

### Urban Design Review Panel Comments

<b>Date</b>	January 16, 2019	
<b>Time</b>	1:00pm – 2:00pm	
<b>Panel Members</b>	<b>Present</b> Chad Russill (Co-Chair) Terry Klassen Chris Hardwicke Colin Friesen	<b>Absent</b> Janice Liebe (Chair) Gary Mundy Glen Pardoe Beverly Sandalack Jack Vanstone Ben Bailey Michael Sydenham Eric Toker
<b>Advisor</b>	David Down, Chief Urban Designer	
<b>Application number</b>	<b>LOC2018-0209</b>	
<b>Municipal address</b>	11 190 Av SE	
<b>Community</b>	Silverado	
<b>Project description</b>	Land Use Amendment – CO OP Silverado	
<b>Review</b>	first	
<b>File Manager</b>	Jarred Friedman	
<b>City Wide Urban Design</b>	Xia Zhang	
<b>Applicant</b>	B+A Planning Group	
<b>Panel Position</b>	<b>Further Review Recommended</b>	
<b>Overall Ranking (1-5)</b>	<b>2.5</b>	

Note: Overall ranking is not an average of the *13 Urban Design Elements*, but a qualitative project rating of the application in its context.

5=Excellent (exceeds expectations, clear intent to achieve high quality outcome)

4=Good (somewhat exceeds expectations, high probability of success)

3=Average (meets expectations, likely to achieve basic standard of quality outcome)

2=Fair (somewhat meets expectations, multiple weaknesses or deficiencies)

1=Poor (does not meet expectations, demonstrates some lack of understanding of requirements)

#### Summary

The Panel finds the application, regarding the added density, uses, and location of those uses, appropriate to best-practice, as supported by the Policy Context summary. The Panel welcomes the opportunity for early review of this information package recognizing that it does not yet reflect aspects such as massing, elevations, or cross-sections. Primary UDRP comments summarized below, support the rated urban design elements expanded in the table –

- 1) The subject parcel is notably restricted by the fixed vehicular access points. The position of access points and related internal circulation has a dual impact: first, on contiguous walkable connectivity; and second on north-south vehicle short-cutting. The north-south short-cutting and its pairing from the 190 Ave all turns access point to the central main plaza generated comment from the Panel. For northbound, it is viewed as a likely bypass from the main street. To direct traffic where desired and improve this interface, the Panel encourages the Applicant review and consider means of eliminating the short-cutting option(s) altogether.
- 2) Overall site connectivity be reviewed to strengthen visual and physical access, reinforcing meaningful desire lines proposed nodes/plazas framed in a hierarchy of thresholds to placemaking outcomes. Small adjustments to building footprints can unify these connections to be more direct. Configuring paths of movement to positive and better-connected place-based outcomes will enhance experience. They need to synchronize with phased development as all need to work together in a complementary manner – to optimize full-yield benefits.
- 3) The proposed right-in, right-out access to the Main Street public realm appears to be the right transition and scale for a Shared Space experience; these streetscapes typically provide a raised full block streetscape, eliminating curbs and cultivating a unique level of street-life activation for the resident population and supporting market area. Applicant to review potential opportunity for an enriched public realm.