



TWO PARK CENTRAL

FEBRUARY 25TH,
2021

Hines



Gibbs | Gage
ARCHITECTS



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INTRODUCTION

DEVELOPMENT OVERVIEW

The project consists of a single residential building, envisaged as the second part of a 2 phase development in Calgary, fronting onto 4th St, between 11th and 12th Ave.

The program proposes 531 residential units, located within a substantial podium and the tower above, each independently served by elevators (2 for podium and 3 for tower).

Below grade parking is provided across 5 floors, with a total of 332 stalls. As part of the retail strategy, 42 of these stalls are publicly accessible, to be shared between residential visitors and retail users. There is a dedicated retail shuttle elevator that serves P01 and daylights in the north portion of the building. This provides public access to the parkade without security concerns for the lobby areas or the residential elevators. Bicycle parking for residents is provided at P01, with a dedicated bicycle access ramp, fronting south, onto the upgraded lane, which addresses the 12th Ave. cycle track. Vehicular access is located off 11th Ave. in an effort to reduce traffic volumes in the pedestrian-friendly lane. The lane is also used for servicing and pick-up/ drop-off facilities, but large traffic volumes are not foreseen.

PUBLIC REALM INTERFACE

The project is designed to complete the vision that was established as part of the Phase 1 development. It occupies a prominent corner in Calgary’s Beltline and has adjacencies to many of the City’s amenities, including parks and bike lanes. By creating an improved, upgraded woonerf that connects to the breezeway of Phase 1, the project aims to increase the pedestrian realm beyond the typical.

A retail storefront interface is located along 11th Ave. to

the north and this wraps to 4th St. on the East side of the property. A residential presence is located at the SE corner of the project, wrapping into the lane, on the south facade, addressing the existing Phase 1 building. Warm, wood-effect materials are brought to grade to frame retail elements and consistent glazing is used to allow retail or restaurant tenants to animate the public realm. The residential lobby is located adjacent to the required functions associated with a multi-family building of this scale, i.e. loading, drop-off, delivery etc., allowing and encouraging these activities to take place on the site, rather than on the public streets.

URBAN MASSING

The massing of the building was initially conceived as a ‘match’ to phase one, although design discussions led to an ‘inverted’ gesture that works very well to complement the existing building. Cues are taken from massing gestures and materiality to allow the project to be seen as a ‘sibling’ rather than a ‘twin’ with the existing phase. Wood-effect panelling is used in a distinct way, by framing retail elements, while massing gestures are independent of what came before, while respecting the conceptual language that has been established.

A residential podium extends up to +30m, containing a single floor of retail and lobby spaces, with 7 storeys of residential units on top of this. L09 contains residential amenities and an exterior amenity space atop the residential podium. There is a pool proposed at L09. In the lower portion of the tower (L10-14) there is a slightly different tower floorplate, allowing a higher concentration of smaller units lower down, and larger units are placed on the upper floors (L15-36) to avail of opportunities to have higher rent spaces up higher in the tower. There are 2 storeys of penthouse units that allow up to 14 units (7 per floor) and a level 39 ‘clubhouse amenity’ with asociated exterior terraces.



STATISTICS

Being zoned as a DC site, this project has total allowable base FAR of up to 10.82. This development proposes a maximum FAR of 13.2 and the additional density has been addressed through an effective bonusing strategy as follows.

Bicycle parking have been provided per bylaw requirements and the vehicle parking reduction was supported by the authorities throughout the application process, 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 underground bicycle parking through the south lane, along with providing a variety of bike storage types intends to make this facility a highly usable feature of the Two Park Central development.

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

SITE AREA:	2873 m²
PROPOSED GROSS FLOOR AREA (GFA):	37,923m²
PROPOSED FLOOR AREA RATIO (FAR):	13.2
NUMBER OF RESIDENTIAL UNITS:	531
RETAIL GROSS FLOOR AREA:	513 m²

VEHICLE PARKING:	332 stalls total
RESIDENT PARKING	290 stalls
RETAIL AND RES. VISITOR PARKING	42 stalls

BICYCLE PARKING:	336 stalls
CLASS 1 (UNDERGROUND)	278 stalls (266 required)
CLASS 2 (SITE)	58 stalls (54 required)

AMENITY AREA CALCULATIONS

AMENITY AREA REQUIREMENT:
5.0 M² PER DWELLING UNIT

TOTAL REQUIRED = 531 UNITS X 5M²
2,655 M²

AMENITY AREA PROVIDED

LEVEL	INT. (M²)	EXT. (M²)	DESCRIPTION
L 02	37.9	170.8	DOG RUN AREA
L 02		25	PRIVATE TERRACES (5, ADJACENT TO DOG RUN)
L 02		5	PRIVATE TERRACE (SINGLE, ADJACENT TO DOG RUN)
L 02			DOG SPA ROOM
L 03-L 08	669.9	180	6 UNITS PER FLOOR (E FACE) 6 FLOORS, 5M² BALCONY PER UNIT
L 09		510.4	TOTAL EXTERIOR AMENITY AREA, INCLUDING POOL
L 09			TOTAL INTERIOR AMENITY
L 10-L 14		225	9 UNITS PER FLOOR (E AND W FACES) 5 FLOORS, 5M² BALCONY PER UNIT
L15-L36	215.4	880	8 UNITS PER FLOOR (E AND W FACES) 22 FLOORS, 5M² BALCONY PER UNIT
L 37-L 38		60	TOTAL INTERIOR AMENITY
L 39			TOTAL EXTERIOR AMENITY
L 39		191.9	
SUBTOTAL	923.2	2248.1	
TOTAL AMENITY (M²)		3171.3	

PARKING AND LOADING

NUMBER OF UNITS: 531		
RETAIL GFA: 509 M²		
VEHICLE PARKING	BICYCLE PARKING	LOADING
RESIDENT PARKING REQUIREMENT: 0.75 STALLS PER DWELLING UNIT VISITOR PARKING REQUIREMENT: 0.10 STALLS PER DWELLING UNIT RETAIL PARKING REQUIREMENT: 0 (ASSUMING MAX USE AREA <465M²)	CLASS 1 STALL REQUIREMENT: 0.50 STALLS PER DWELLING UNIT CLASS 2 STALL REQUIREMENT: 0.10 STALLS PER DWELLING UNIT + 5% OF VEHICLE STALL REQ.	LOADING STALL REQUIREMENT: 1 STALL PER 9300M² GFA
RESIDENT STALLS REQUIRED: 399 VISITOR STALLS REQUIRED: 54	CLASS 1 STALLS REQUIRED: 266 CLASS 2 RES STALLS REQUIRED: 54 CLASS 2 RETAIL STALLS REQUIRED: 0	LOADING STALLS REQUIRED: 5 ALTHOUGH A MORE TYPICAL APPROACH USES A SINGLE STALL FOR RESIDENTIAL USE AND A SINGLE STALL FOR RETAIL USES
TOTAL PARKING REQUIRED = 453 STALLS	TOTAL REQUIRED = 266 CLASS 1 54 CLASS 2	
PARKING PROVIDED: 332 STALLS IN 5 LEVEL BELOW-GRADE PARKADE ADDITIONAL PARKING STUDY PROVIDED TO CLARIFY PUBLIC SHARED PARKING	PARKING PROVIDED: CLASS 1 = 278 STALLS AT P01 LEVEL CLASS 2 = 58 STALLS DISTRIBUTED ACROSS SITE	LOADING PROVIDED: 1 STALL IN LANE ADDITIONAL STAGING AREA INTERNAL TO THE BUILDING FOR RESIDENTIAL MOVE-IN/OUT

STATISTICS

GROSS FLOOR AREA

LEVEL	USES	m²
L 01	RETAIL, LOBBY, BoH	1,702.2
L 1.5	MECH, LEASING, BoH	458.9
L 02	RES UNITS	1,429.8
L 03	RES UNITS	1,429.8
L 04	RES UNITS	1,429.8
L 05	RES UNITS	1,429.8
L 06	RES UNITS	1,429.8
L 07	RES UNITS	1,429.8
L 08	RES UNITS	1,429.8
L 09	RES. AMENITY	864.3
L 10	RES UNITS	835.4
L 11	RES UNITS	835.4
L 12	RES UNITS	835.4
L 13	RES UNITS	835.4
L 14	RES UNITS	835.4
L 15	RES UNITS	835.4
L 16	RES UNITS	835.4
L 17	RES UNITS	835.4
L 18	RES UNITS	835.4
L 19	RES UNITS	835.4
L 20	RES UNITS	835.4
L 21	RES UNITS	835.4
L 22	RES UNITS	835.4
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L 24	RES UNITS	835.4
L 25	RES UNITS	835.4
L 26	RES UNITS	835.4
L 27	RES UNITS	835.4
L 28	RES UNITS	835.4
L 29	RES UNITS	835.4
L 30	RES UNITS	835.4
L 31	RES UNITS	835.4
L 32	RES UNITS	835.4
L 33	RES UNITS	835.4
L 34	RES UNITS	835.4
L 35	RES UNITS	835.4
L 36	RES UNITS	835.4
L 37	RES UNITS (P/H)	835.4
L 38	RES UNITS (P/H)	835.4
L 39	RES AMENITY	551.1
L 40	MECH. PENTHOUSE	112
PODIUM		13,034
TOWER		24,889
TOTAL		37,923

DWELLING UNIT COUNT

LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL
L 01	-	-	-	-	-
L 1.5	-	-	-	-	-
L 02	19	6	1	-	26
L 03	19	7	1	-	27
L 04	19	7	1	-	27
L 05	19	7	1	-	27
L 06	19	7	1	-	27
L 07	19	7	1	-	27
L 08	19	7	1	-	27
L 09	-	-	-	-	-
L 10	-	11	2	-	13
L 11	-	11	2	-	13
L 12	-	11	2	-	13
L 13	-	11	2	-	13
L 14	-	11	2	-	13
L 15	-	8	4	-	12
L 16	-	8	4	-	12
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L 28	-	8	4	-	12
L 29	-	8	4	-	12
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L 31	-	8	4	-	12
L 32	-	8	4	-	12
L 33	-	8	4	-	12
L 34	-	8	4	-	12
L 35	-	8	4	-	12
L 36	-	8	4	-	12
L 37(P/H)	-	2	3	2	7
L 38(P/H)	-	2	3	2	7
L 39	-	-	-	-	-
L 40	-	-	-	-	-
PODIUM	133	48	7	-	188
TOWER	-	235	104	4	343
TOTAL	133 (25%)	283 (53%)	111 (21%)	4 (1%)	531



URBAN DESIGN AND FUNCTIONALITY

CONTEXT ANALYSIS

Occupying the north half of a City block bound by 4th St. and 5th St. SW and fronting onto 11th 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 city block which includes the project site is located on the north west side of Central Memorial Park. The overall massing addresses this adjacency by creating optimum view angles to the park and the surroundings. Also the residential amenity spaces were designed, taking into consideration the existing phase 1 tower to the south.

Along with analyzing, and responding to, the existing massing and architectural gestures, the design team

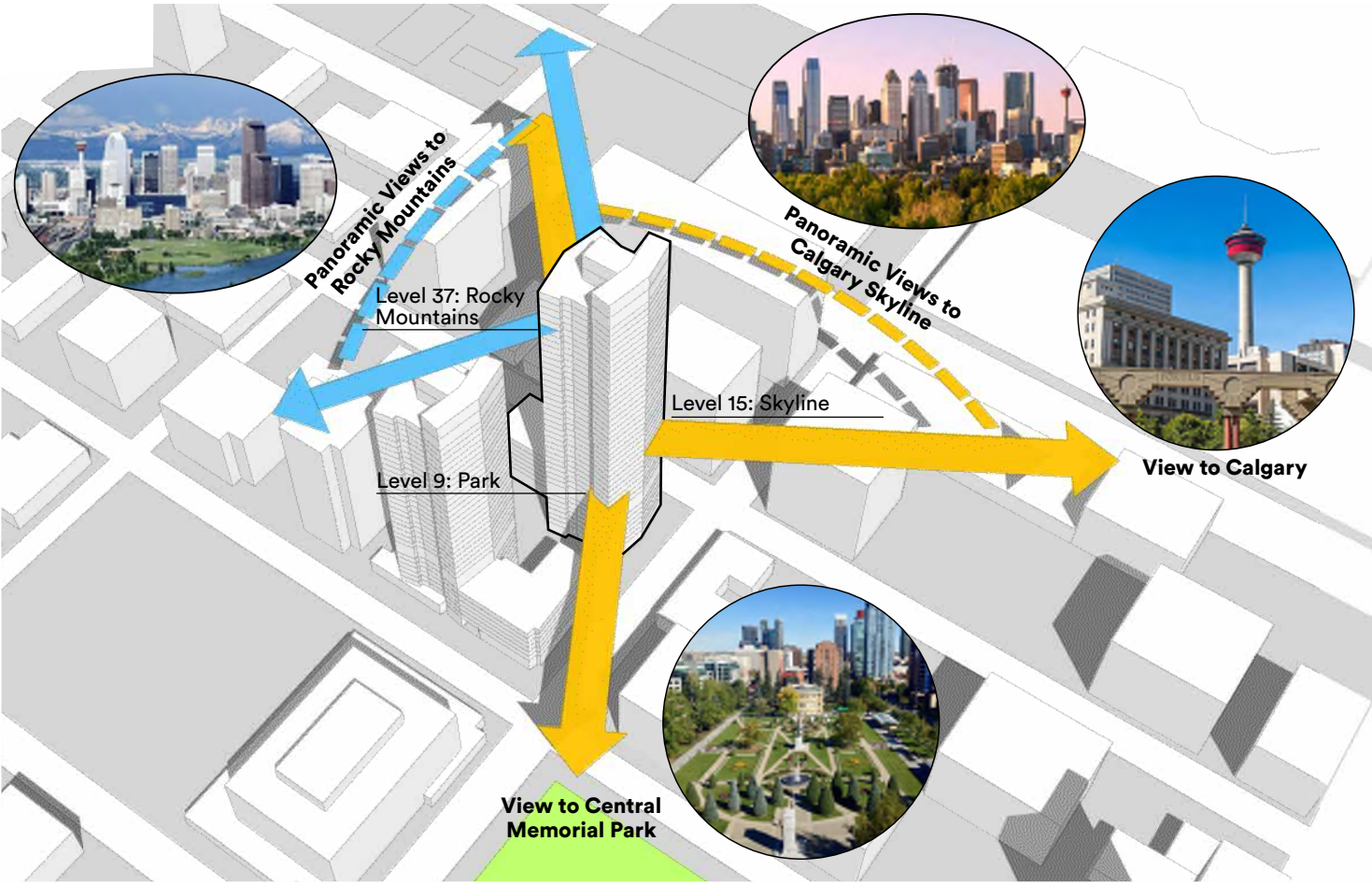
sought to examine the broader context in which the project sits.

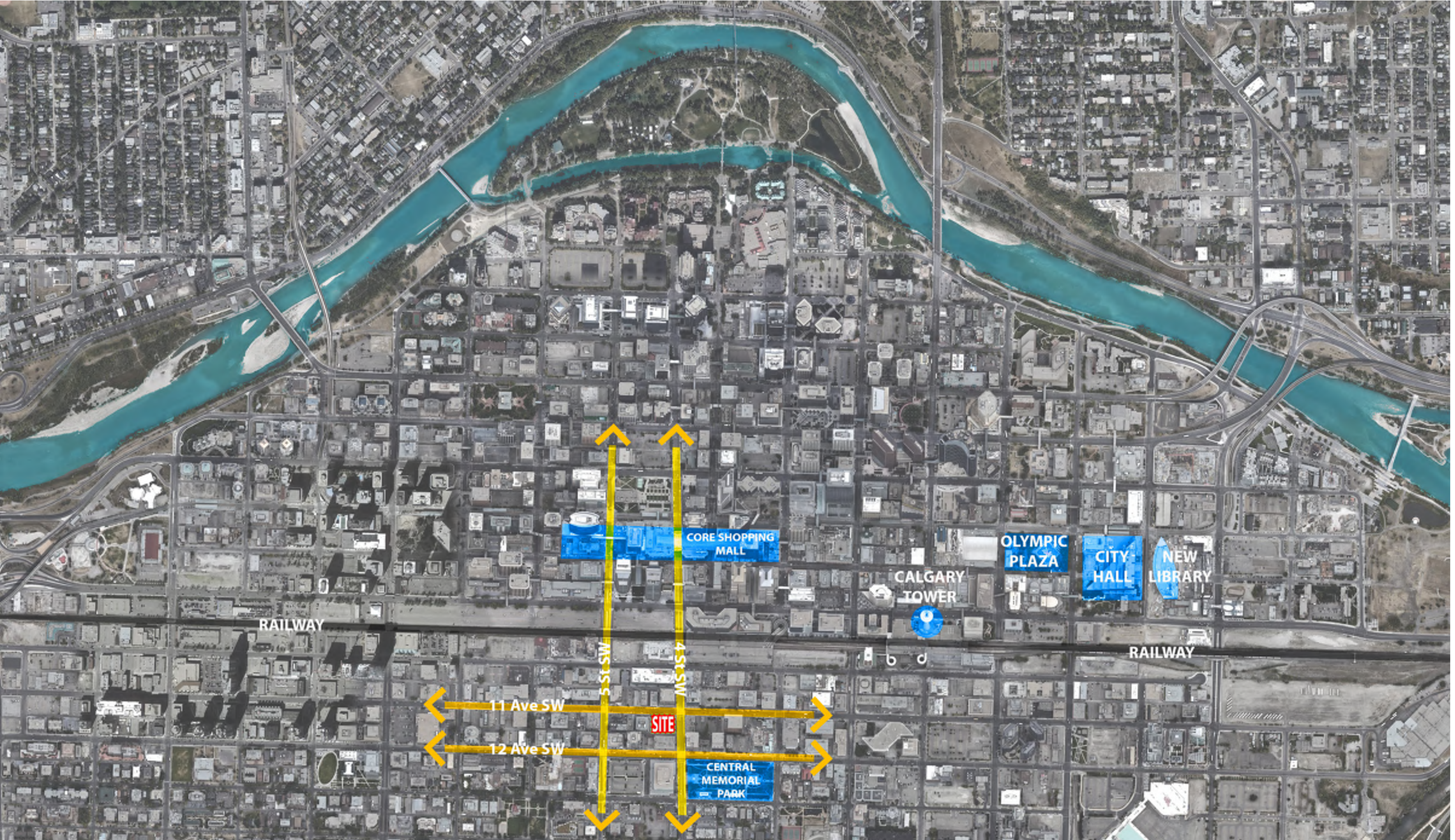
This contextual analysis explored 3 scales of context; block, city and landscape.

At the 'block' scale, the project is adjacent to, and overlooks, Central Memorial Park to the SE and seeks to exploit this connection to the City amenity.

At the scale of the City, there are impressive views to the North, of the Calgary skyline.

To the West, the Rocky mountains are visible above a certain height. These 3 views combine to inform the massing and sculpting of the tower massing.





URBAN DESIGN STRATEGY

CREATIVITY

This development proposes to build the phase 2 of Park Central towers and augment users' experiences through creating **legible, active** and **enjoyable surroundings**. The adjacent central memorial park and other focal points, the various active urban corridors, and the practical requirements of buildings of this scale have all fed into the urban design of the site. The proposal to create a **pedestrian friendly urban space** in between the two phases of this development was done with a view to promoting an active and animated site.

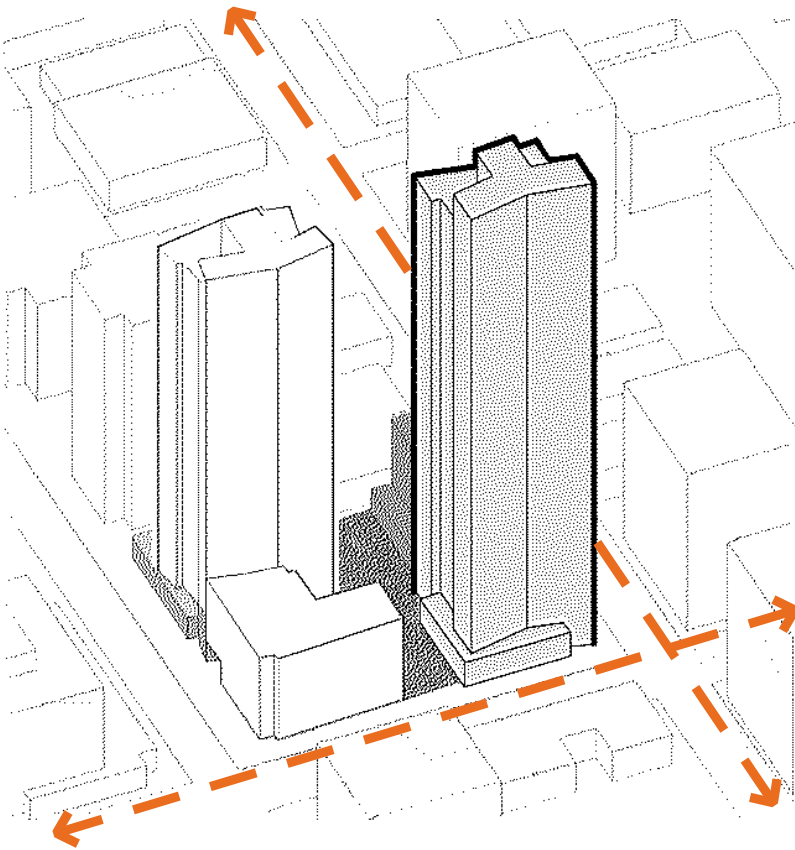
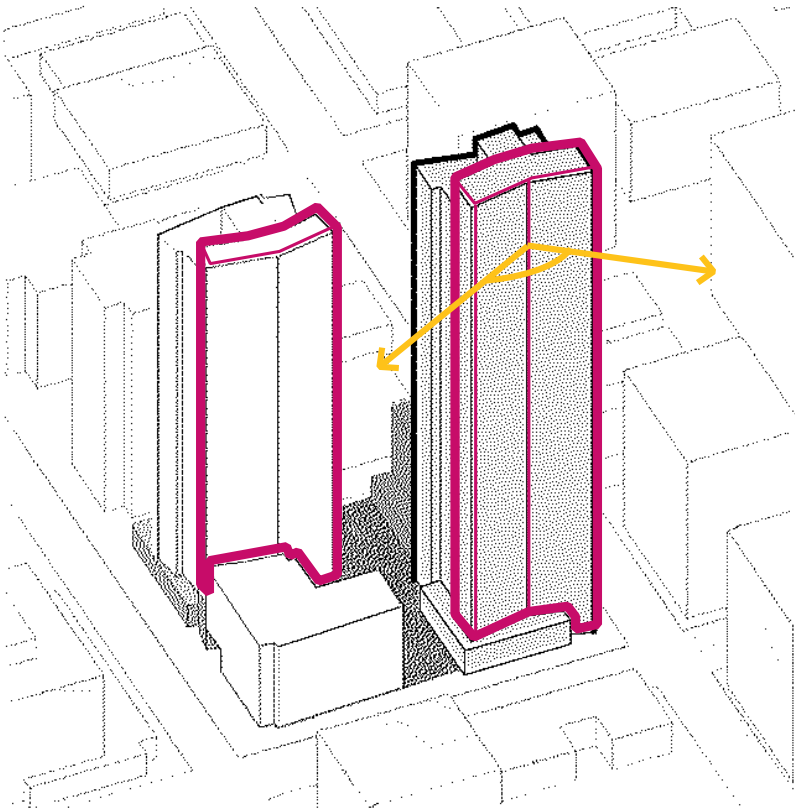
The building itself has made use of articulation of form and materials to provide an approachable scale and the integration of a podium as distinct from the tower elements is deliberate in giving this development a legibility that is required of this building type.

CONTEXT

As seen in the site analysis diagrams, the subject parcel is well positioned within the fast-changing neighbourhood of beltline and the addition of an appropriately scaled mixed use residential development will enhance the greater community. Proximity to downtown, retail and commercial buildings and LRT are supplemented by an adjacency to central memorial park and 11th ave. corridor.

CONNECTIVITY

Connectivity has been a significant driver in the site strategy. Spreading amenity spaces on various levels of the building, allows for a more open concept main floor with various retail typologies which will eventually spill outdoors to **maximize site activity**. While these amenity spaces are spread out through the building, they still **provide desirable views** to the site and surroundings, while keeping the privacy of users, as well as maintaining a cohesive design vocabulary both inside and outside.



URBAN DESIGN STRATEGY

INTEGRATION

The North street frontage houses the commercial aspects of the main floor. Visitor bicycle parking is located along the north and east edge of the site, providing efficient access to the street systems and local businesses while reserving the southern area of the site for outdoor amenities capitalizing on the available sun exposure, along with tying into neighbourhood pathways.

Pedestrian traffic flows between residents and passers-by are blurred in these areas, specially on the enhanced urban space along the south edge. The indoor social spaces are connected through the outdoors, creating an **indoor-outdoor relationship** between public and private uses and the urban space.

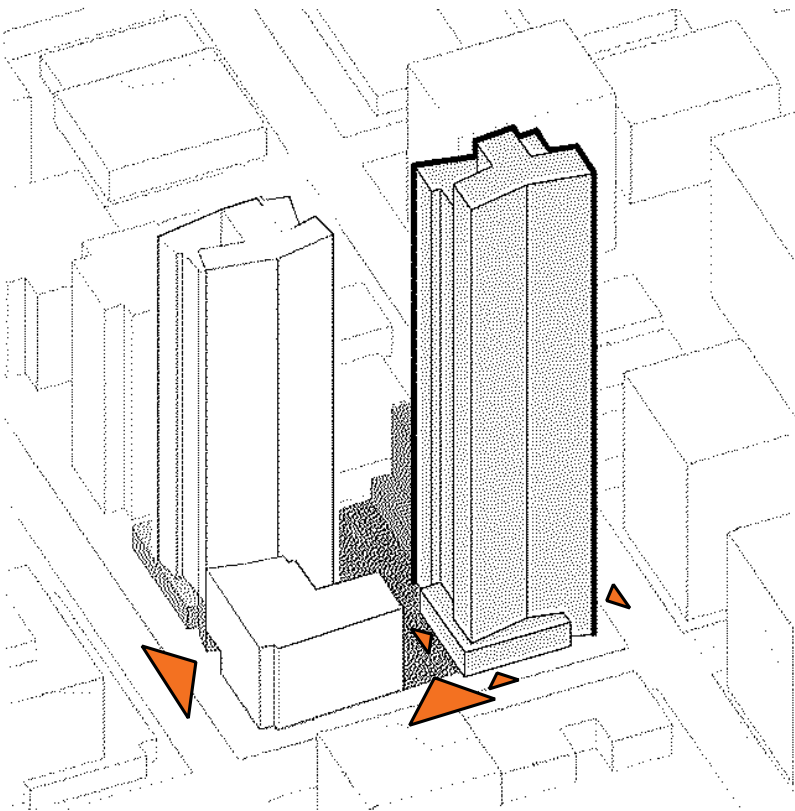
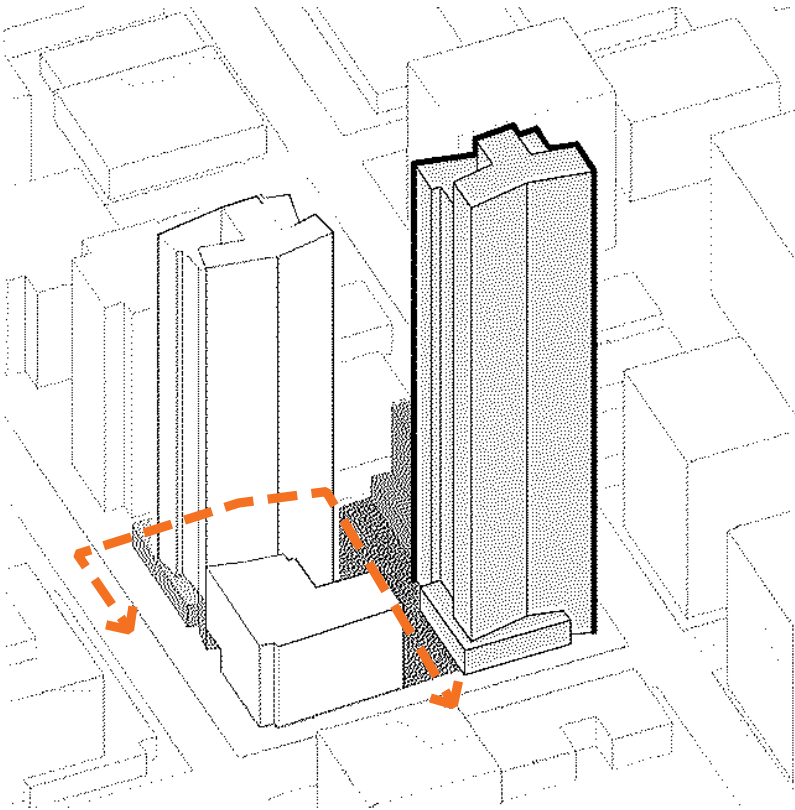
South facing amenity spaces have been considered strong drivers in the overall design.

ACCESSIBILITY

The access to/from the site is clear and identifiable, creating a hierarchy and a legible environment for residents, guests, and pedestrians at large. Building lobby entrances are visibly distinct from the tower elements and create a sense of address. Barrier-free accessibility has been maintained throughout the site, with gentle ramping being the primary strategy to deal with grade-change. This tower has independent waste and recycling pickup facilities. These are designed to be compatible with the **pedestrian-first nature of the site**.

SCALE

The podium and canopies are designed at appropriate height for the proposed towers which are architecturally detailed to **improve proportion along the street edge and the public realm**. This smaller scale is reinforced through the various interfaces at grade.



URBAN DESIGN STRATEGY

SAFETY

Ample site lighting and residential units offer a high level of **visual overlook** during the extended hours of the day and week. Low planter walls are used as separating elements and screening is provided by vegetation. All public spaces are **passively screened** and CEPTD principles have been applied throughout the site design.

QUALITY

The quality of the construction systems will be considered as part of the long term viability of the project and with the associated codes and specifications (including the performance within the NECB requirements). Exterior materials will be a mixture of high-quality modularized window-wall construction. Podium elements at grade will provide resistance to various weather conditions (snow and ice removal etc.) that can typically impact the immediate experience of the building.

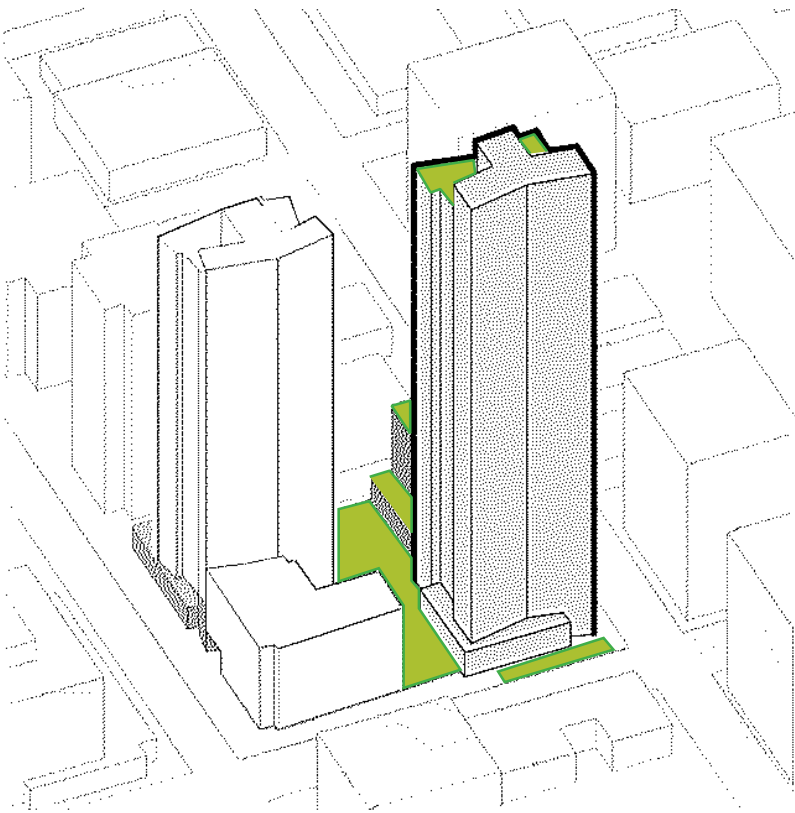
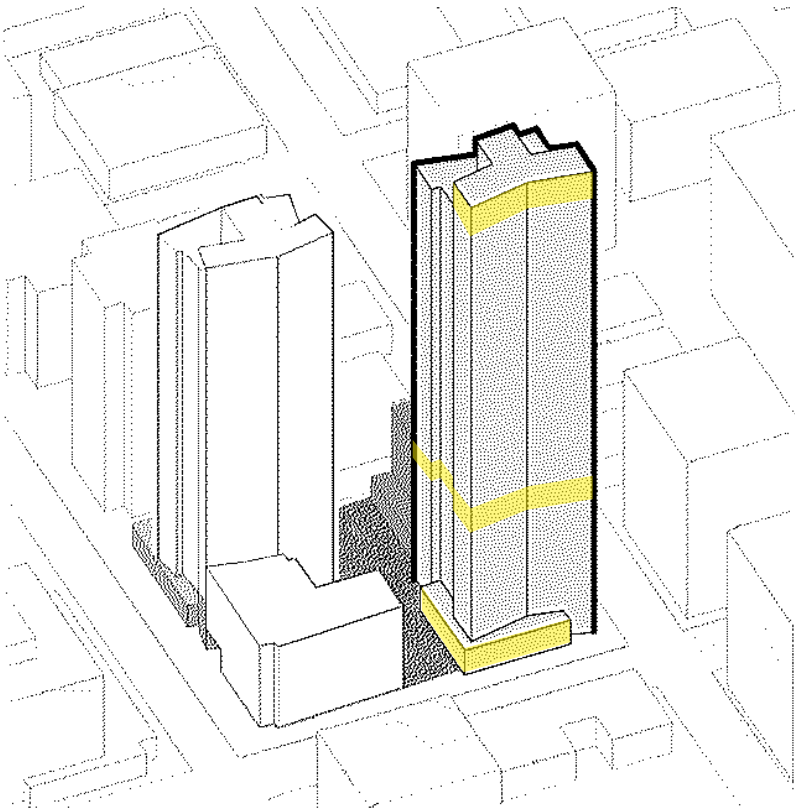
ANIMATION

The public realm is enhanced through a meandering pathway with upgraded paving, green spaces and seating. This will be complimented with urban scale art pieces and installations. The site is generously lit with LED bollards and wall mounted fixtures highlighting the avenues of movement.

Public use of the site is encouraged and a visibly active site is desired by the owner.

FLEXIBILITY

In terms of urban design, the flexibility of this site and development is largely centred on the ground floor retail and public spaces. This will allow for various activities to take place in the spaces between the buildings. The owner is intent on providing spaces that can flexibly accomodate a **wide range of users** so as to be a marketable, successful and **sustainable development**.



URBAN DESIGN STRATEGY

DIVERSITY

While the residential units are currently designed to suit the current market, future considerations have been made with respect to how varying uses could be accommodated as the community evolves and develops. Increased ceiling heights at main floor ensure future retail is viable. A variety of uses (residential lobby and various retail options with associated exterior space) are proposed in order to animate the site.

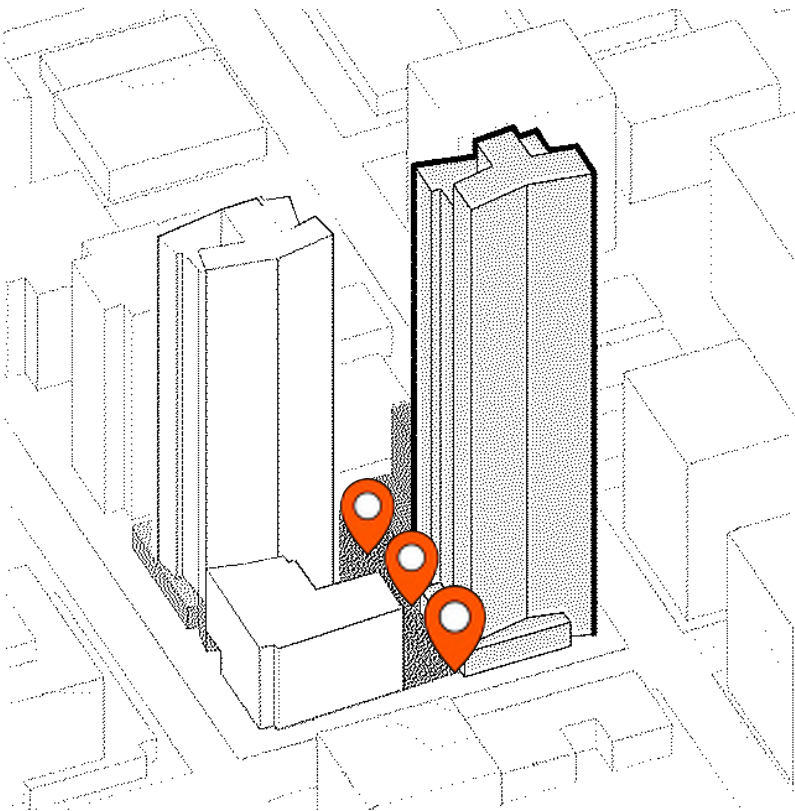
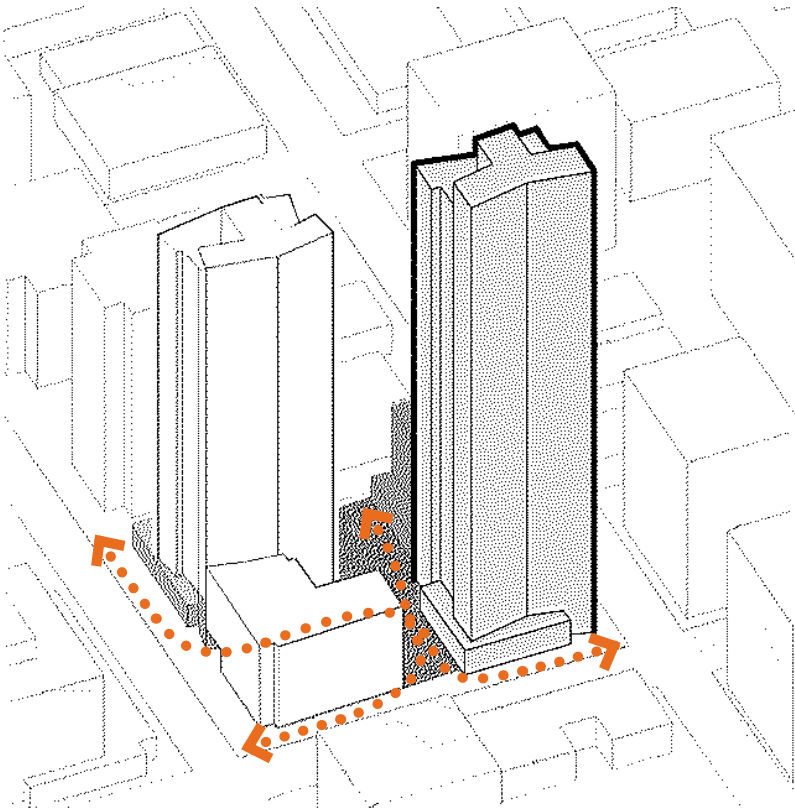
SUSTAINABILITY

The project will provide for a higher level of sustainability which is reinforced by the need to meet NECB criteria. The developer does not anticipate this being a LEED project, but is committed to utilizing sustainable principles as supported by the selection of the consultant team who all have LEED accredited professionals and extensive expertise in achieving LEED certification. This approach will balance capital vs. lifecycle benefits for building systems and material selection.

ORIENTATION

Siting and the form of the tower acknowledges the broader context including; prevailing winds, solar orientation and vehicular movement.

As mentioned previously, site strategy dictates that the predominant vehicluar circulation takes place to the North, with the south of the site reserved for pedestrian-oriented amenities.



SITE PLAN



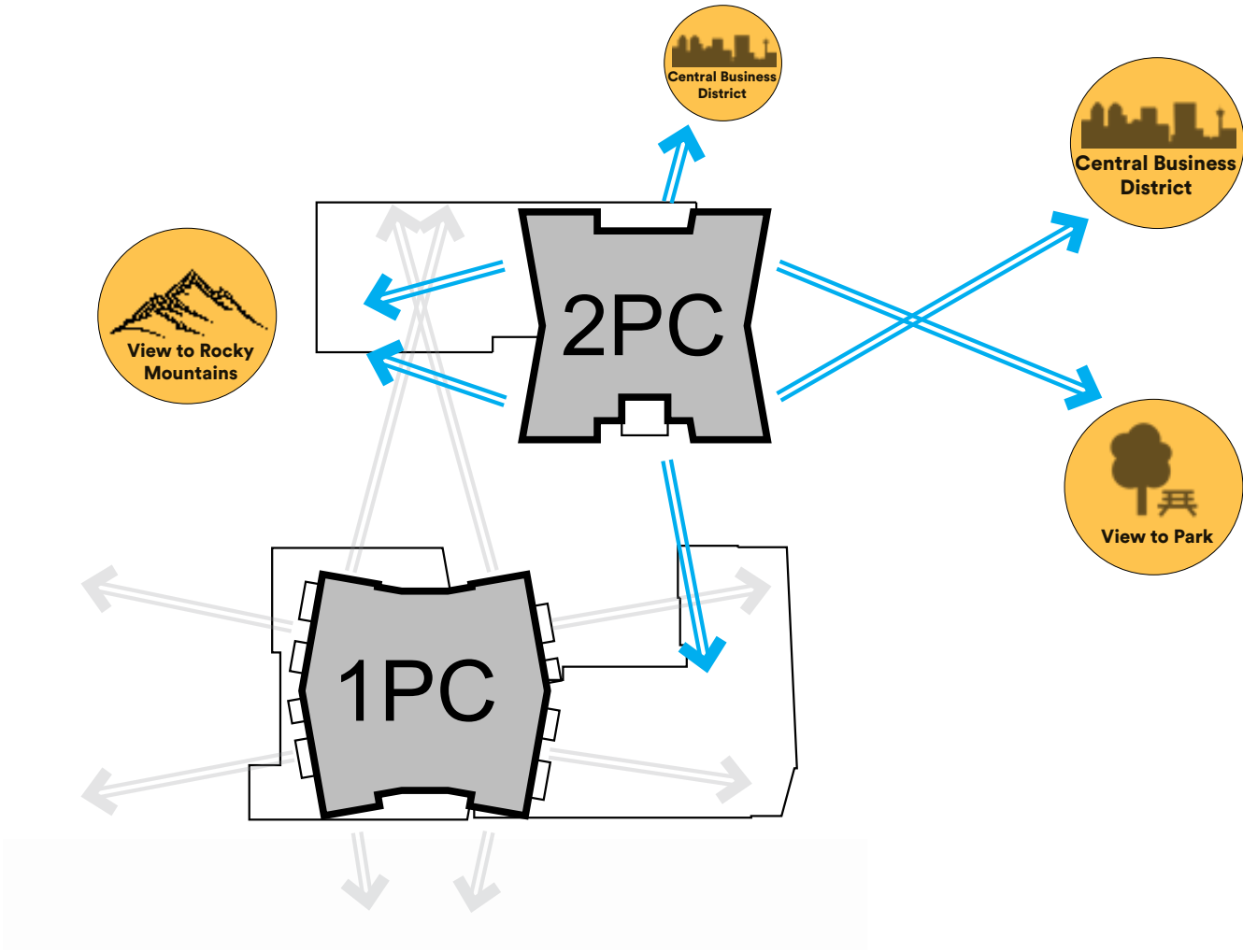
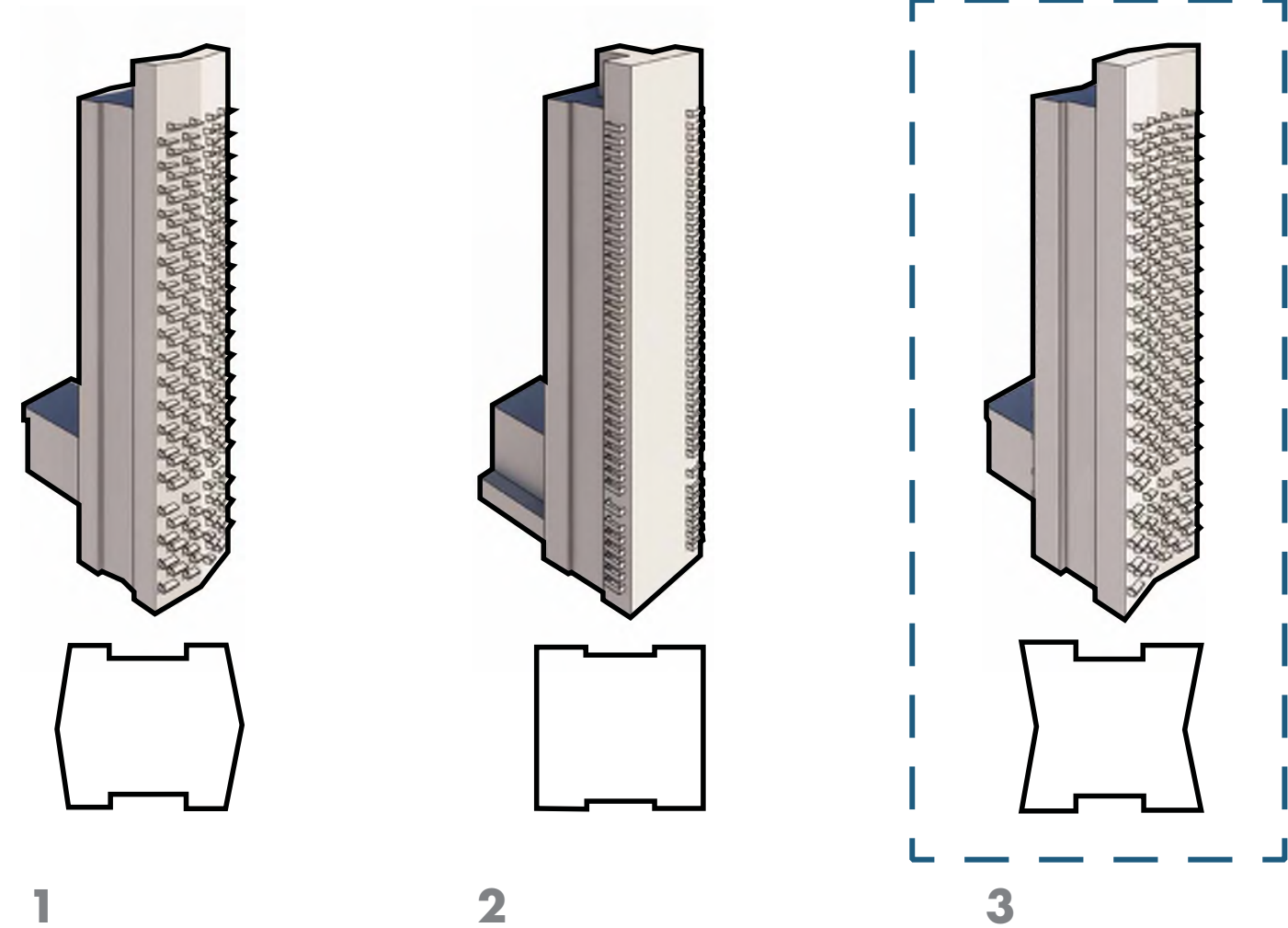
MASSING AND CONCEPT

FORMAL STRATEGY

This development tries to create an appropriate response to it's immediate context, while taking into the account the broader vision and the nature of developing Beltline neighbourhood. Providing various views and connections to the Central Memorial park, downtown and 11th and 17th ave corridors, the 2 Park Central tower is envisioned to become an active mixed use development in the heart of Beltline.

The form of the tower corresponds to the immediate context, as well as the relationship to the existing phase 1 tower. Using the “Siblings” concept instead of “Twins” in the formal development of the phase 2 tower allows for more flexibility and a stronger correlation between the two towers.

The use of similar material palette among the two towers, along with the staggered ‘L-shaped’ white frame to the balconies play an important roll in creating a cohesive design concept and visual identity for the whole development which contributes to the broader vision for the Beltline neighborhood.



FORMAL STRATEGY



SHADOW STUDIES

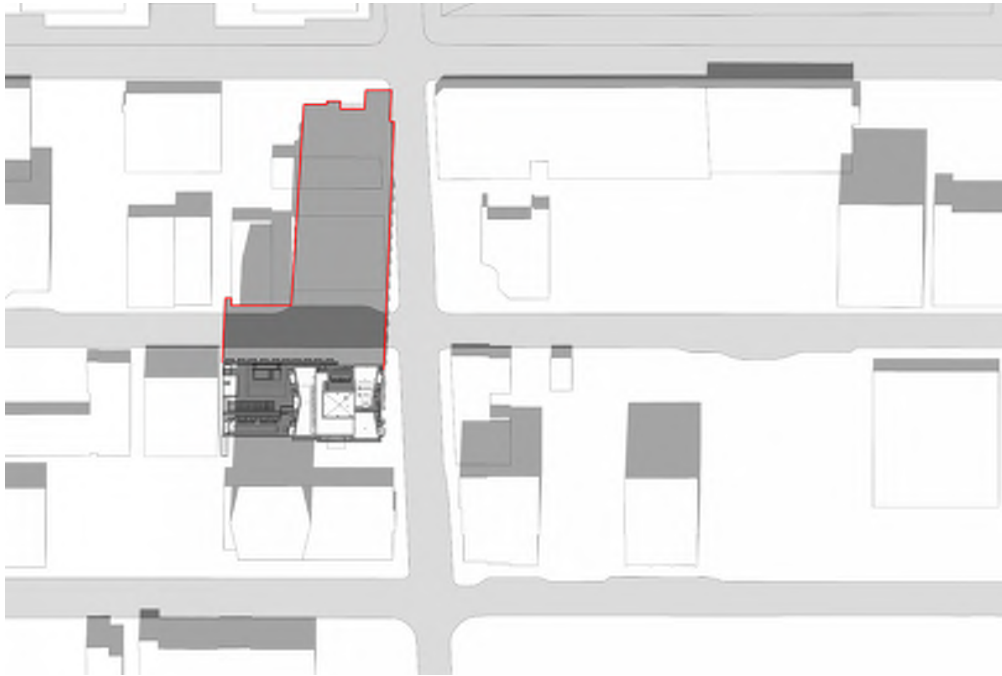
The design team see the shadow study as being an important step in the design process. This study gives a good indication of ideal locations for public rooftop amenity spaces and allows design to build on this knowledge.

In summary, the shadow studies indicate that all the shadow requirements are met through different times of the year.

No City-protected shadow encroachment zones are impacted by the building's shadow.



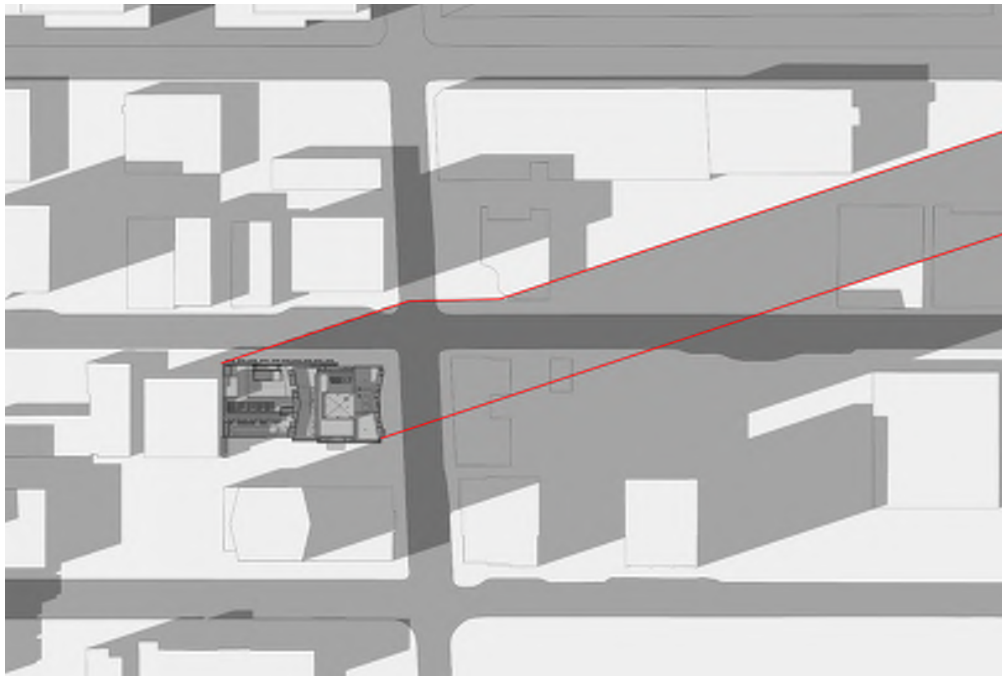
SEPTEMBER 21ST - 10 AM



SEPTEMBER 21ST - 12 PM



SEPTEMBER 21ST - 2 PM

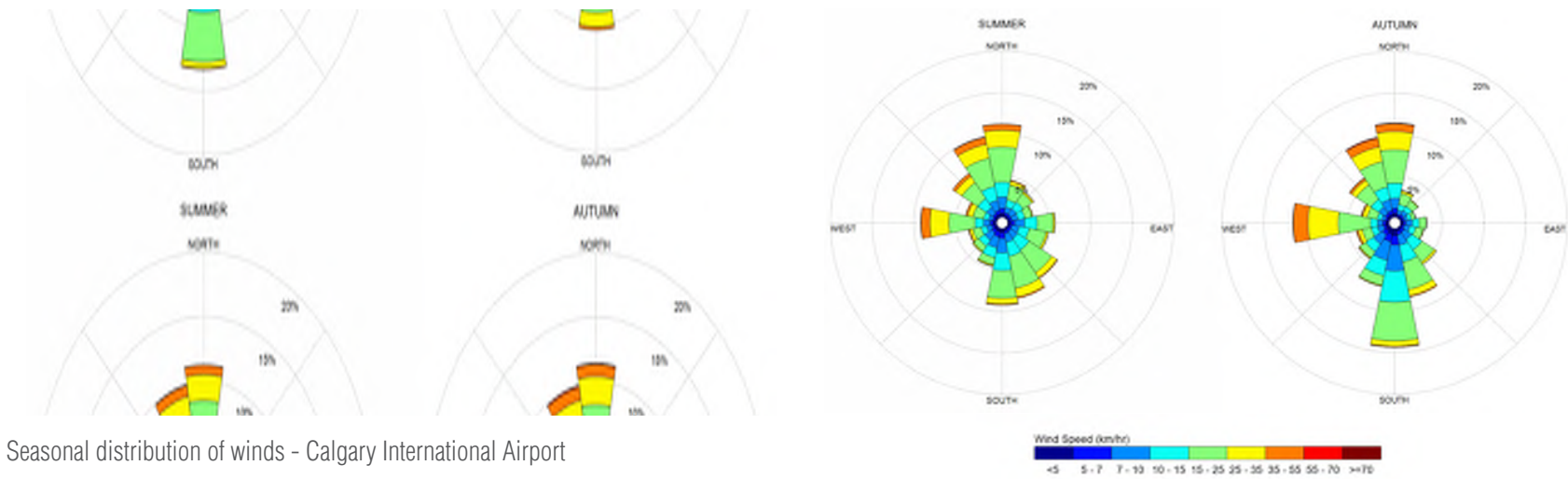


SEPTEMBER 21ST - 4 PM

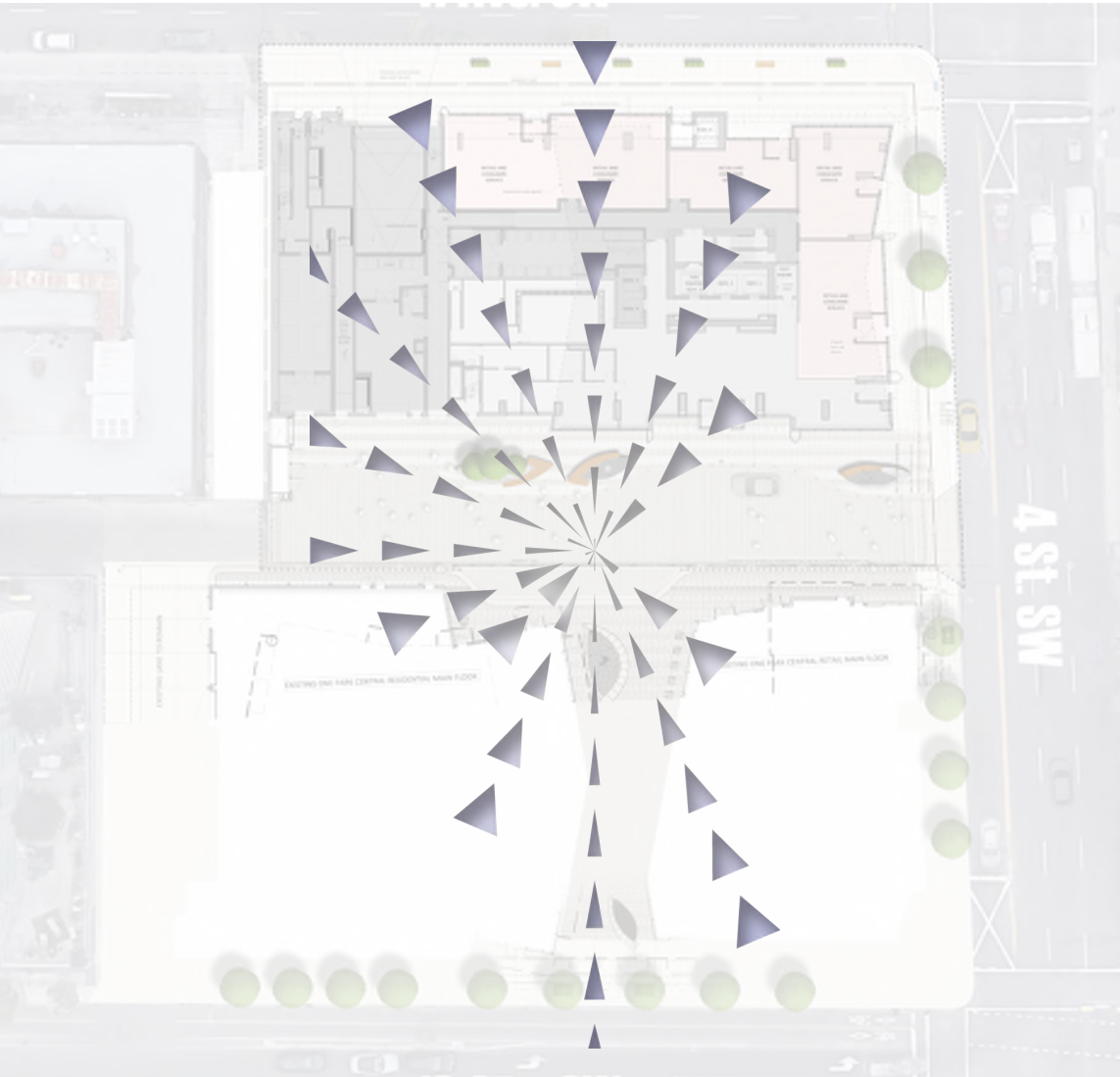
WIND STUDIES

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. 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.



Seasonal distribution of winds - Calgary International Airport



Wind Rose - Calgary



Physical wind study model

PUBLIC REALM

ART WALK



ART INSTALLATION OVERVIEW

RON MOPPETT

Ron Moppett is a painter living and working in Calgary, Alberta. Born in England in 1945, he immigrated to Canada in 1957. Moppett attended the Alberta College of Art (now ACAD) from 1963 to 1967, and the Instituto de Allende in Mexico in 1968.



Ron Moppett



Vincent's Last Studio at Trepanier Baer



THE SAME WAY BETTER/READER at East Village, Calgary

KATIE OHE

Katie Ohe, RCA, L.L.D, is a renowned Canadian sculptor and one of the first artists to make abstract sculpture in Alberta. Born in 1937 in Peers, Alberta, she attended the Alberta College of Art (ACAD), the Montreal School of Art and Design, the Sculpture Centre in New York and Fonderia Fabris in Verona, Italy.



Janet's Crown - 2001, S.A.I.T. Calgary

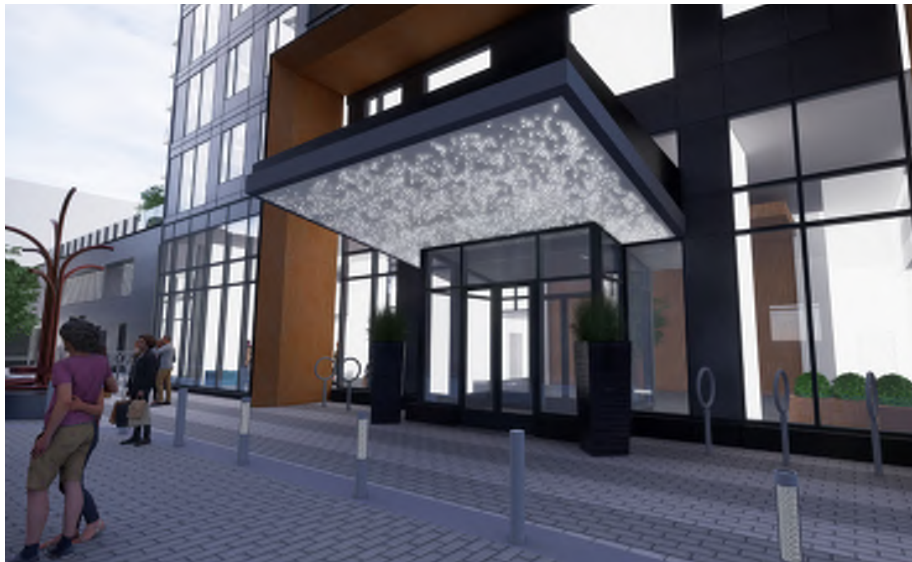


Three Tree

ART LIGHTING

Shown here is a concept for an art lighting installation on the underside of the large feature entrance canopy.

The project team is currently exploring this option as a way to integrate the building with the proposed art walk and create a unified expression where art and built form come together, creating an added layer of interest in the proposed woonerf area.



BONUSING STRATEGY

The bonusing strategy that has been used follows the guidelines of PAPOS (publicly accessible private open space) as described in the Land Use Bylaw.

The PAPOS extent involves a portion of the walkway on the south side of the parcel which includes but not limited to upgraded paving and street furniture, public art pieces and upgraded podium elevation cladding.

The method used to calculate the total bonus contribution for the PAPOS credit divides into two parts. The strategy

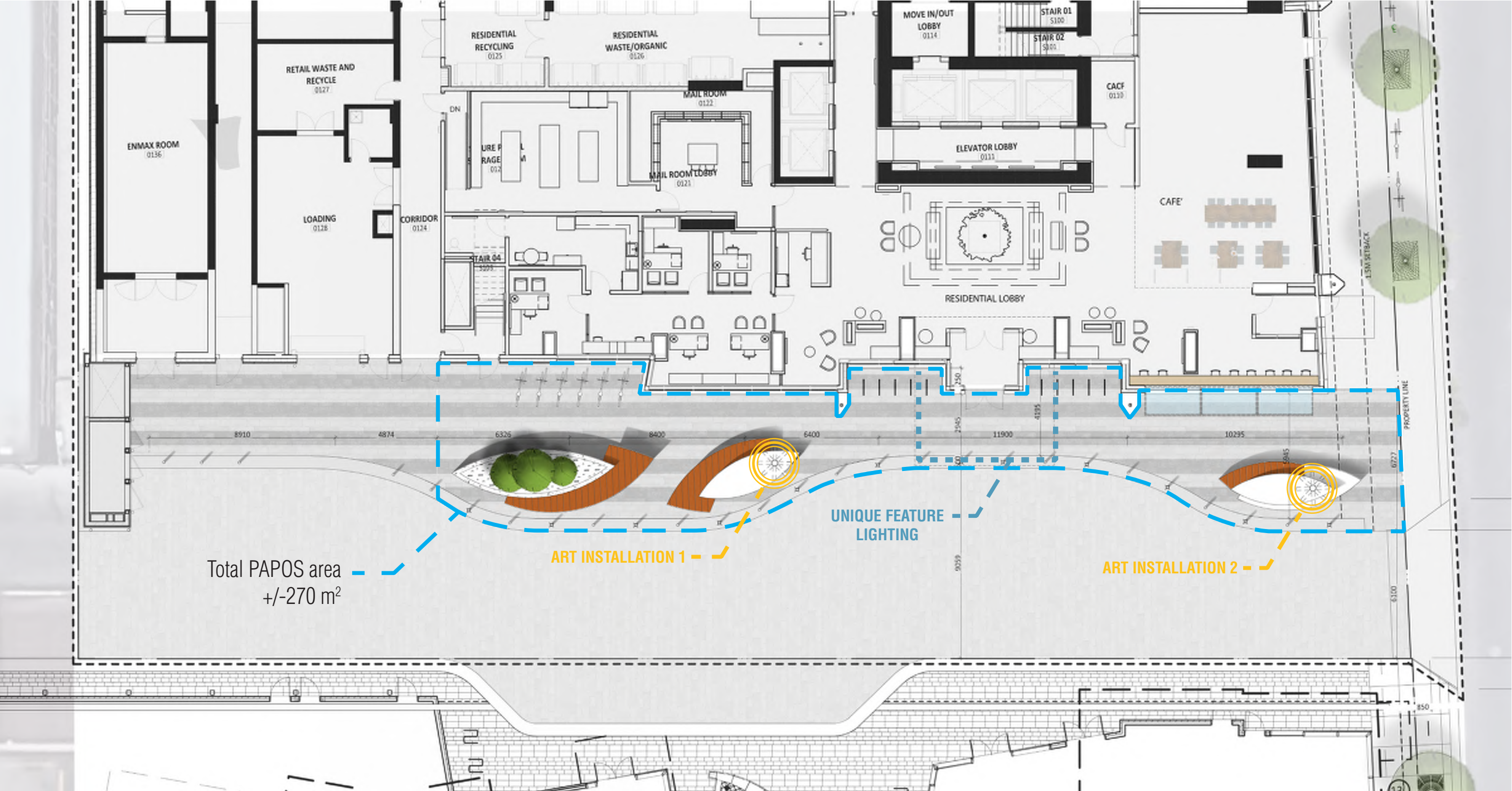
accounts for costs additional to ‘what would be built anyway.’ Examples of this logic include discounting the cost of public sidewalk in the bylaw setback areas, or discounting the cost of standard exterior glazing on the podium level, while including credit for the upgraded cladding for the canopies, landscaping and upgraded cladding as they all contribute to improving the public condition.

BASE F.A.R.	RESIDENTIAL USES	HERITAGE DENSITY TRANSFER		F.A.R. ACCOUNTED FOR	DENSITY REQUIRING BONUSING		INCENTIVE RATE CALCULATION	REQUIRED COST OF PAPOS AREA
		M ²	F.A.R.		M ²	F.A.R.		
5.0	3.0	8,094.47	2.82	10.82	6,837.4	2.38	\$270/M ² X0.75 = \$202.50/M ²	\$1,384,573.50

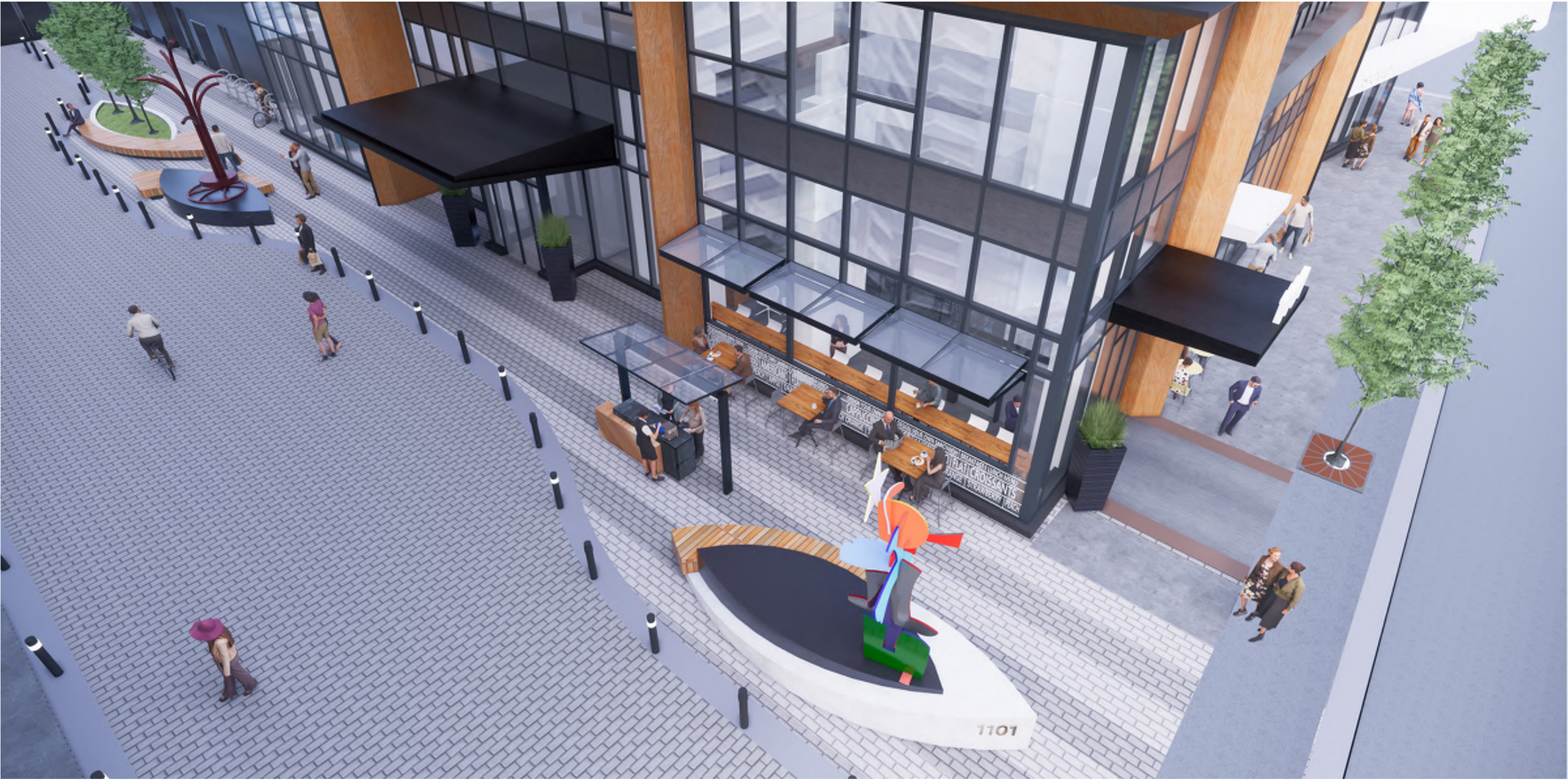
ALL REQUIRED BONUSING ABOVE 10.82 F.A.R. IS ACCOUNTED FOR BY UTILISING ITEM 2.0 WITHIN THE BONUSING PROVISIONS CONTAINED IN BYLAW 1P2007.



BONUSING AND DENSITY SUMMARY



SE CORNER - AERIAL VIEW



SE CORNER



NE CORNER



11TH AVE INTERFACE



AMENITIES AND ROOFSCAPE

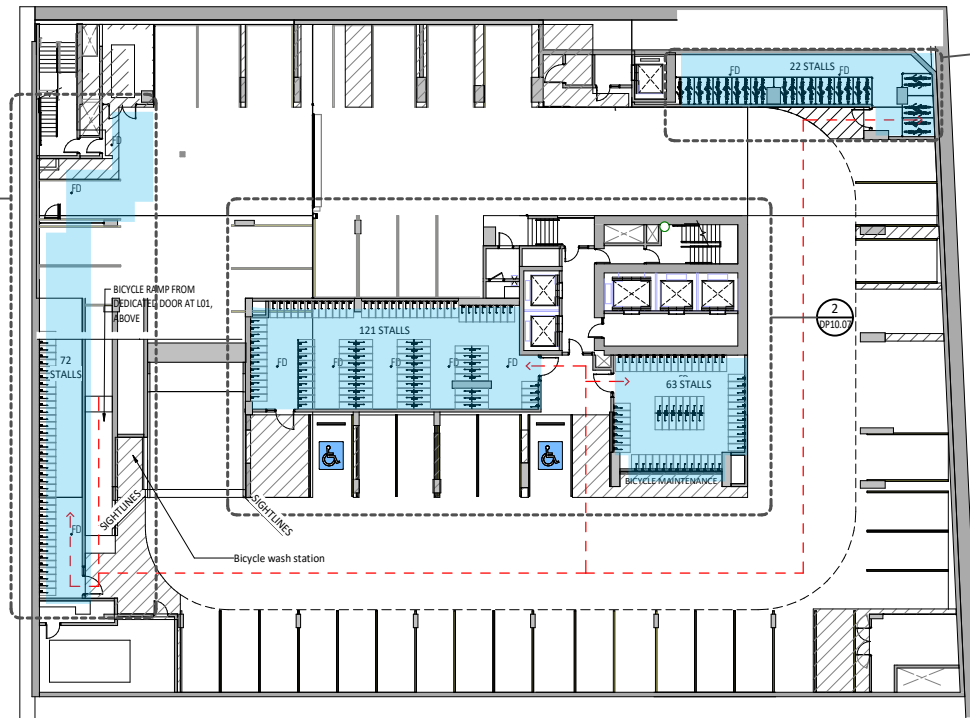
MOBILITY

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.

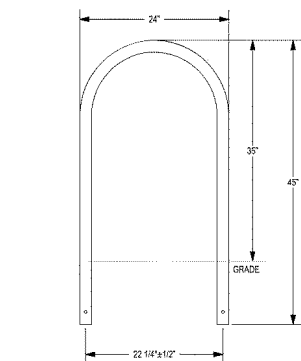
These solutions include an **secured underground bike parking and maintenance facility** which can be directly accessed through the main plaza and at grade, along with providing a variety of bike storage types intends to make this facility a highly usable feature of the Phase 2 of Park Central towers.



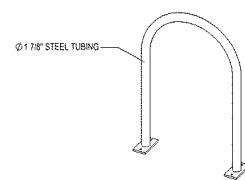
BIKE STORAGE & MAINTENANCE FACILITY



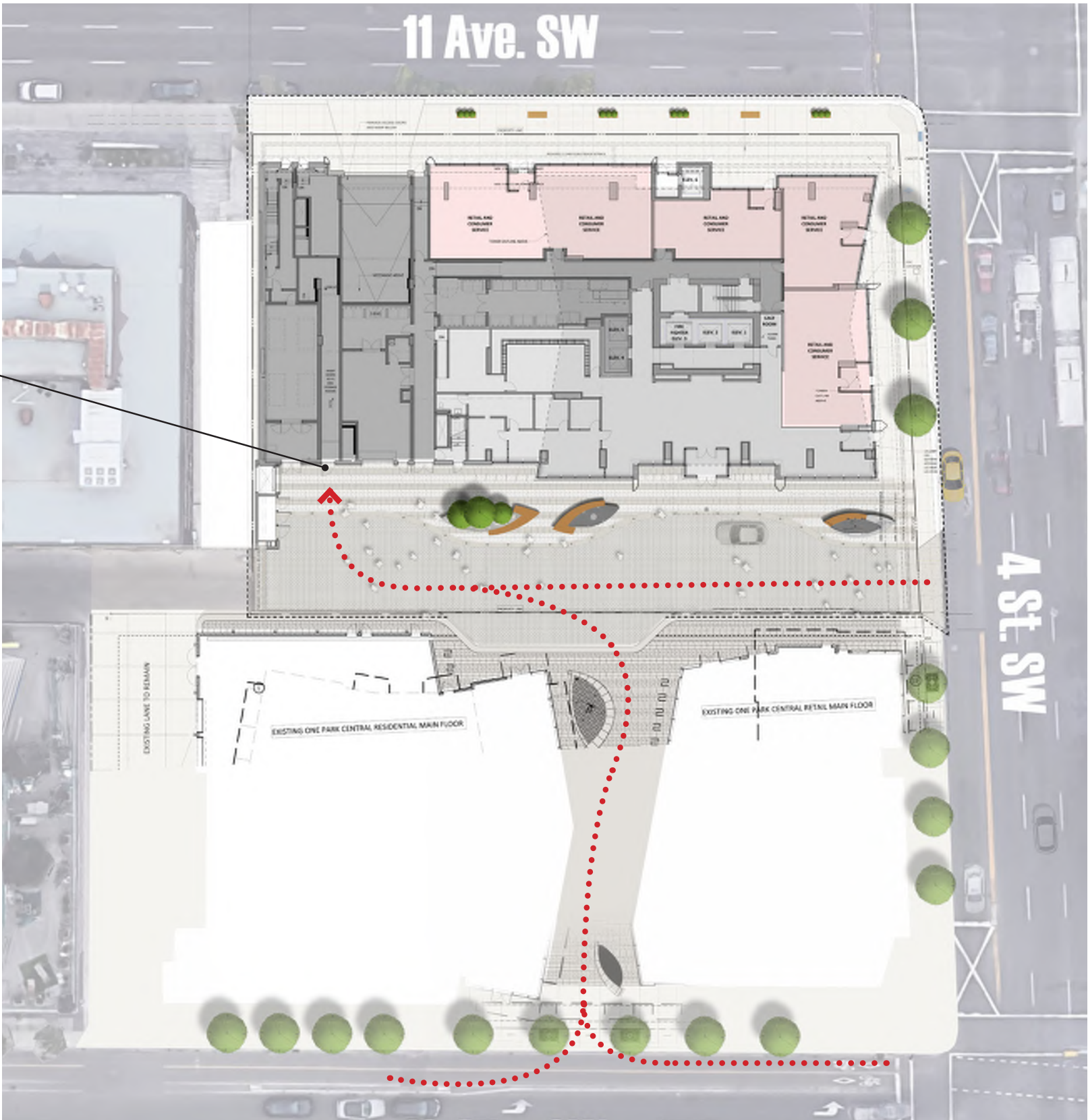
P1 SECURED BIKE STORAGE AND ACCESS PLAN



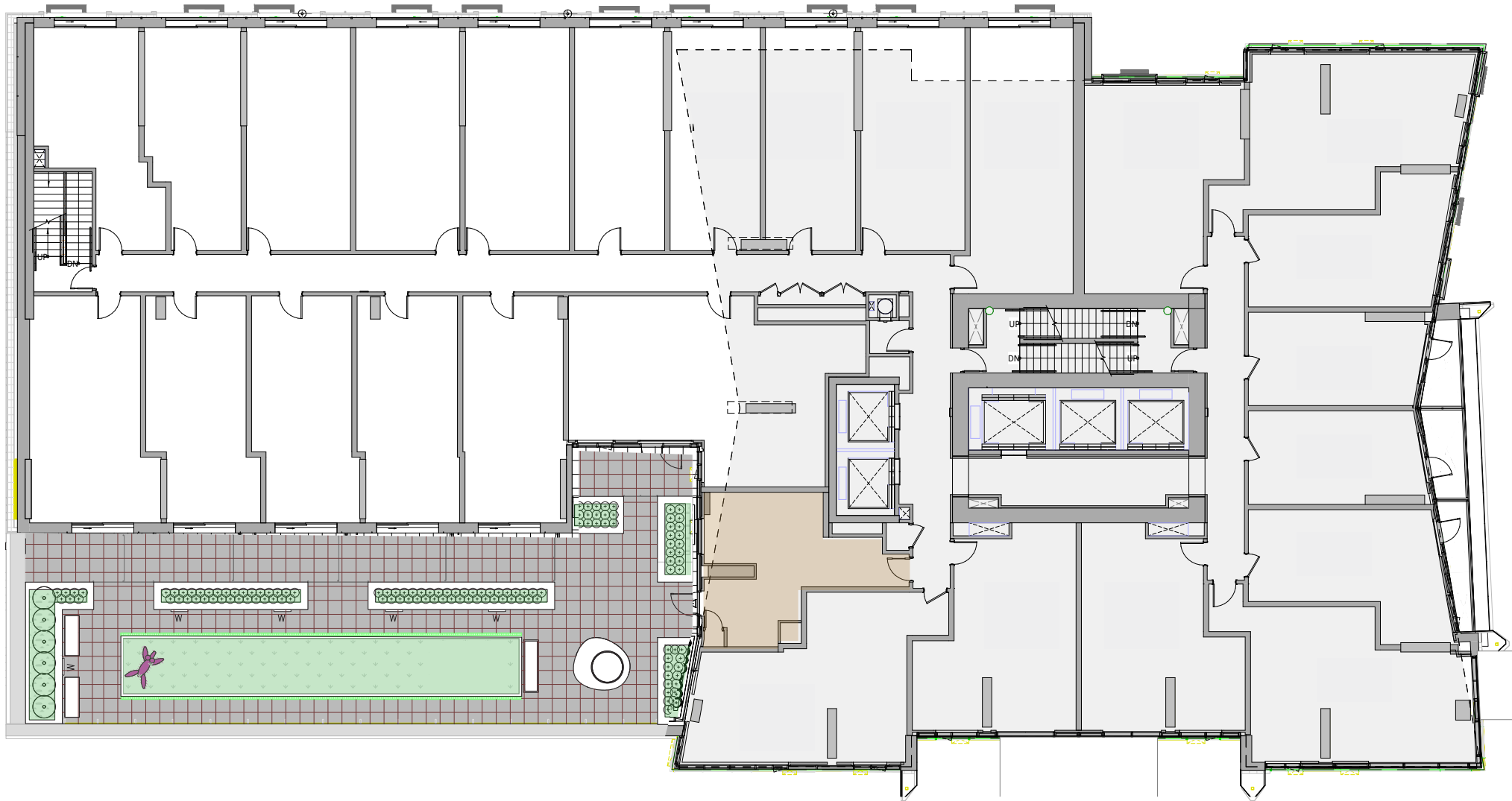
floor-mounted bike rack



wall-mounted bike rack



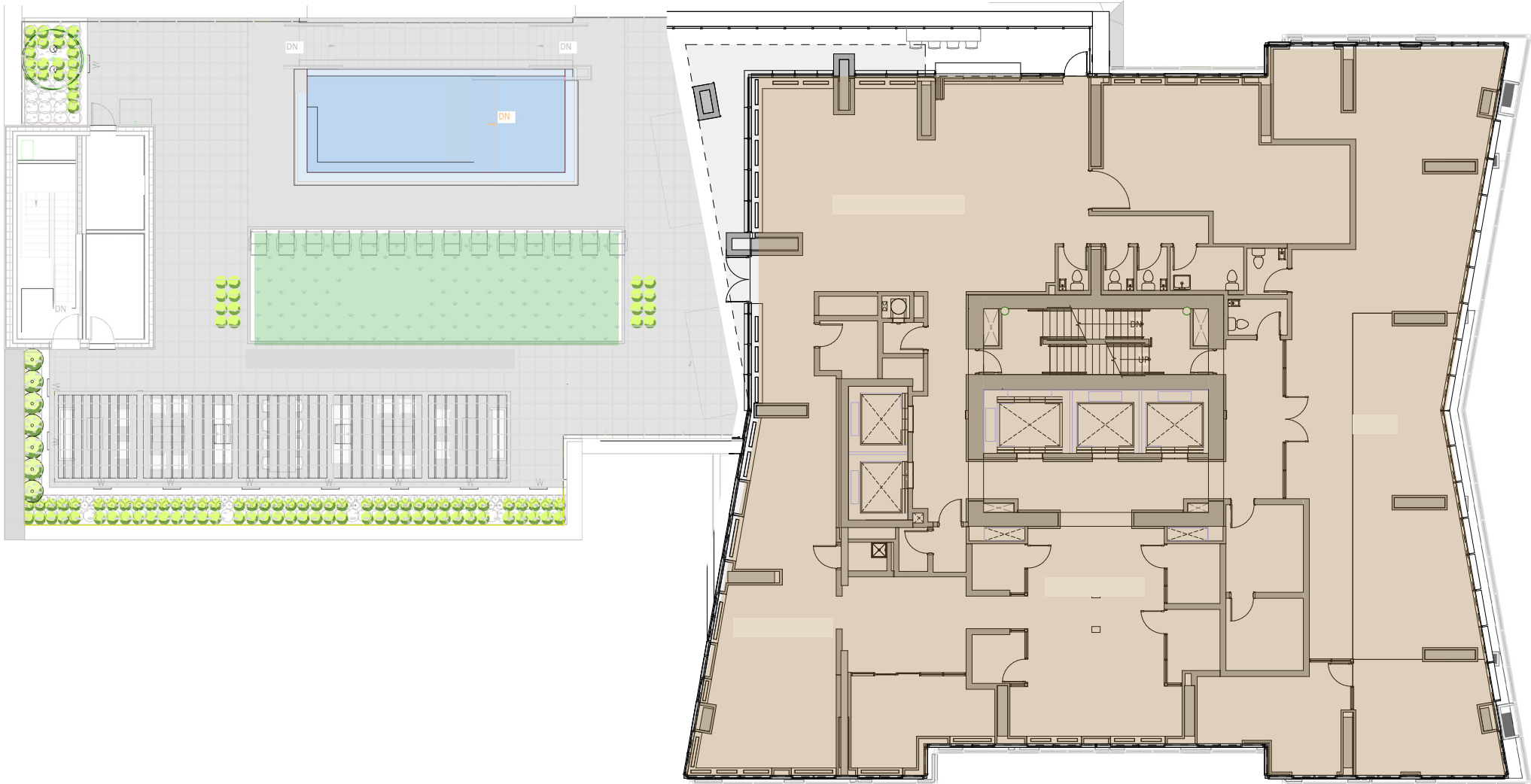
SECOND FLOOR DOG RUN & AMENITY AREA



SECOND FLOOR DOG RUN & AMENITY AREA



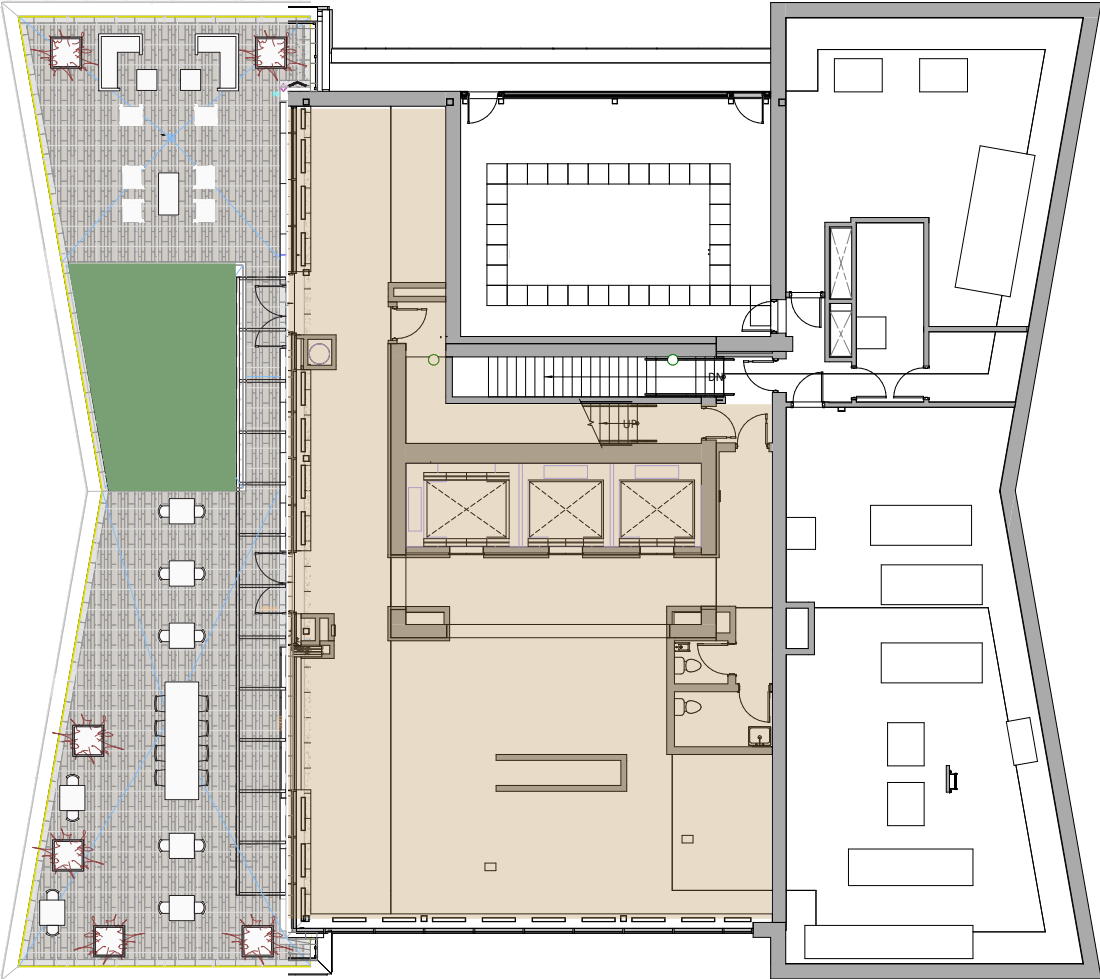
NINTH FLOOR AMENITY SPACE



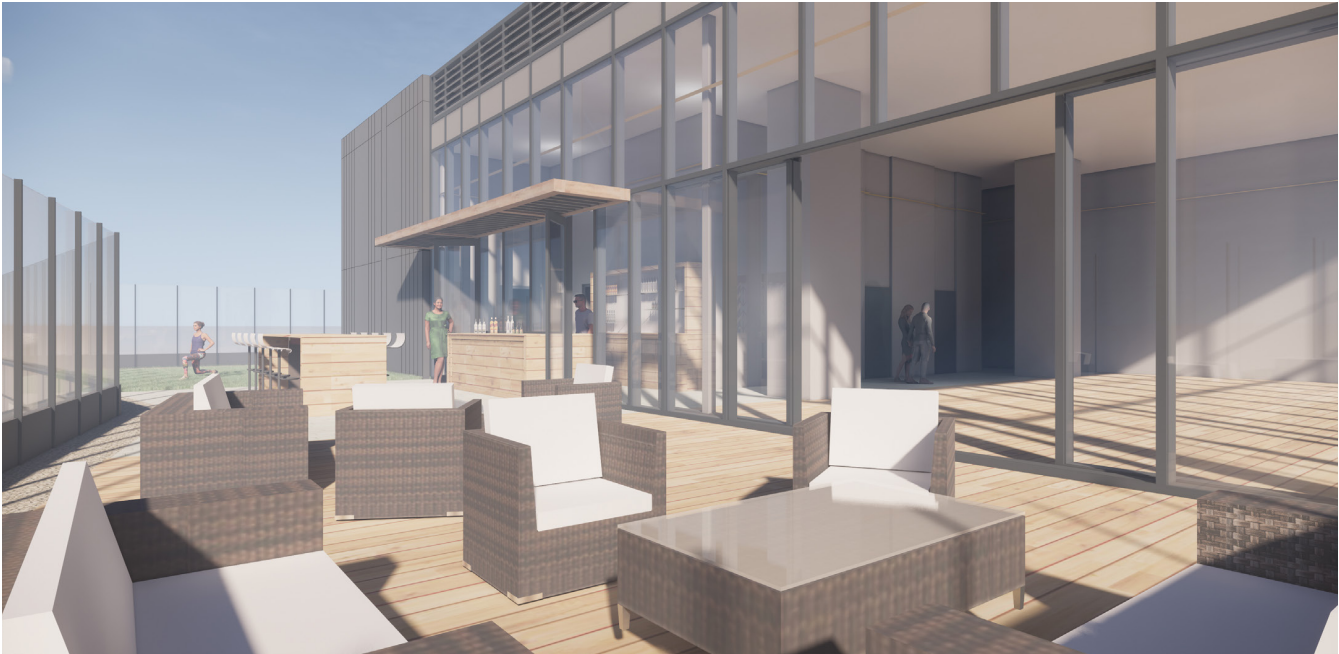
NINTH FLOOR AMENITY SPACE



ROOFTOP AMENITY SPACE



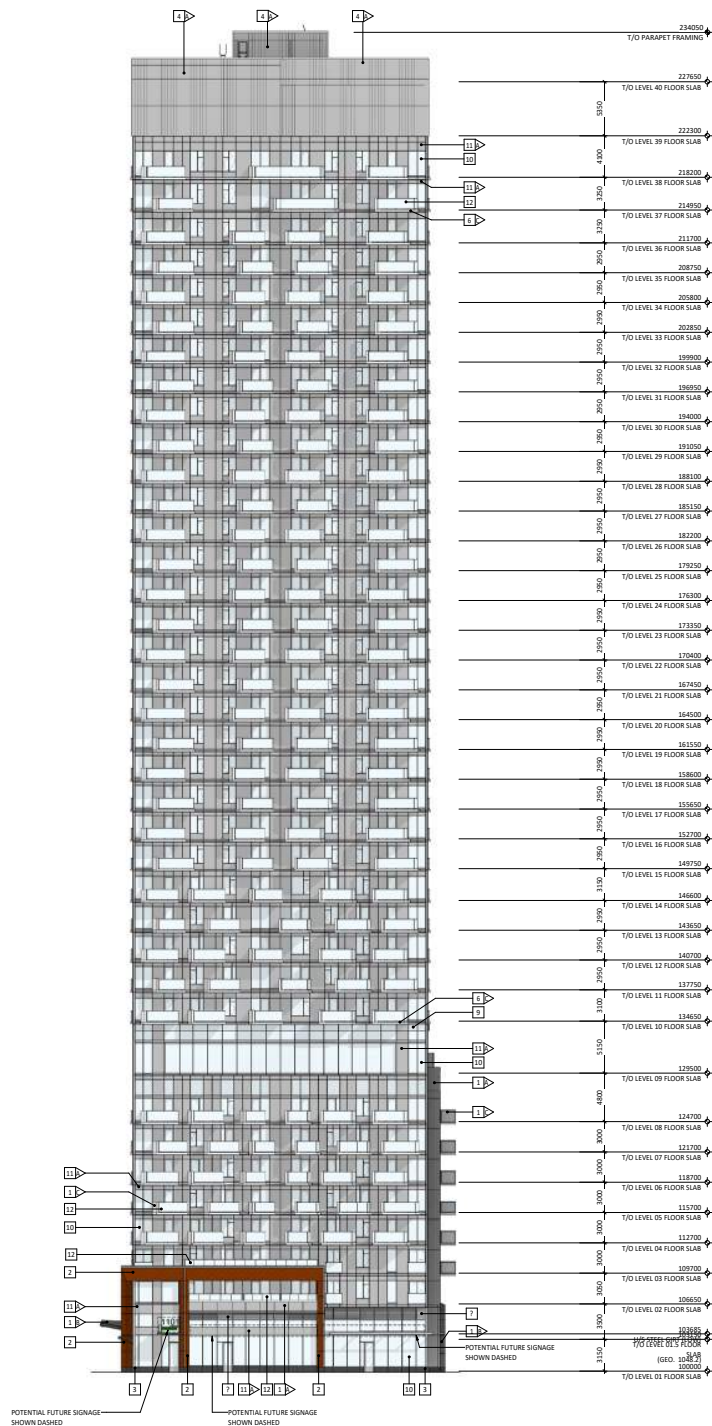
ROOFTOP AMENITY SPACE



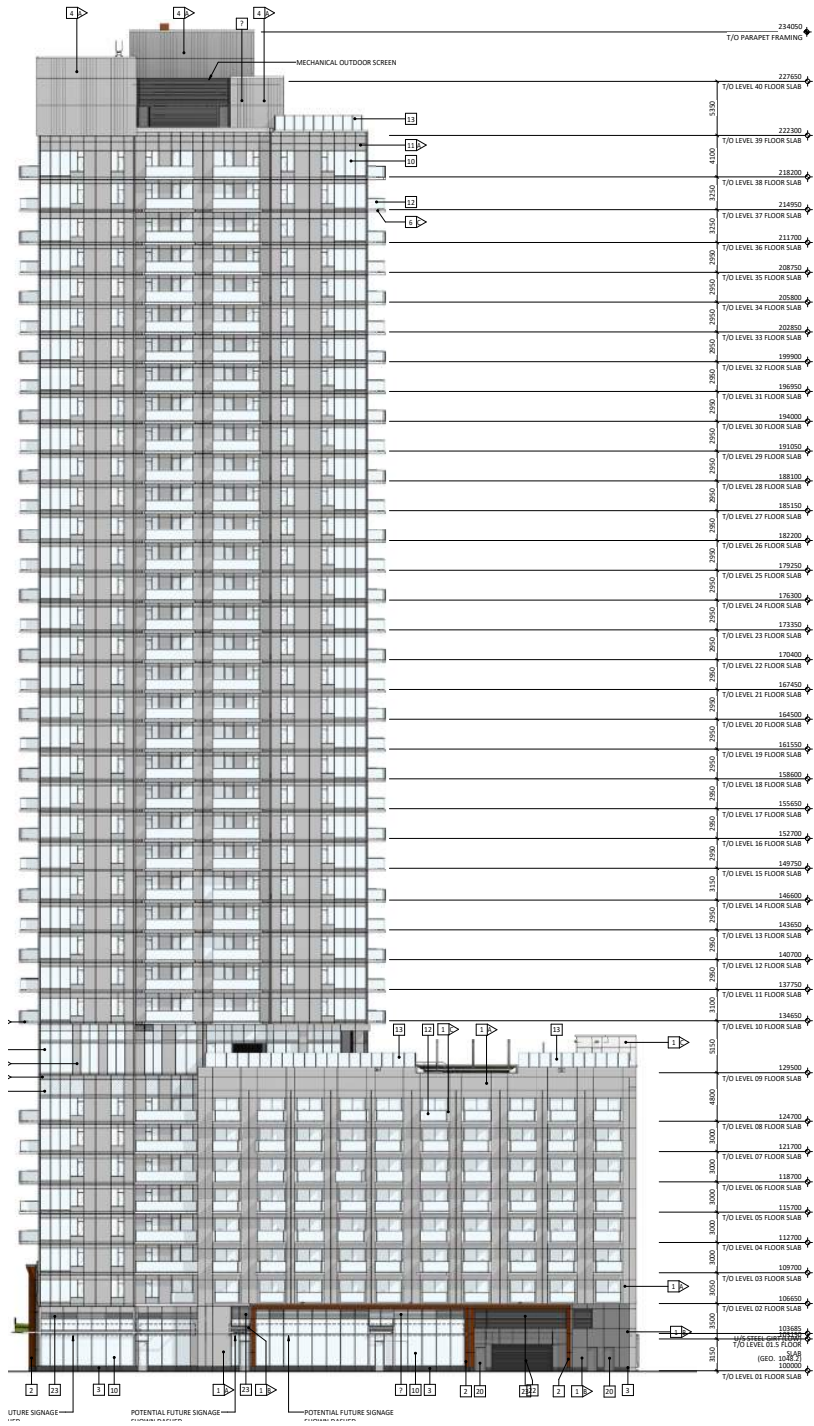
APPENDIX A

REFERENCE DRAWINGS

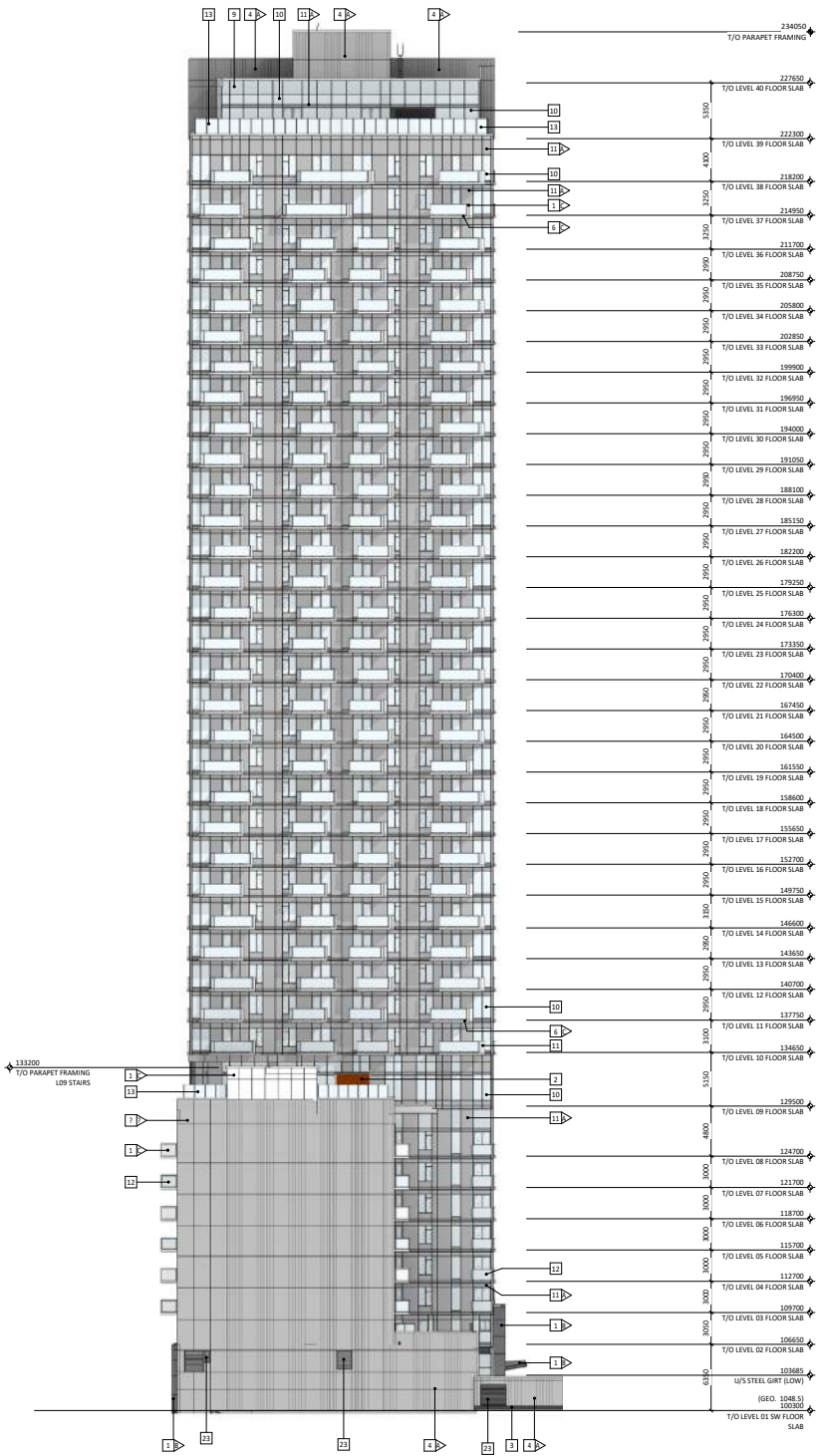
ELEVATIONS



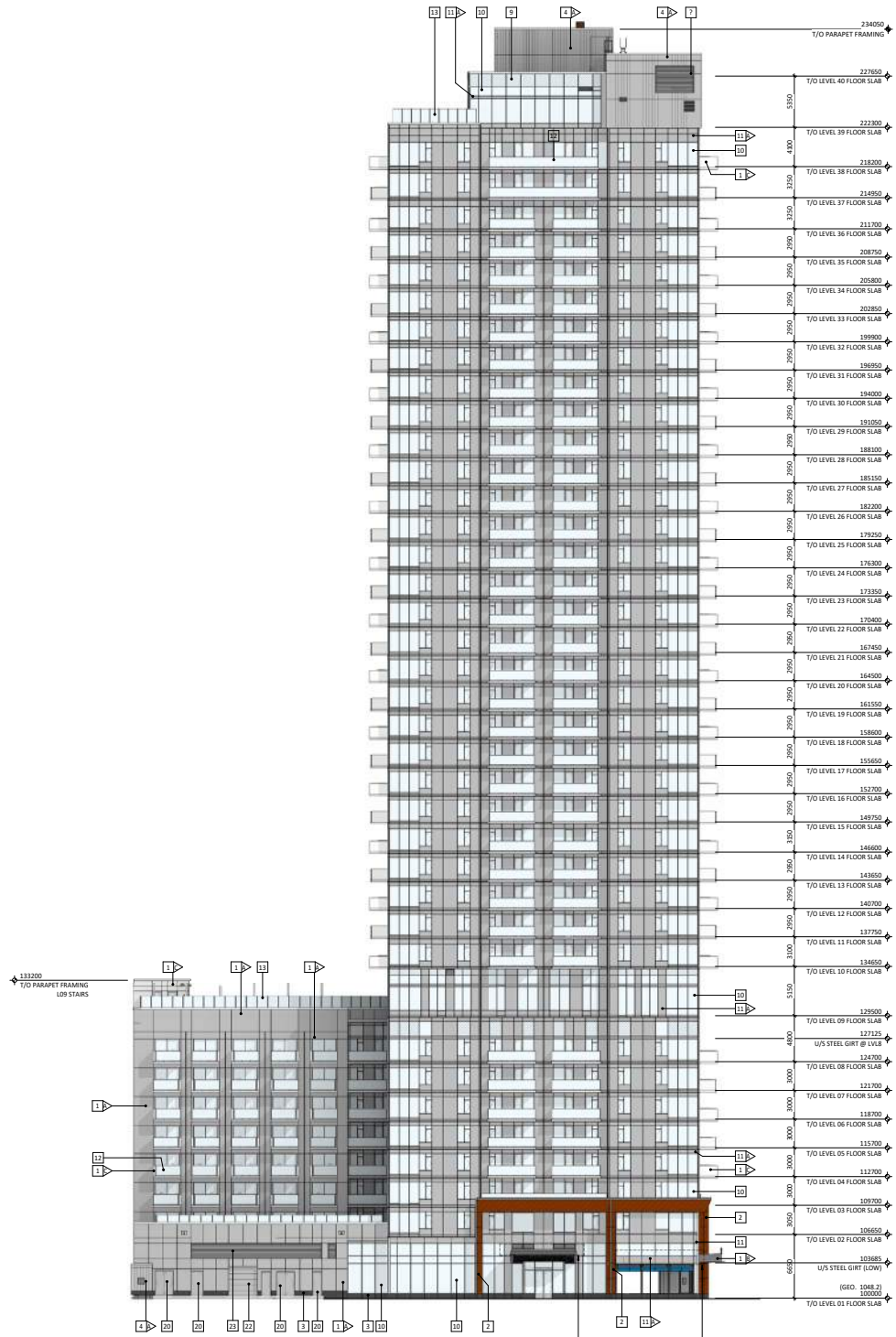
EAST ELEVATION



NORTH ELEVATION

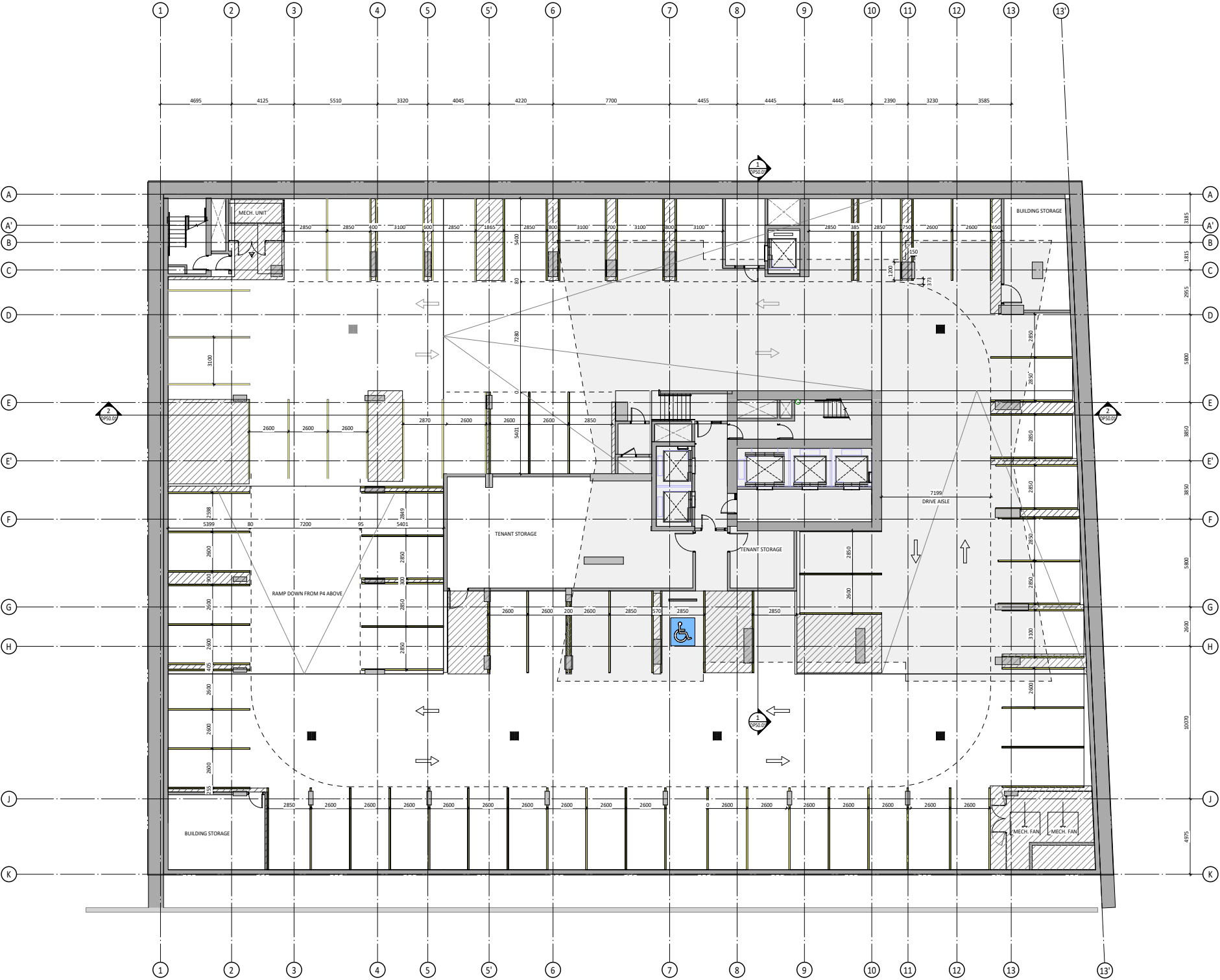


WEST ELEVATION

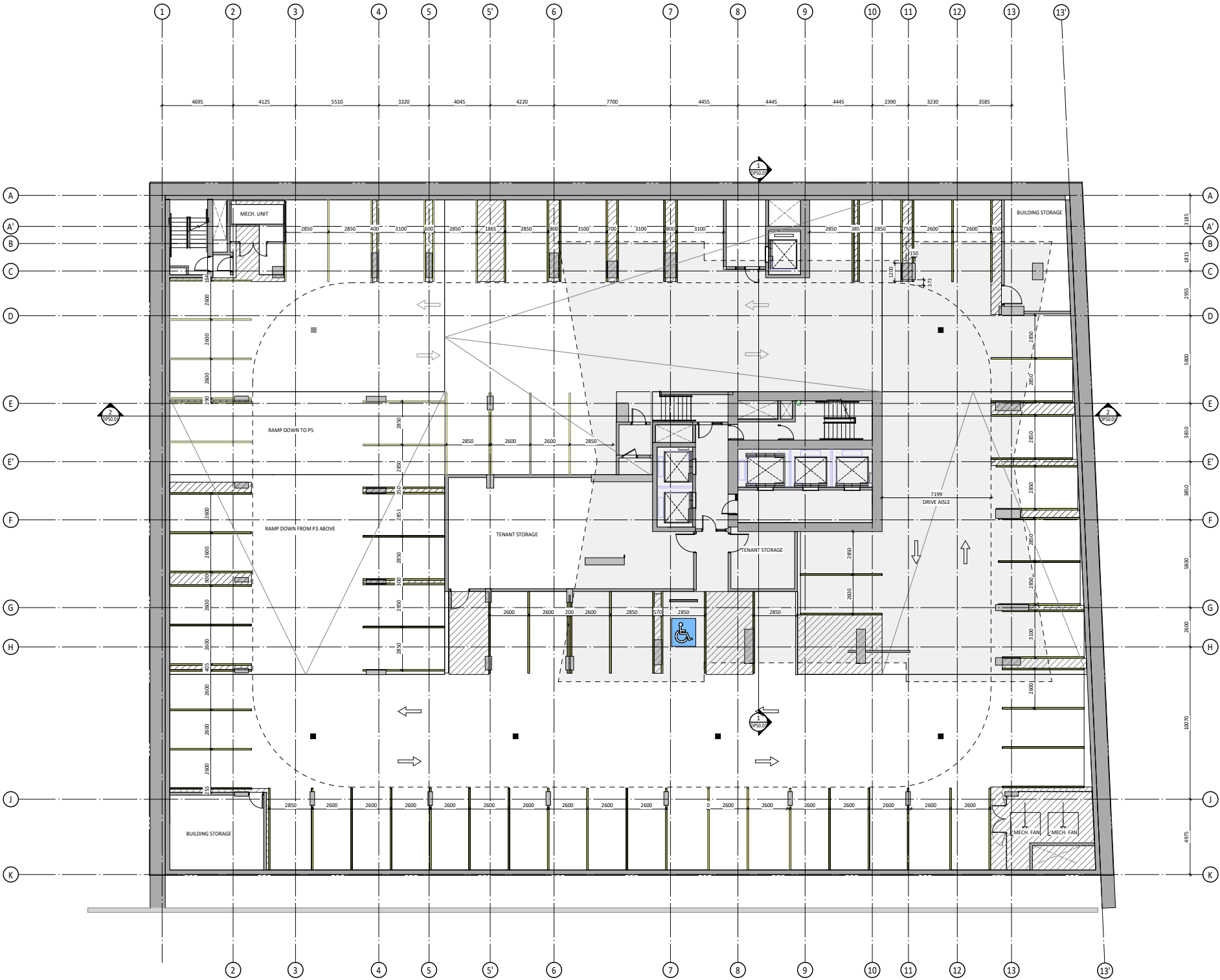


SOUTH ELEVATION

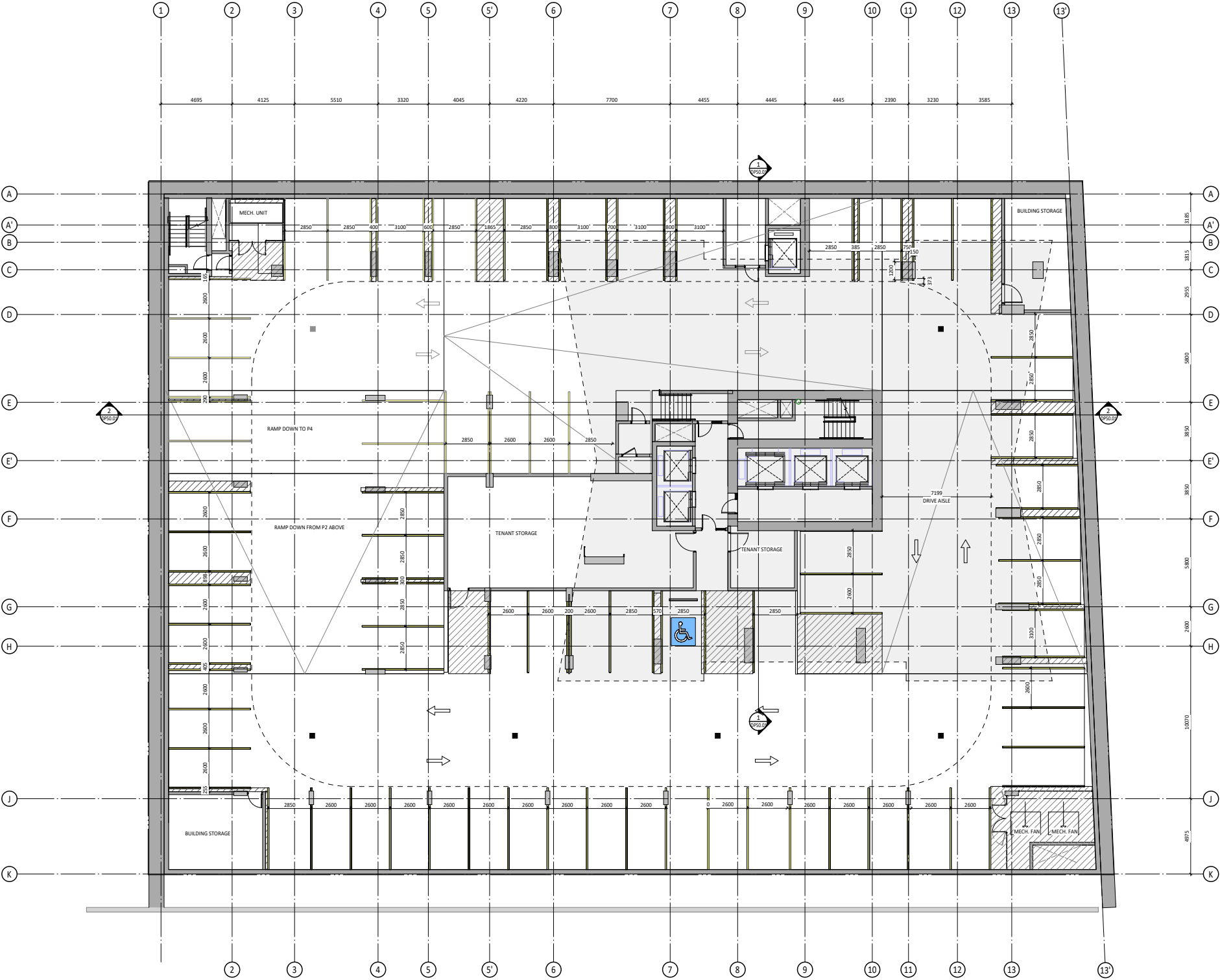
PARKADE 05 PLAN



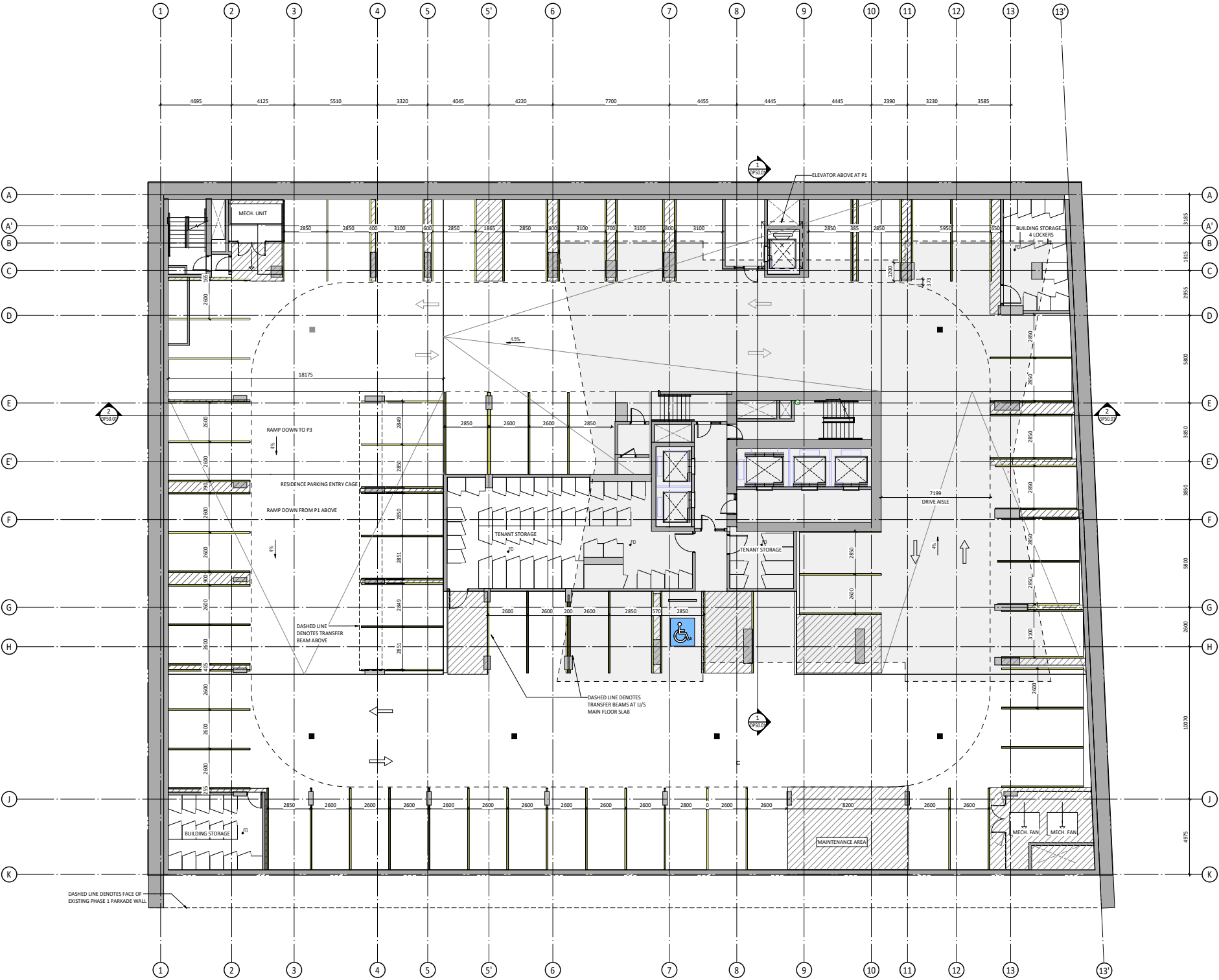
PARKADE 04 PLAN



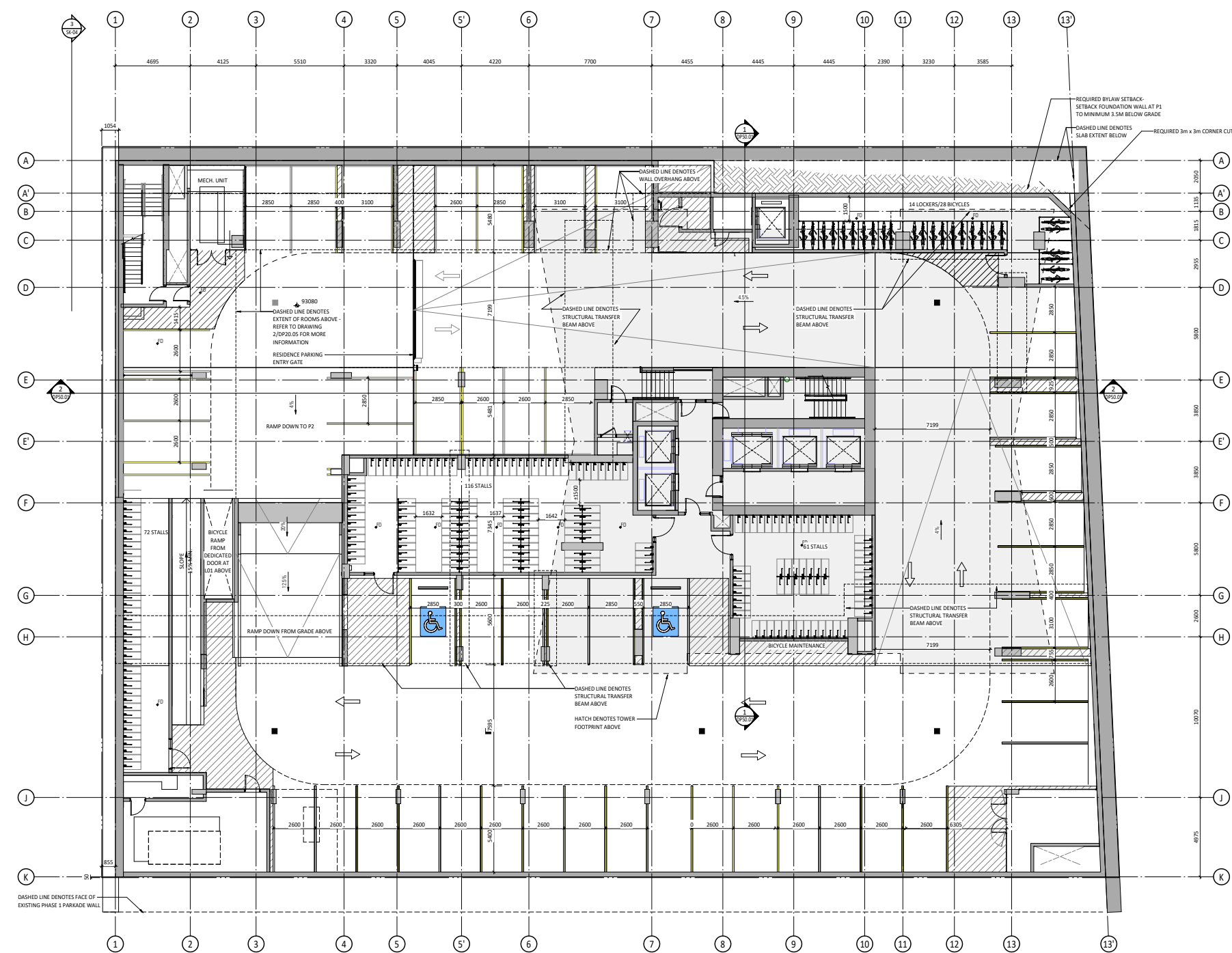
PARKADE 03 PLAN



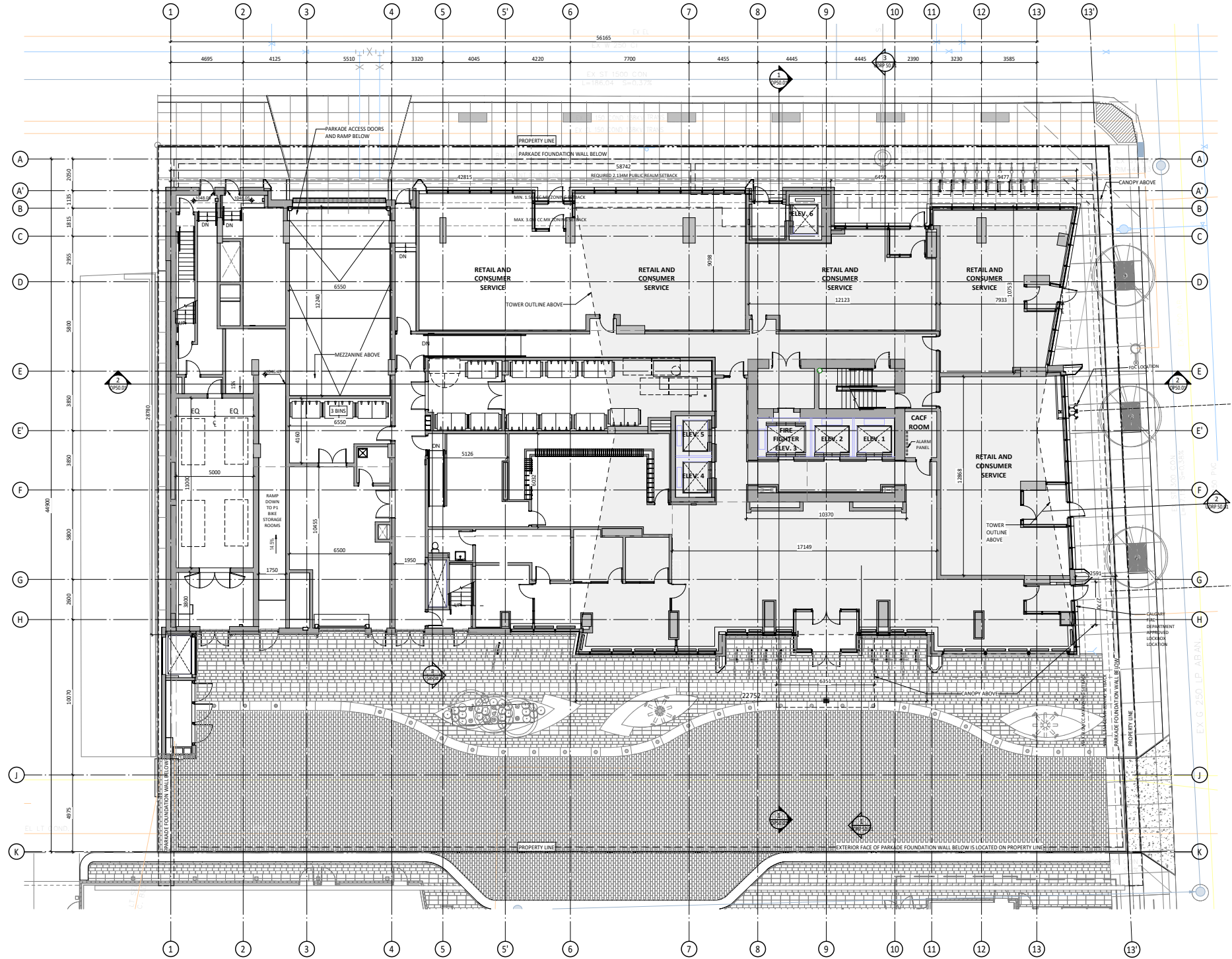
PARKADE 02 PLAN



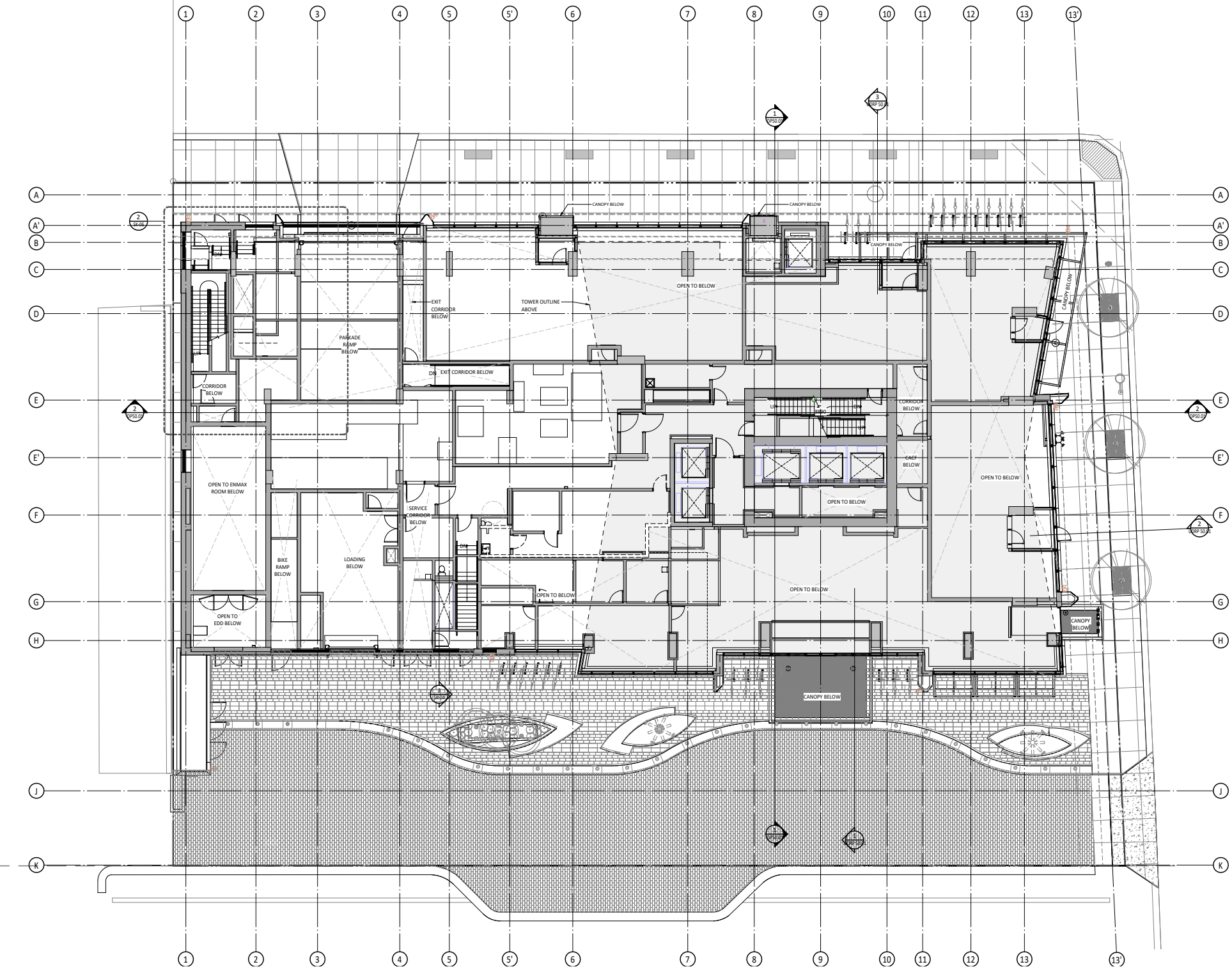
PARKADE 01 PLAN



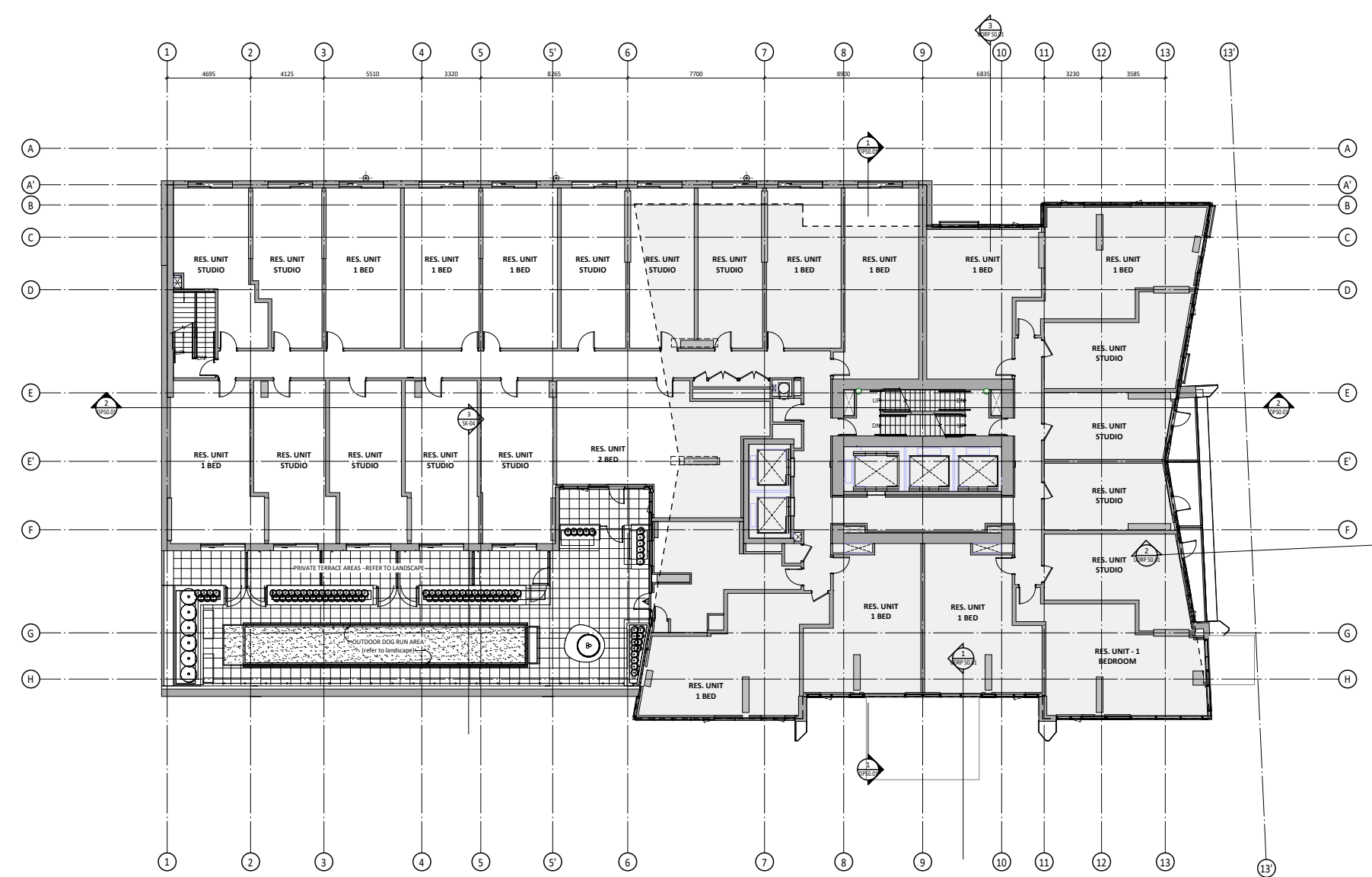
MAIN FLOOR PLAN



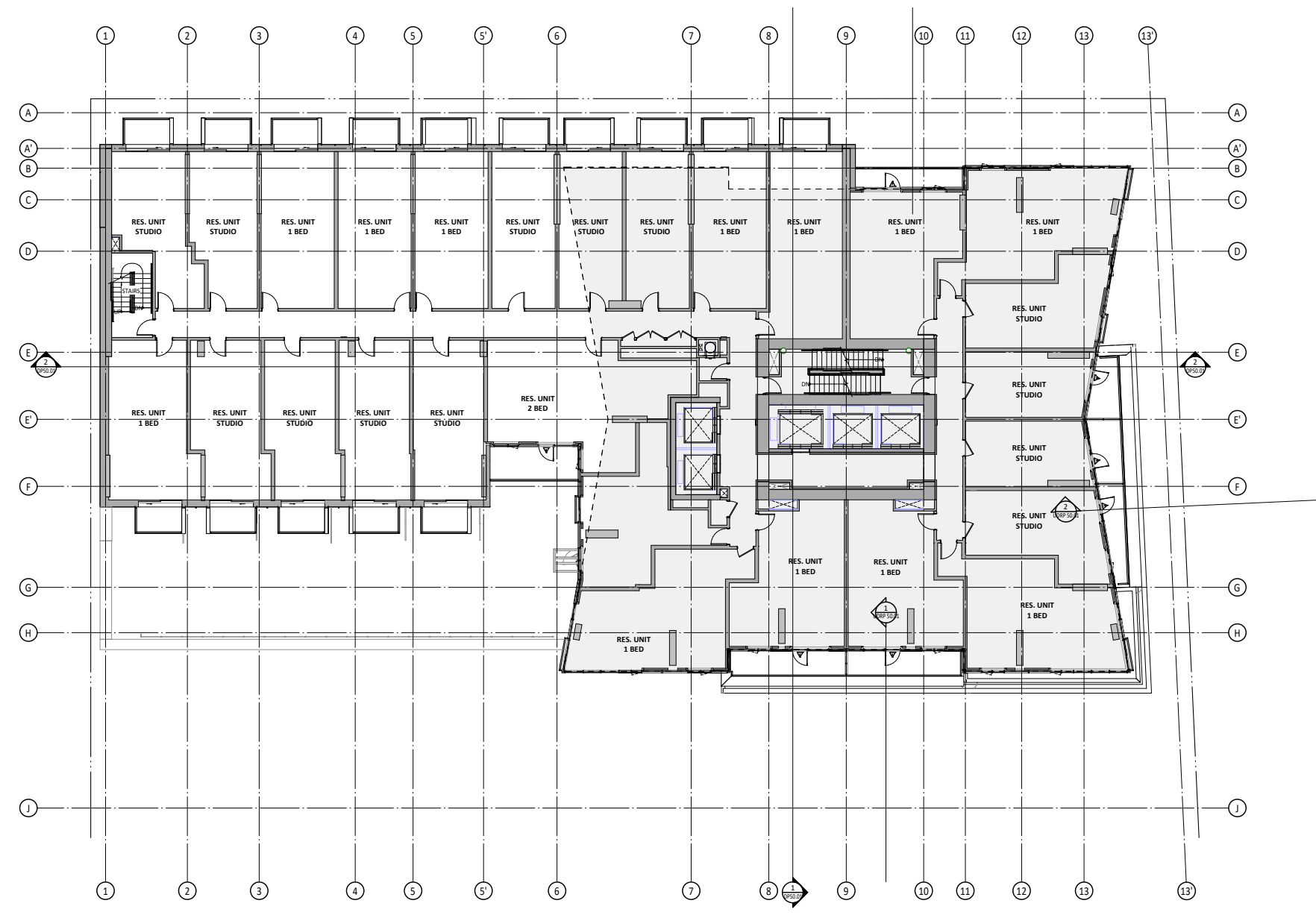
MEZZANINE PLAN



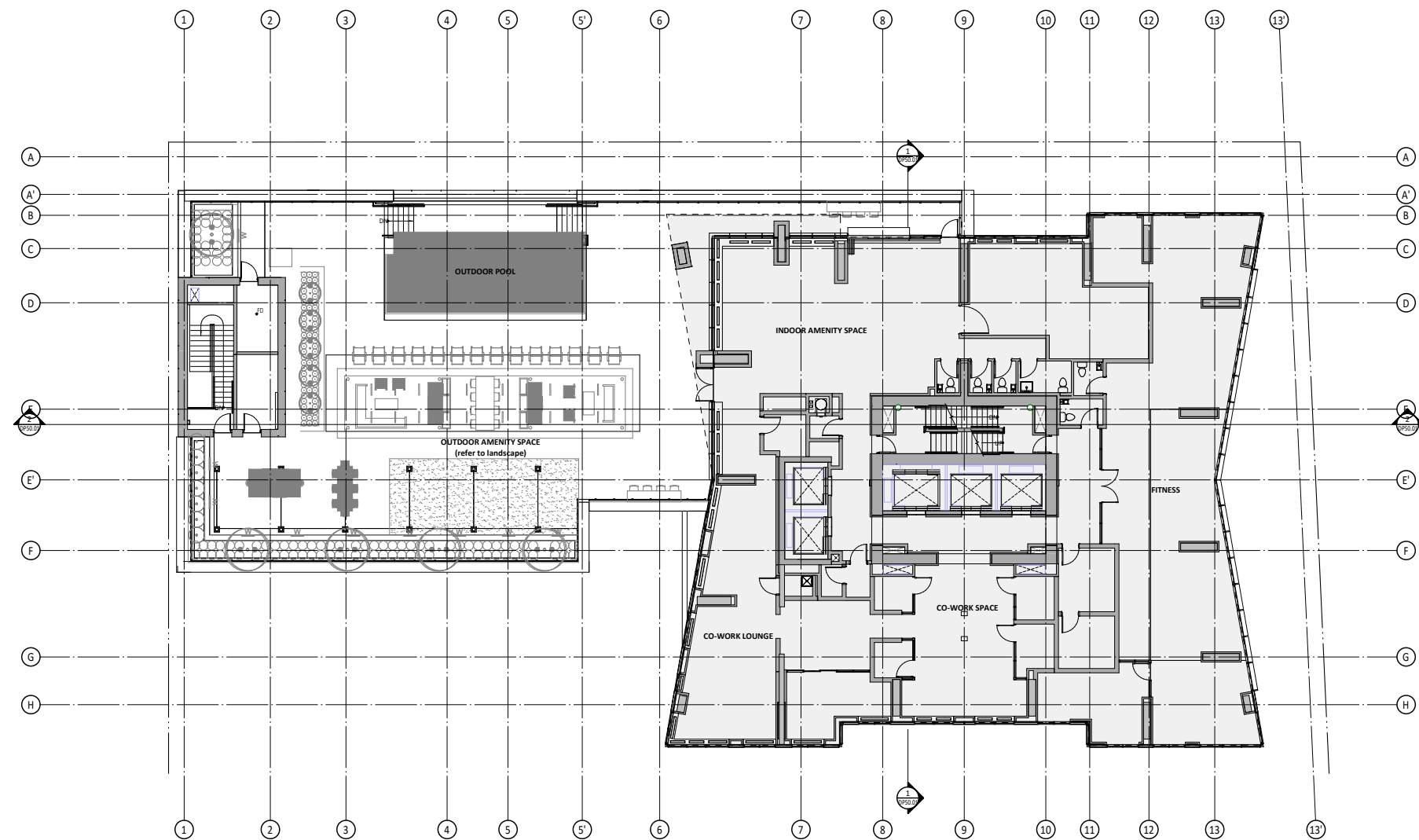
SECOND FLOOR PLAN



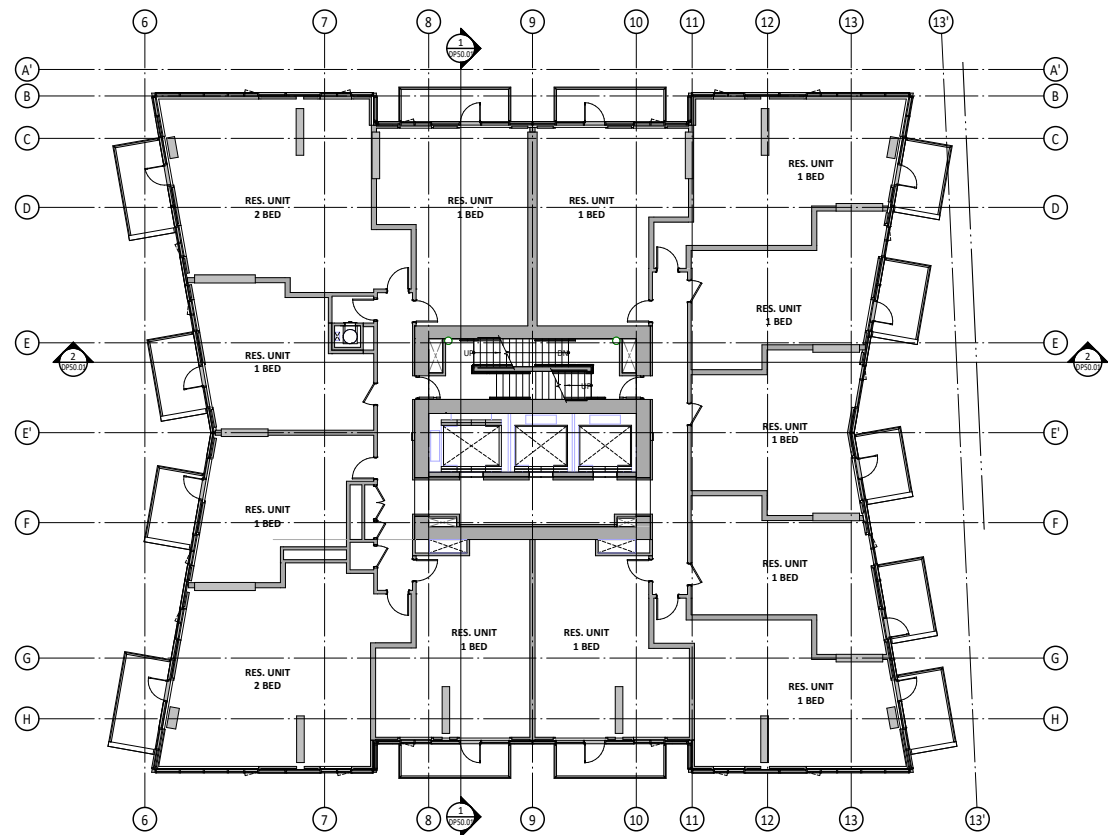
LEVEL 3-8 PLAN



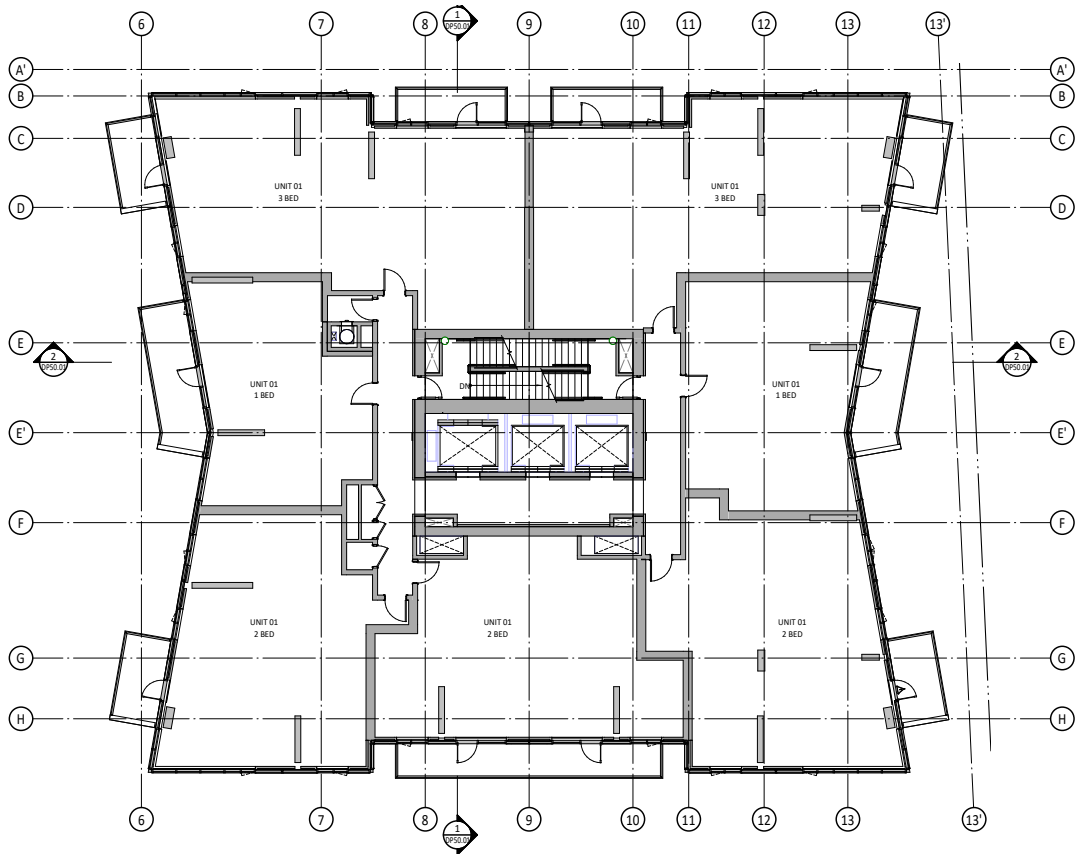
LEVEL 9 PLAN



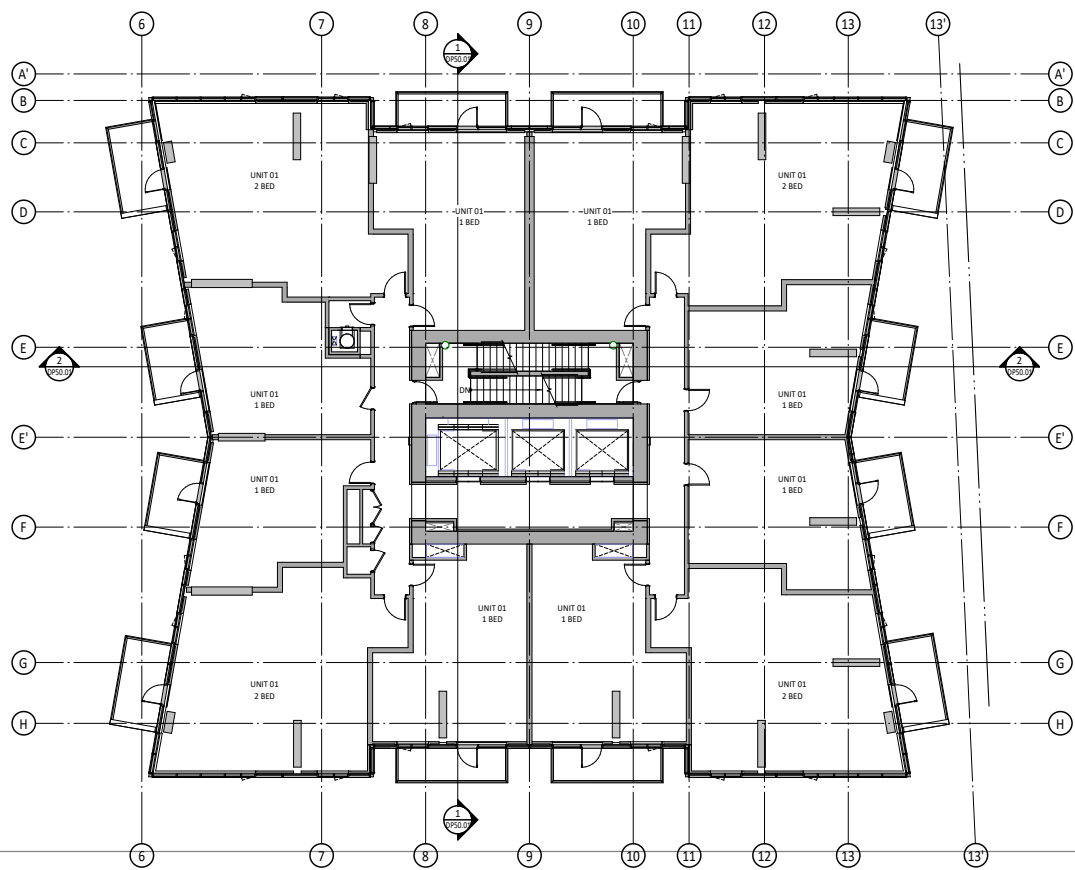
LEVEL 10-38 PLAN



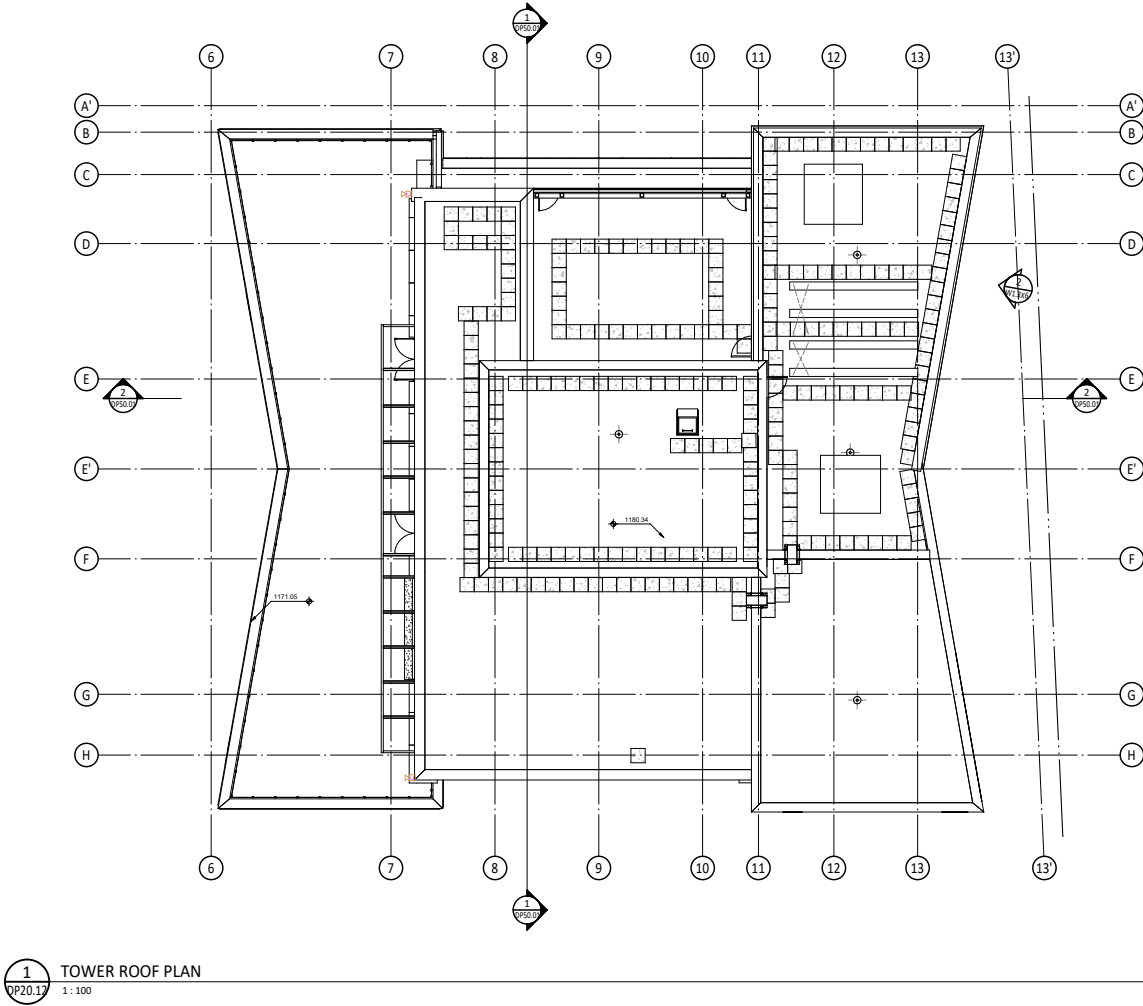
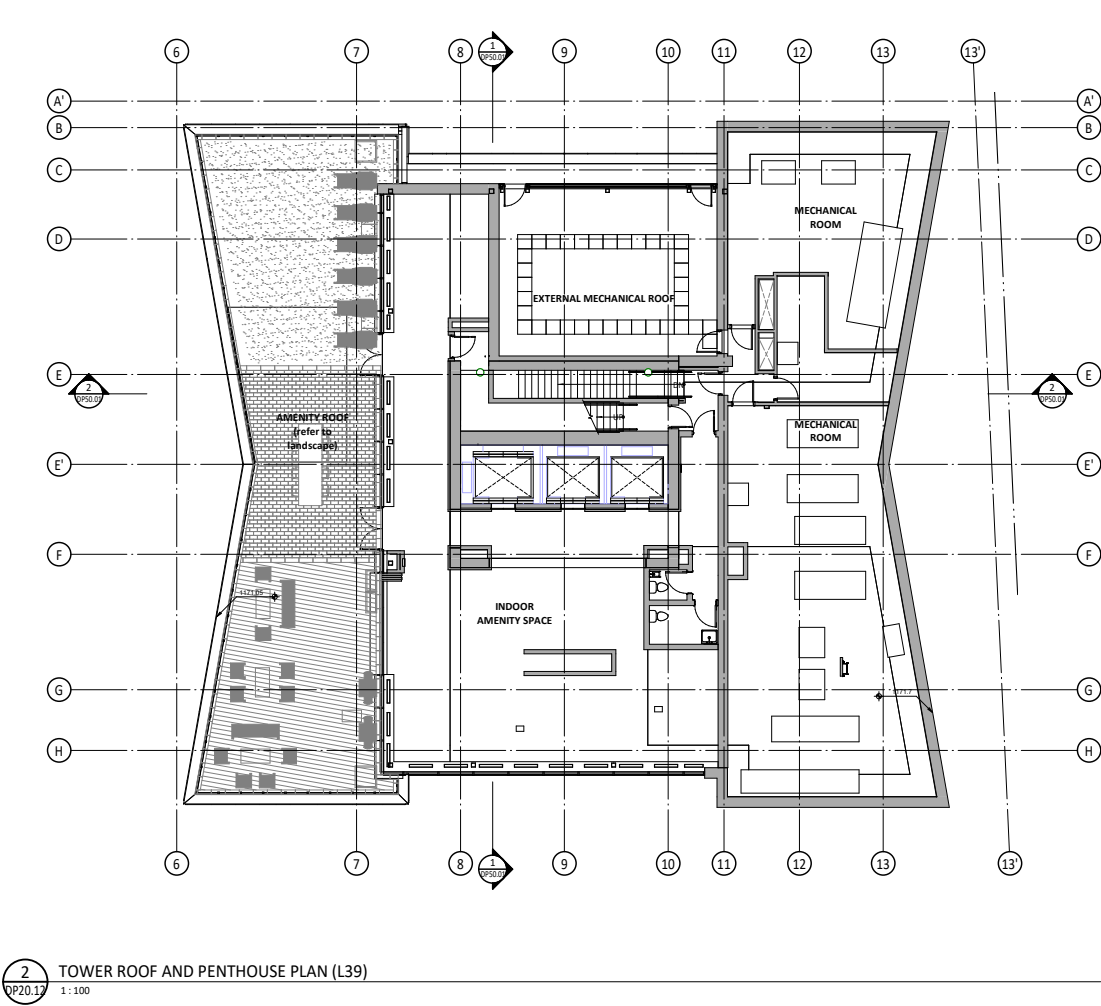
1 TYPICAL TOWER PLAN (L10-L14)
1P20.11 1:100



2 TYPICAL TOWER PLAN (L37-L38)
1P20.11 1:100



ROOF PLAN



SECTIONS

