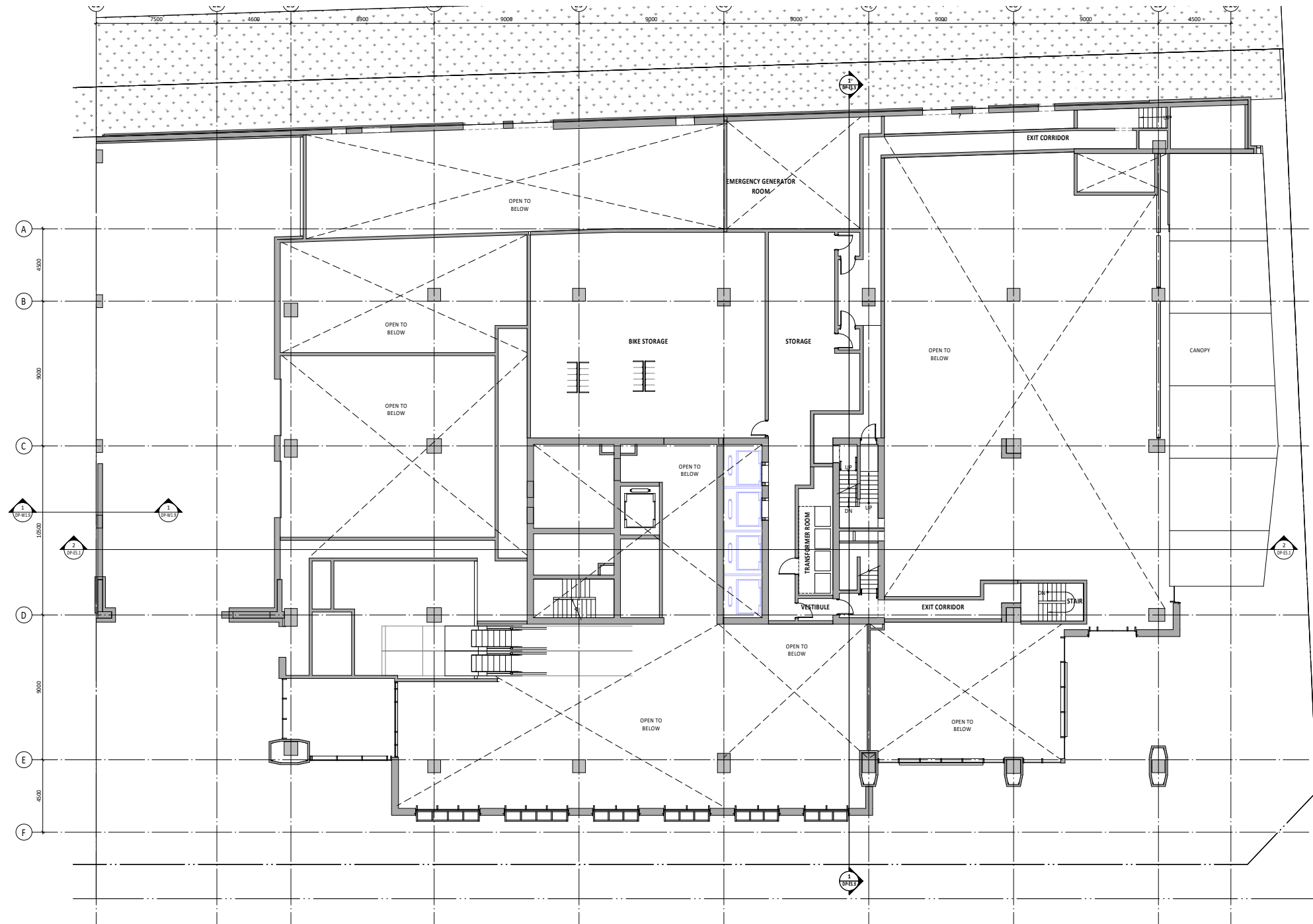


# MAIN FLOOR PLAN

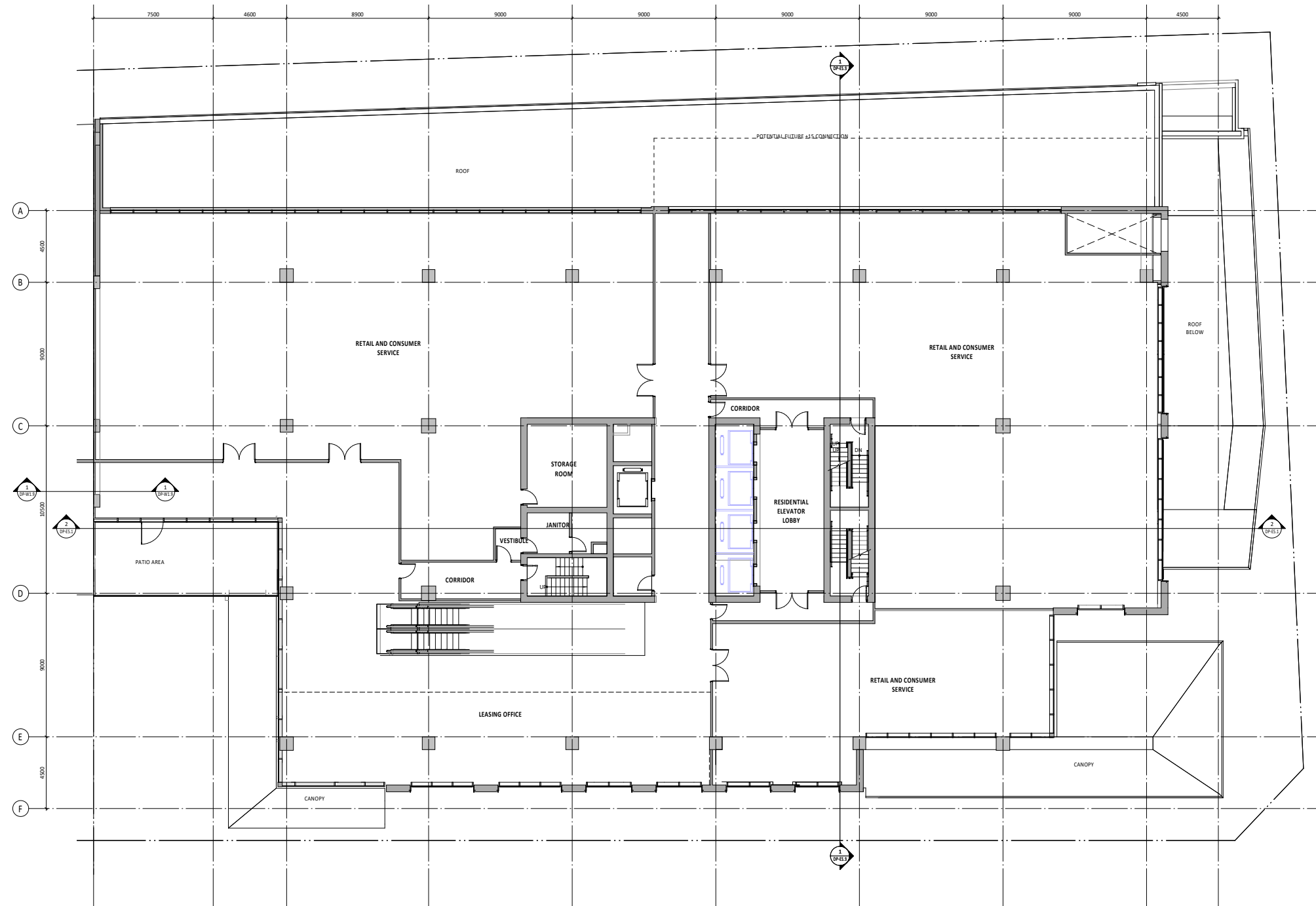




# MEZZANINE PLAN

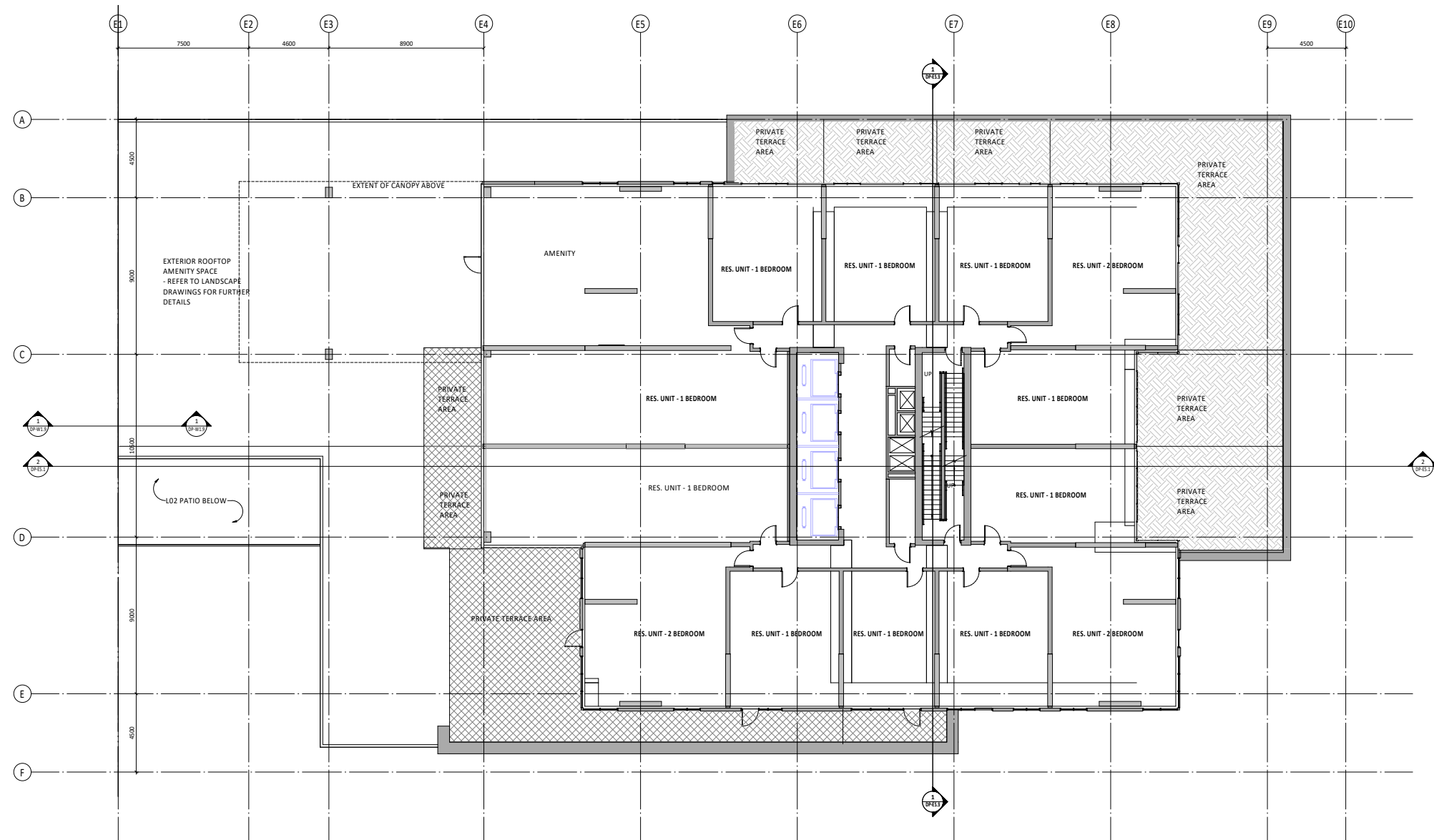


# SECOND FLOOR PLAN

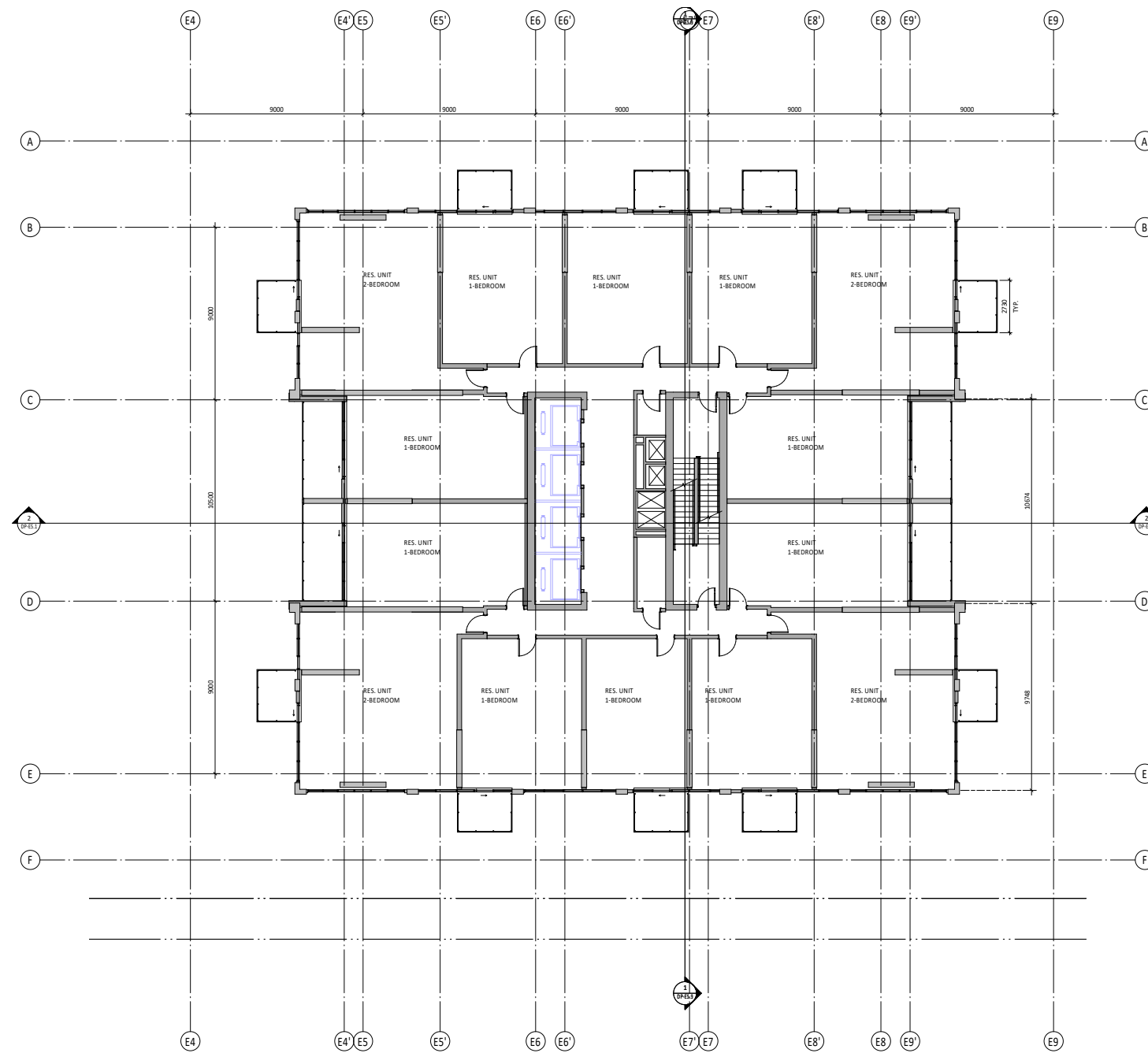




# THIRD FLOOR PLAN

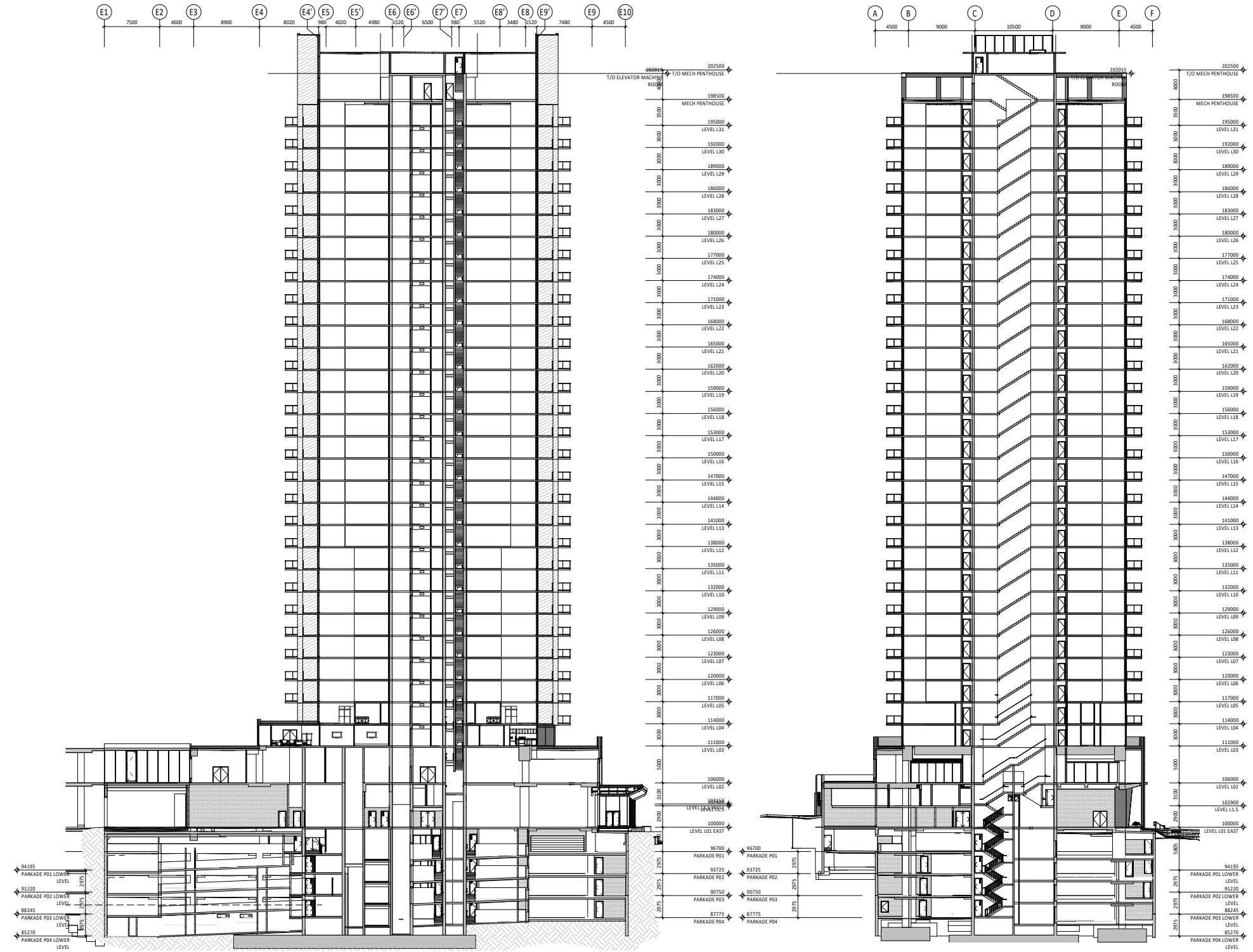


# TYPICAL RESIDENTIAL FLOOR PLAN

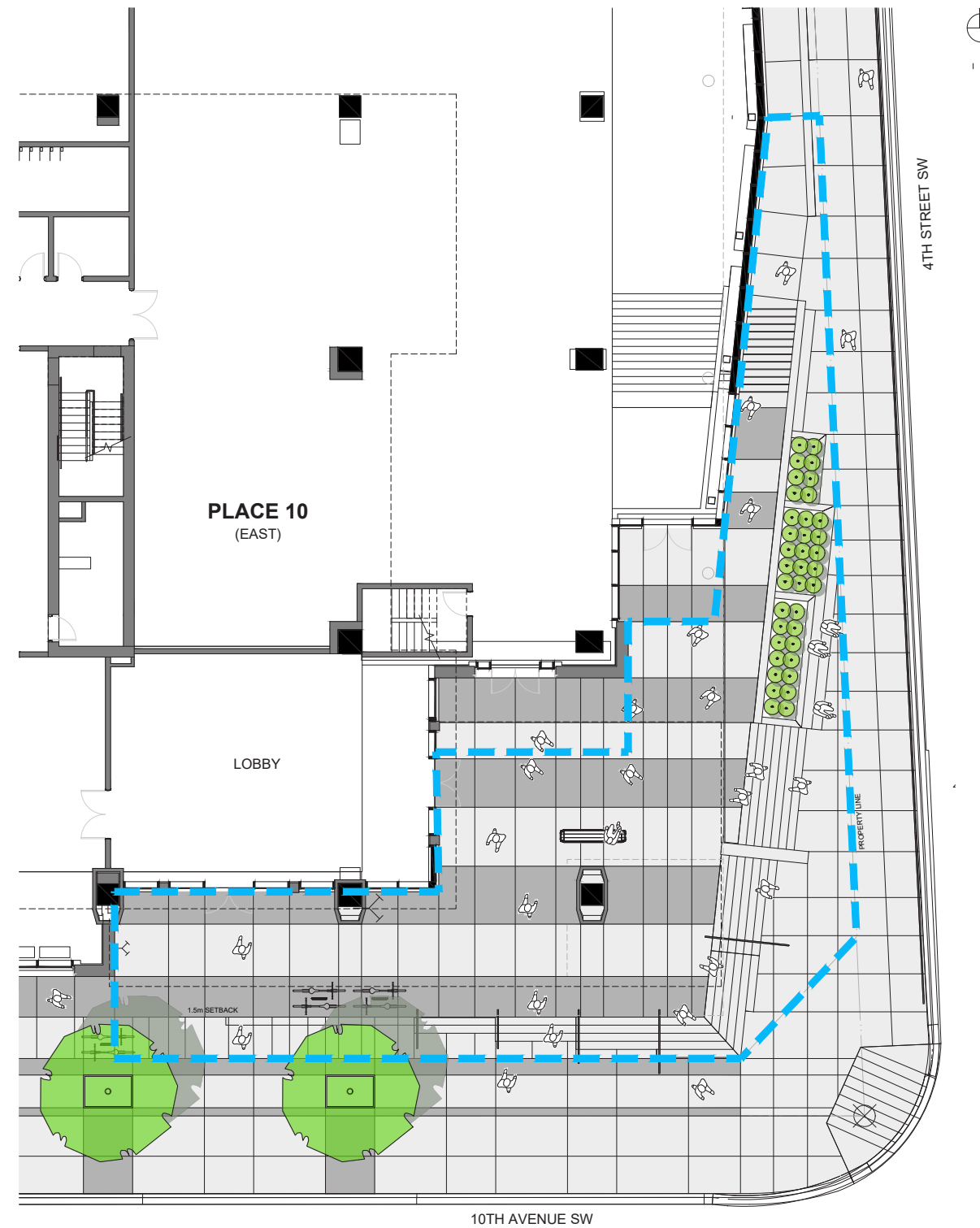




# SECTIONS



# PLAZA LANDSCAPE PLAN





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# APPENDIX B

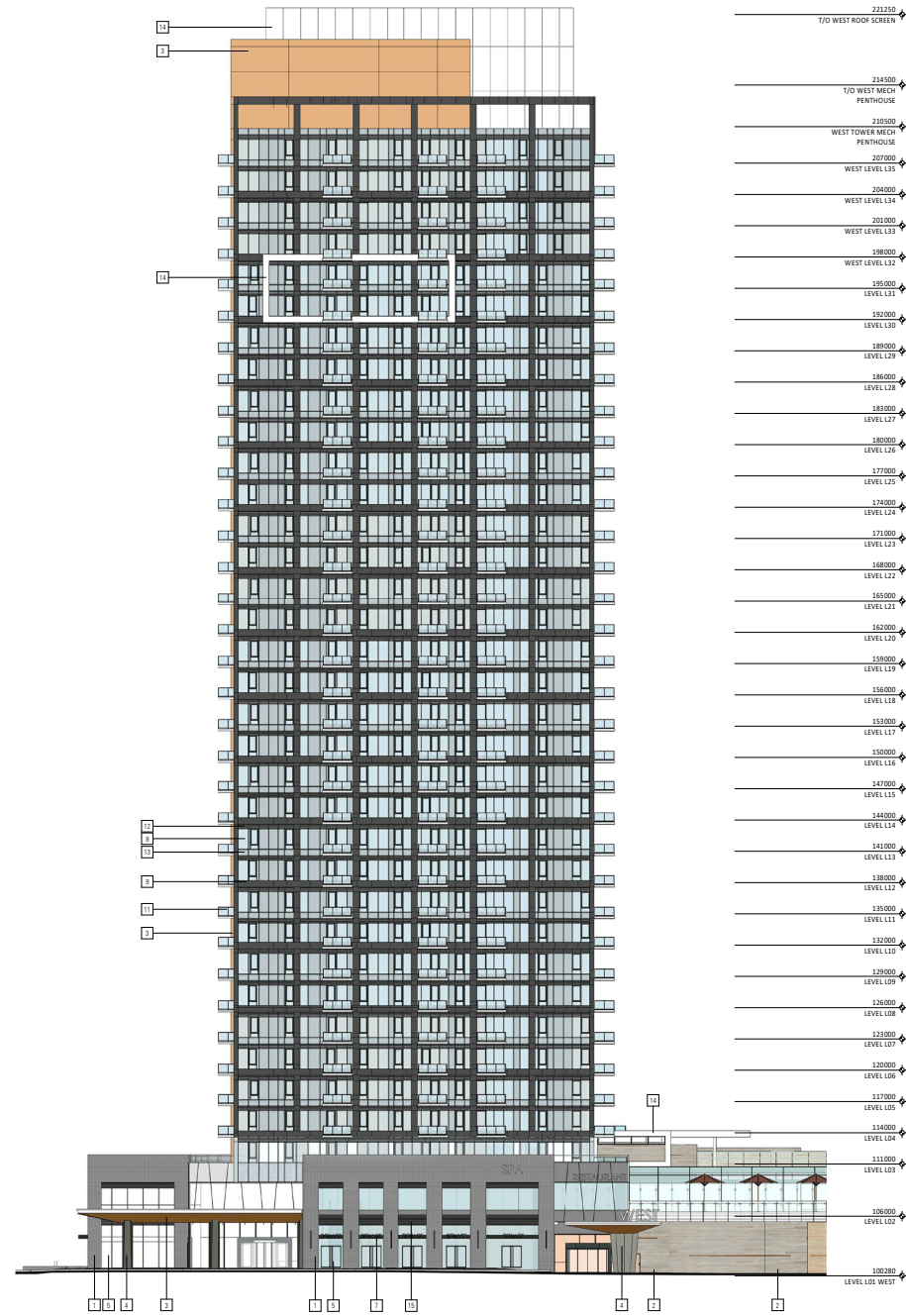
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## REFERENCE DRAWINGS

WEST TOWER

DP2019-5668

# ELEVATIONS



SOUTH ELEVATION



EAST ELEVATION



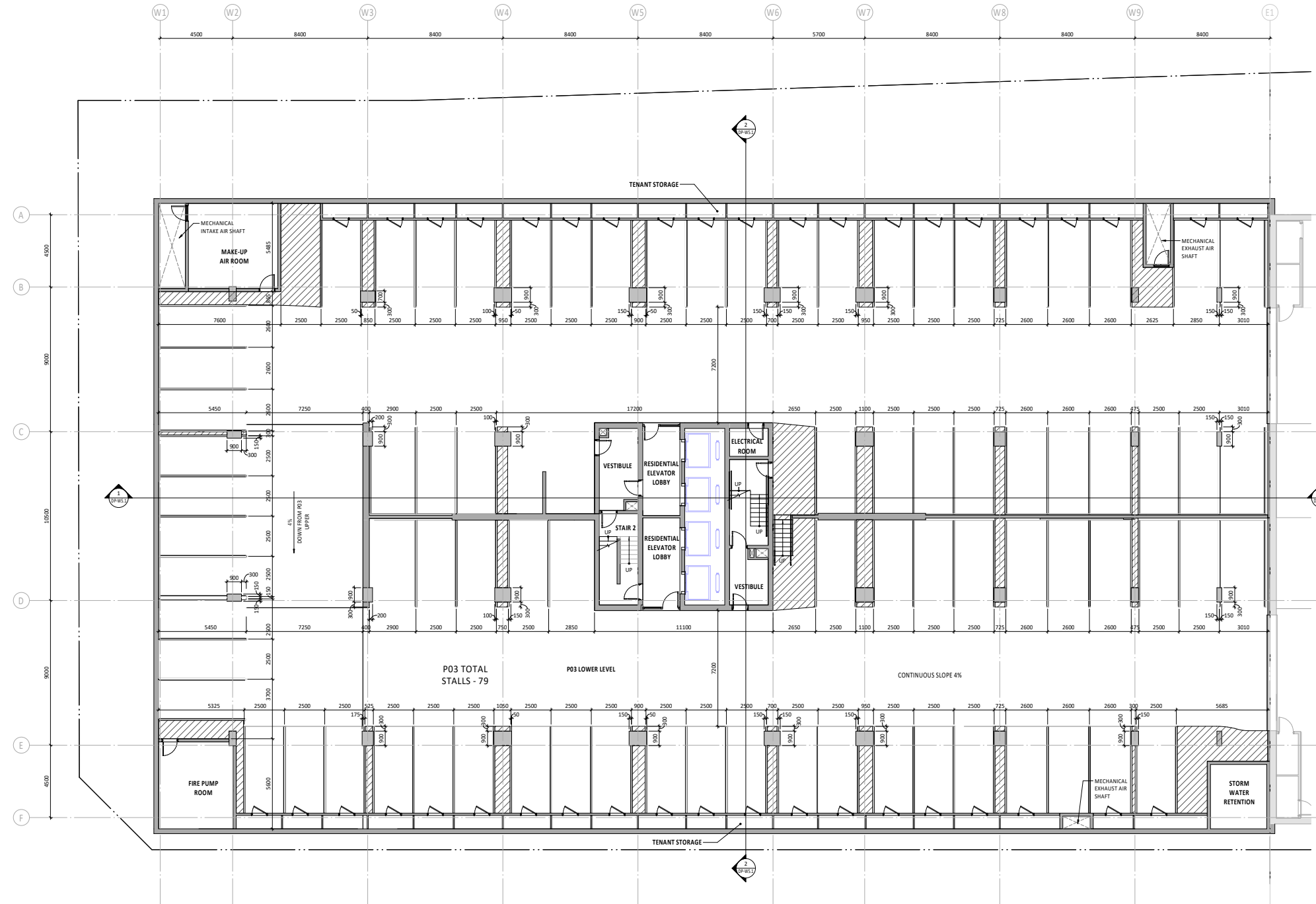
Applicant's Submission and Development Permit Plans



NORTH ELEVATION

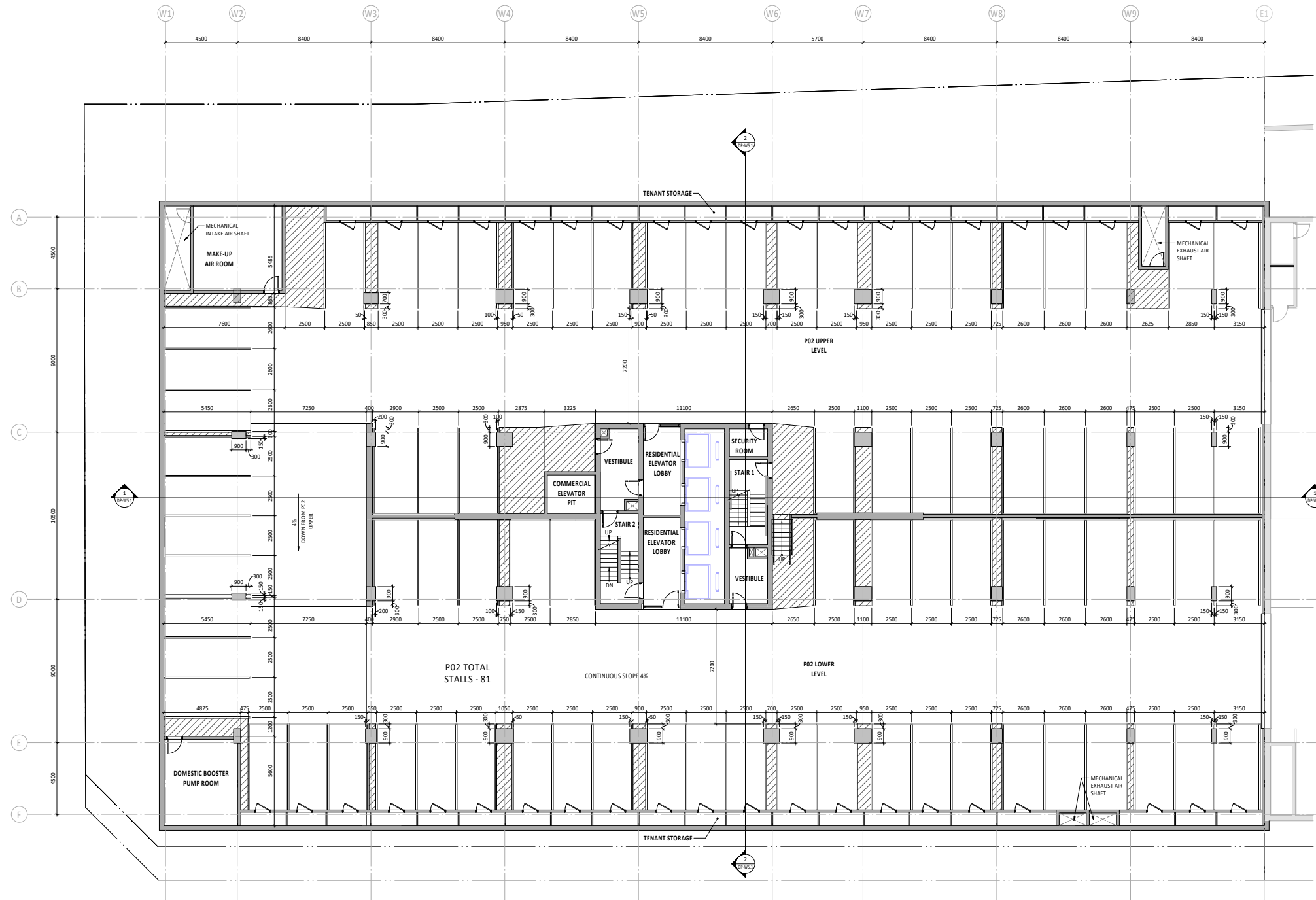
WEST ELEVATION

# PARKADE 03 PLAN

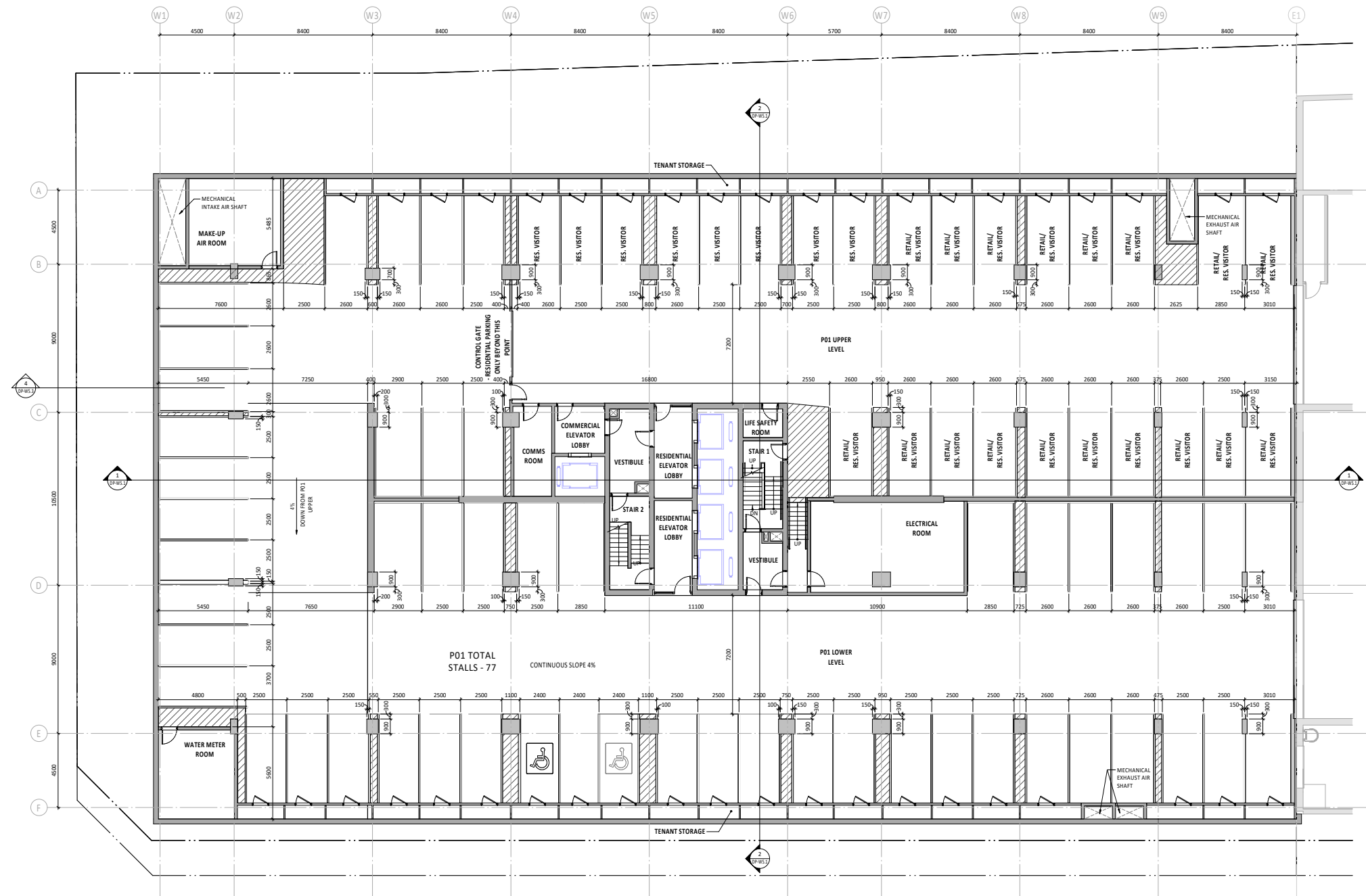




# PARKADE 02 PLAN

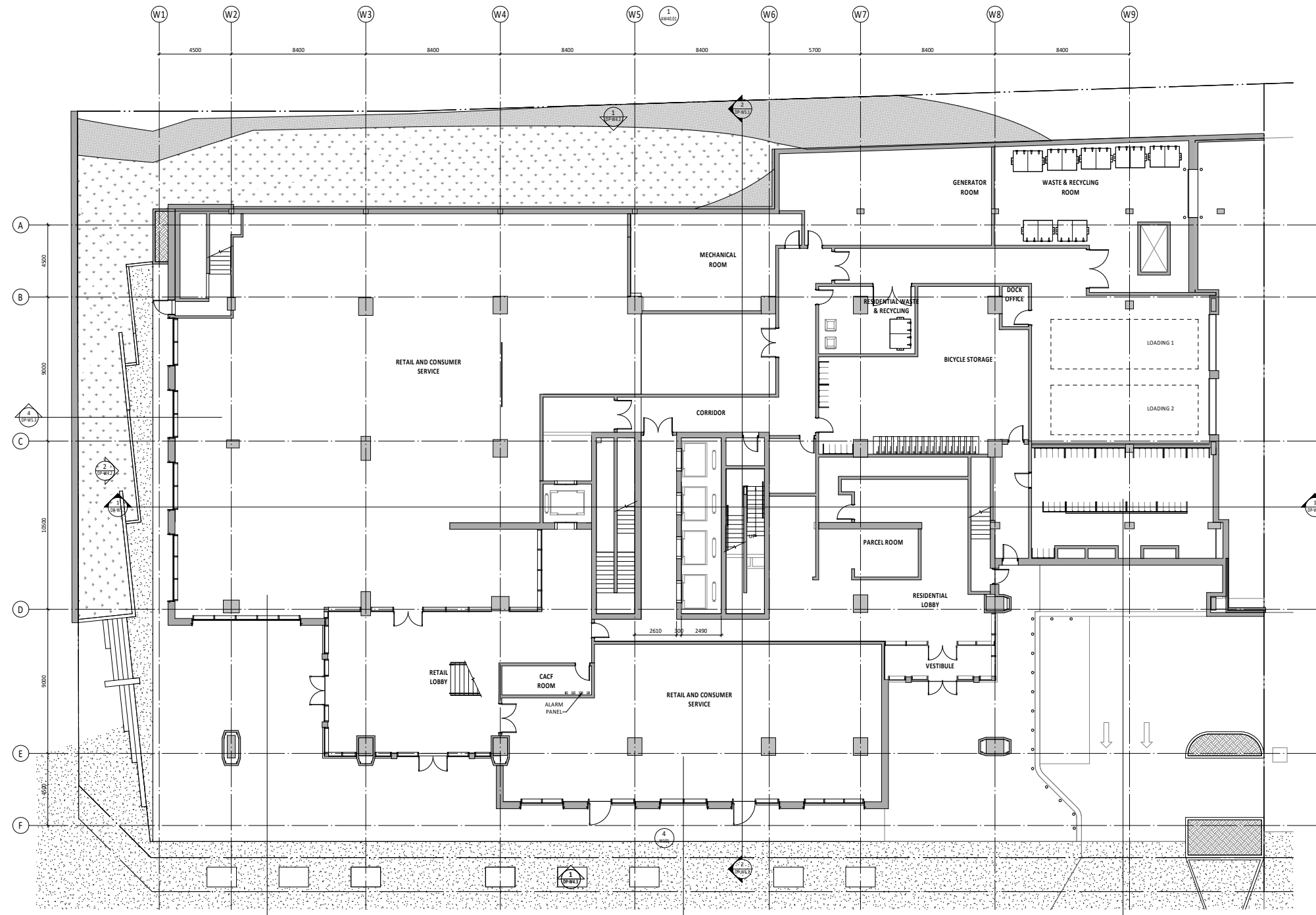


# PARKADE 01 PLAN

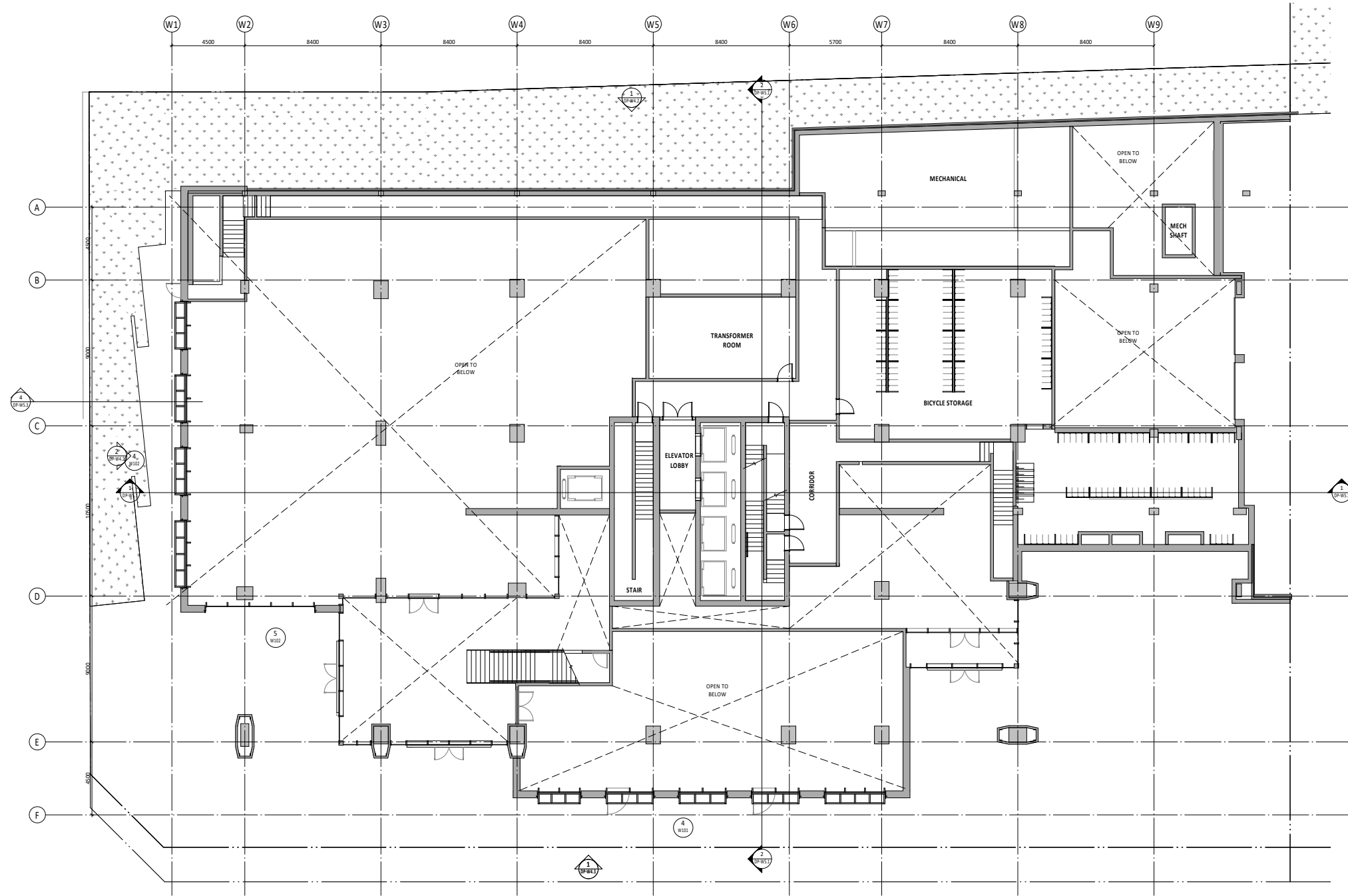




# MAIN FLOOR PLAN

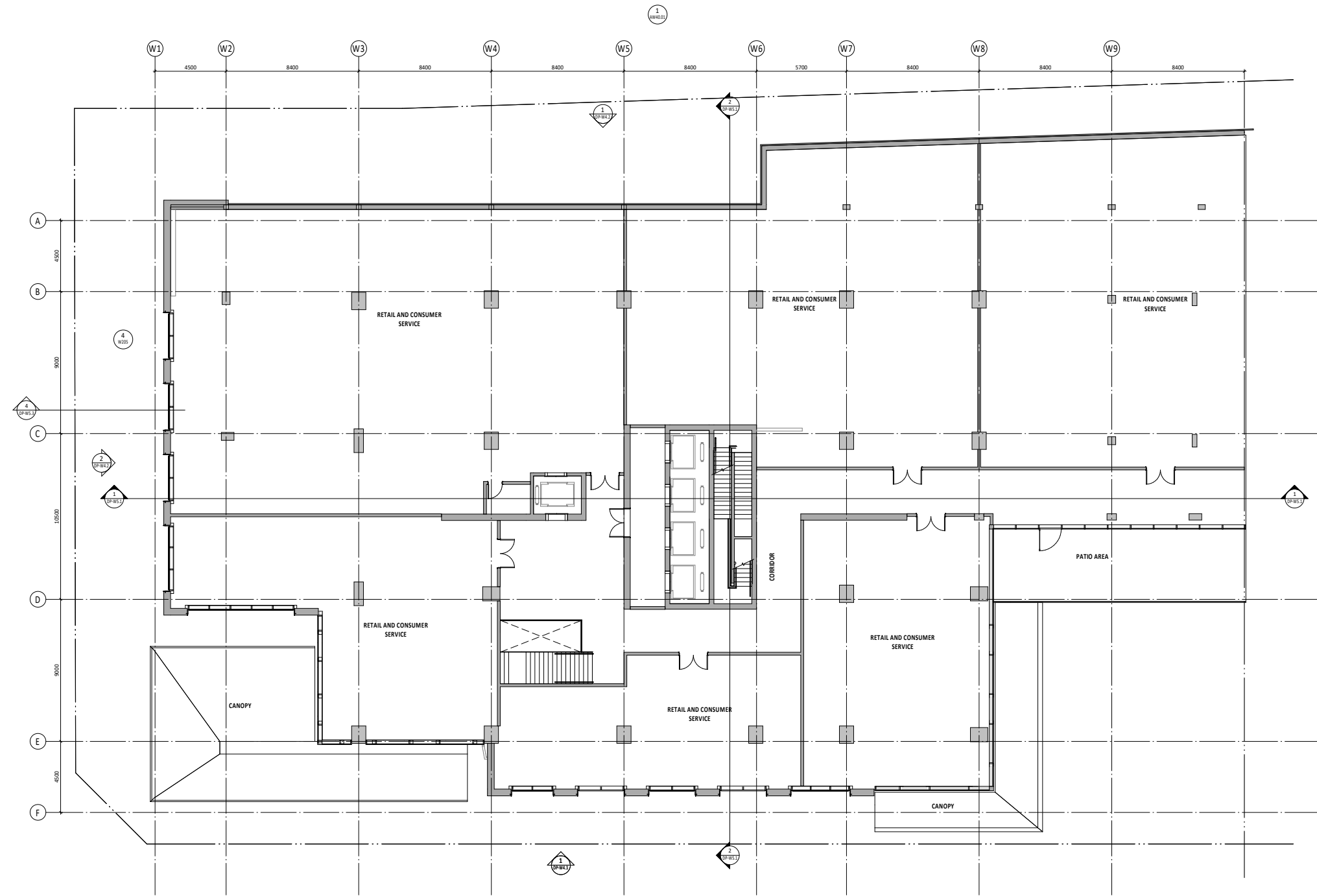


# MEZZANINE PLAN

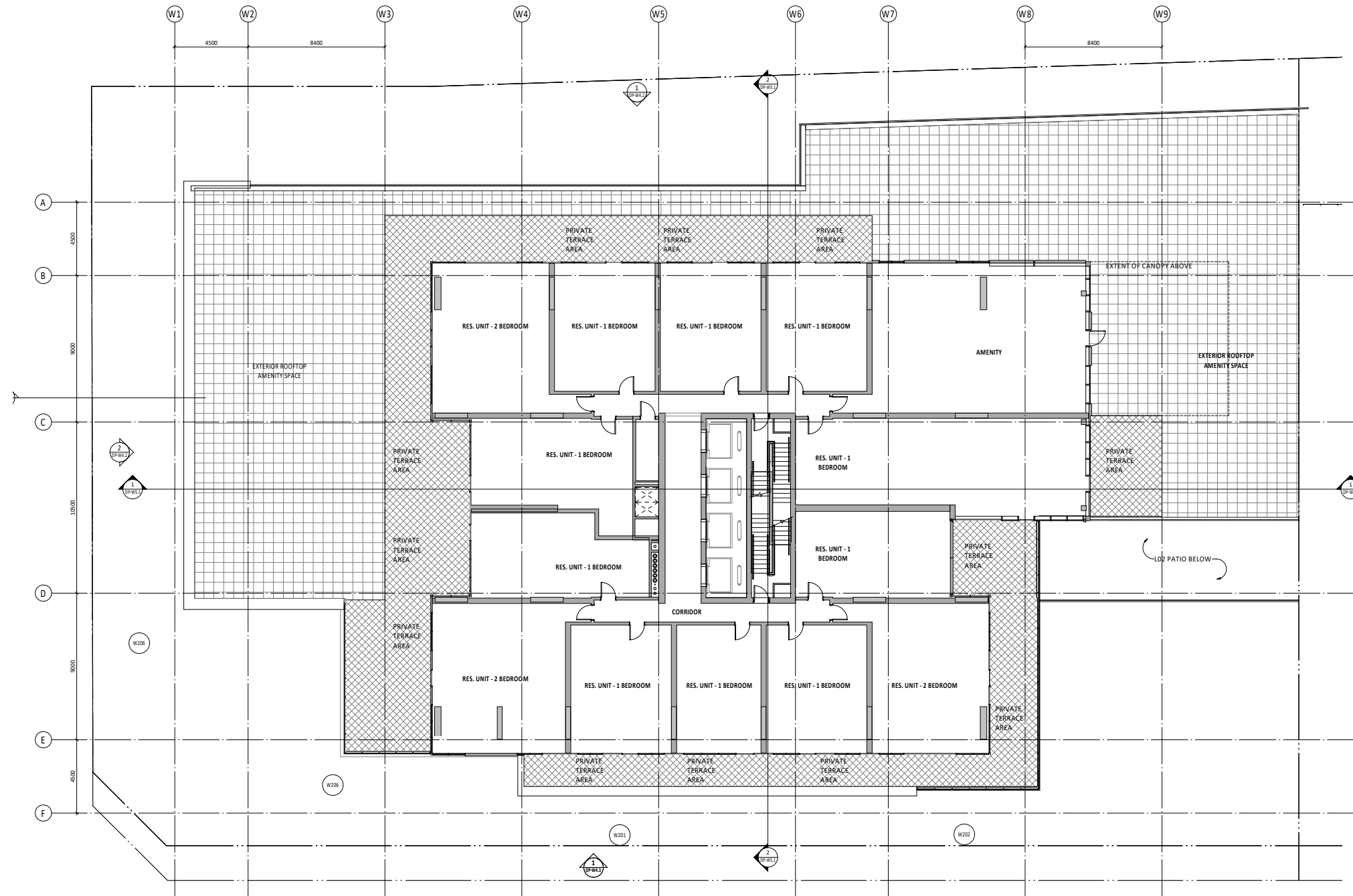




# SECOND FLOOR PLAN

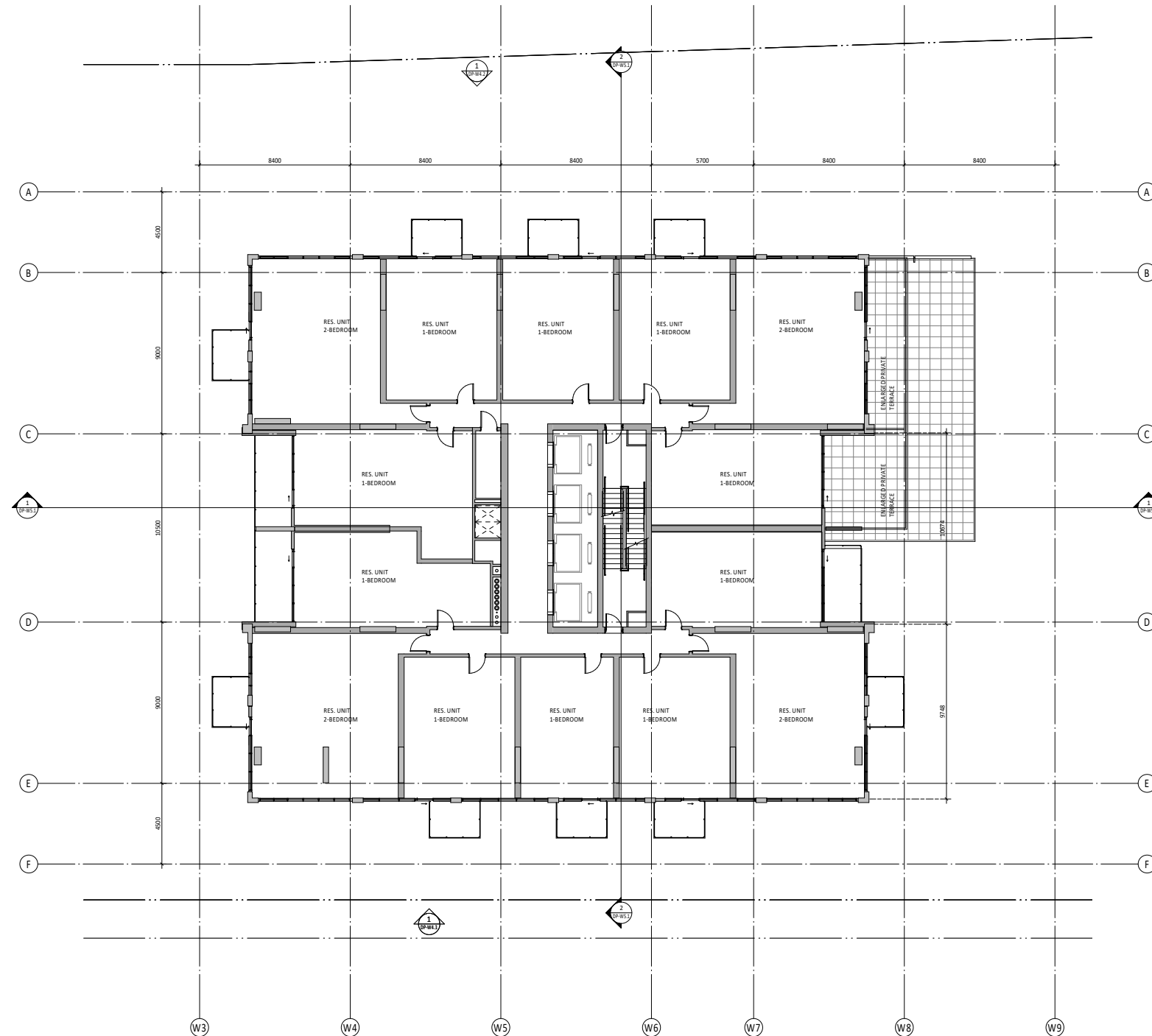


# THIRD FLOOR PLAN

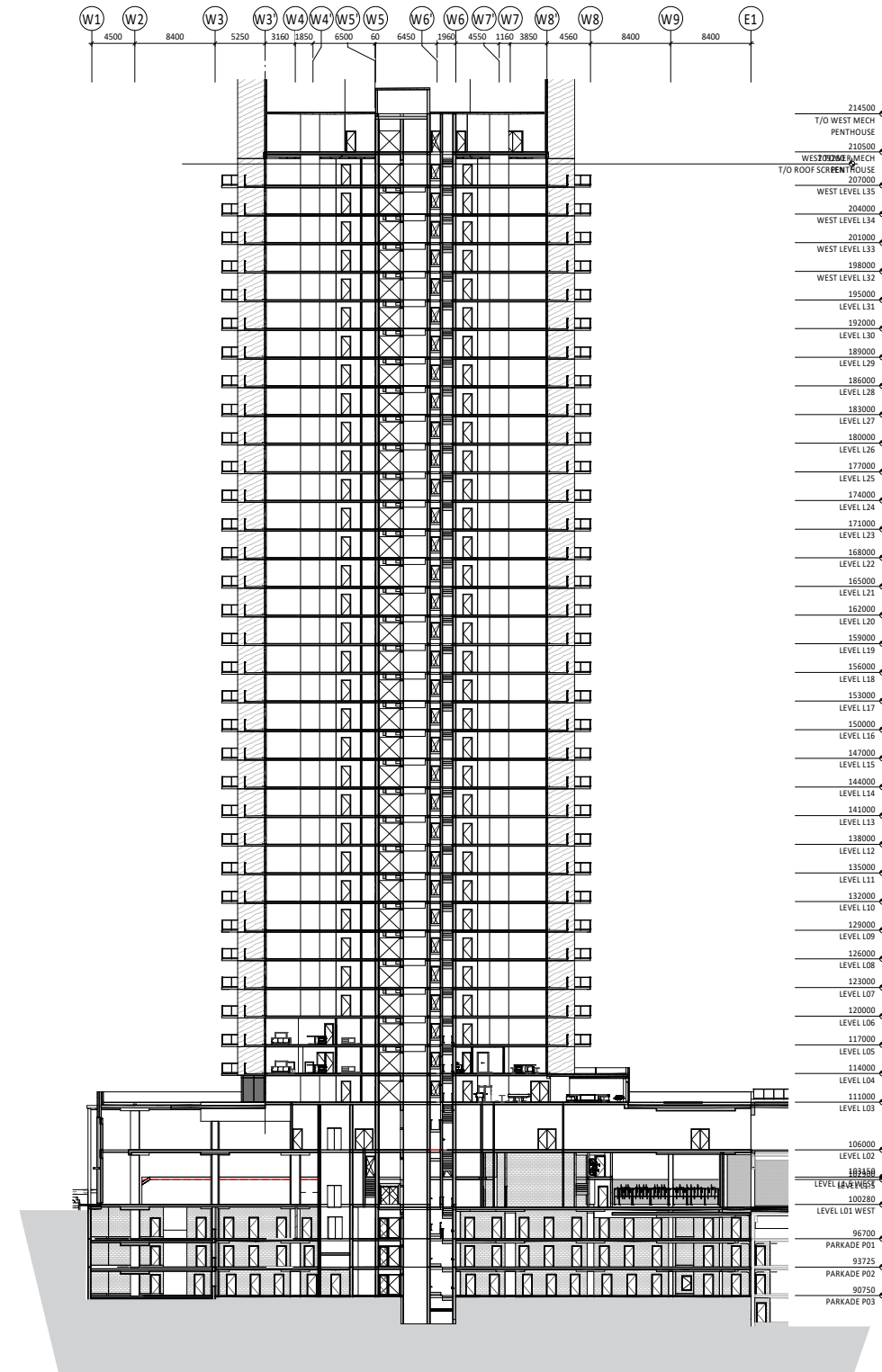
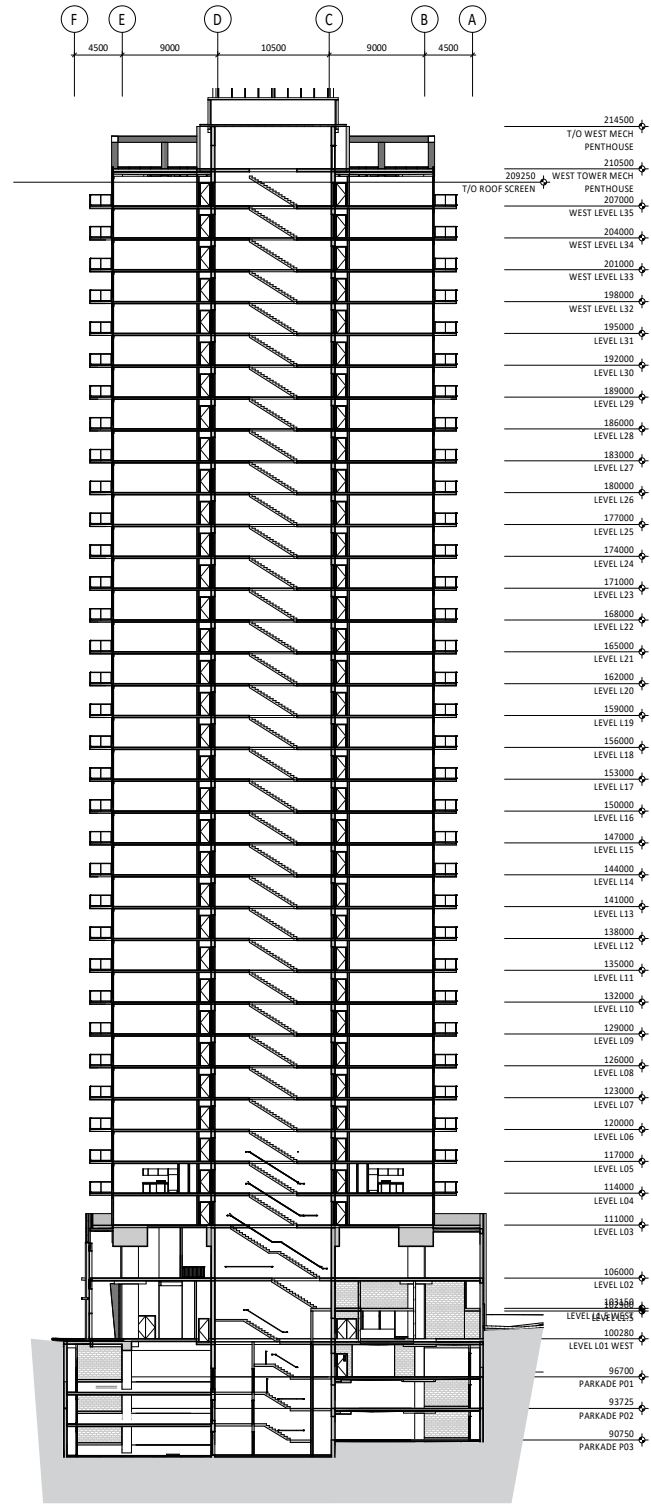




# TYPICAL RESIDENTIAL FLOOR PLAN



# SECTIONS



# PLAZA LANDSCAPE PLAN

