

Urban Design Review Panel Comments and Applicant Response

Date	October 2, 2019	
Time	1:00	
Panel Members	Present Chad Russill (Chair) Terry Klassen Ben Bailey Colin Friesen Glen Pardoe	Distribution Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Ryan Agrey Jack Vanstone Michael Sydenham
Advisor	David Down, Chief Urban Designer	
Application number	PE2019-01594	
Municipal address	1002 14 St SW	
Community	Beltline	
Project description	Proposed mixed use development	
Review	first	
File Manager	Adam Sheahan	
City Wide Urban Design	Xia Zhang	
Applicant	NORR Architects, Engineers, Planners	

Summary

The Panel appreciates the early engagement by the Applicant and the opportunity for initial review. In general, the proposed tower conception is a competent preliminary design. Although it accomplishes some of the goals of the thirteen urban design elements, UDRP feels the best-fit design for this high-volume intersection at 14 Street SW and 10 Avenue SW should be a stronger and leading approach toward creating a gateway public realm. This application is viewed as being critical in the development of the Beltline, as it is a significant gateway project, anchoring the NW corner of the community and worthy of a creative, landmark approach. As such, UDRP recommends the Applicant study and develop the following aspects –

- Building edge interfacing conditions and relationships attributable to an appealing, livable public realm are of paramount significance. As proposed, three edges are somewhat active and engage the street, with the fourth being appropriately designed for functional building aspects along the lane. However, design refinement is recommended to improve these interfaces with building/porosity design and public realm/landscape design, with attention to accessibility and transitional thresholds at building entrances, street corners and laneway crossings.
- The building scale appears appropriate in the future context and is cued to set the bar for upcoming developments in the area. This gateway tower in the presented form lacks creativity. UDRP suggests the Applicant re-study the project's purpose-driven narrative/thesis and apply a greater concept to guide the design to a more distinctively unique and creative response.

Applicant Response

Hat at 14th Street is a 28 storey mixed use development consisting of commercial retail units at the ground floor and residential rental units in the rest of the building, totaling 239 units. There are 5 levels of underground parkade.

The location of the site at the corner of 10th Avenue and 14th Street SW has informed the building design. A strong 2 storey (11m) base/podium aligns to a human scale with the smaller tower floorplate above. (+/-750m²). The top two

residential penthouse floors are stepped back to create a strong building “cap” finished with an articulated mechanical penthouse. This building form respects the future development of adjacent sites along both 10th Avenue and 14th Street, which we anticipate will be developed with similar massing thus reinforcing the street edge.

Considered a gateway site into the Beltline, the NW corner of the building has been enhanced at the podium with the introduction of a corner “frame creating a feature that celebrates the corner and connects to the amenity level.

Podium materials have been carefully chosen for quality, texture and durability. Visual permeability into the retail units at the ground level is accomplished with floor to ceiling glass. Opaque surfaces on the second level are clad with metal panels with both smooth and textured of woodgrain surfaces. The podium is four sided to greet the public realm including the rear laneway façade which includes a mural reminiscent to street art in the form of graffiti.

The street edge on 14th Street and 10th Avenue are widened by the ROW and bylaw setbacks. They are detailed to provide a well animated public realm with space for street trees, a spacious and clear pedestrian walkway and bike lane on the 14th Street side. The residential entrance is located on 13th Street in order to give more privacy. Due to grading of the site the residential entrance is raised a few steps and a ramp for barrier free access is introduced while allowing for a wide pedestrian walkway and street trees. The possibility exists for angled parking along 13th which will be determined upon further study. Details of the design of the public realm are shown in the Landscape drawings and concepts included in the DP submission.

Our design response to the gateway condition for the tower portion is through the differentiation of the NW corner of the tower with a darker window wall contrasted by white balcony soffits. This creates visual interest and more articulation on this highly visible corner of the tower. The two smaller floorplates at the top are setback and have more glazing and transparent appearance to denote the penthouse residential units and present larger and more continuous balconies. The top mechanical penthouse presents a differentiated top to animate the city skyline.

The materiality of the tower consist of window wall, with as much vision glass as possible. There are two tones of vision glass, one clear in the corners and a blue tinted in the center areas. Tower corners are accented with dark gray/black spandrel glass and white spandrel glass, arranged in opposing corners to create contrast at each side of the building. The center blue tinted glazing will present a complementary blue spandrel glass where required.

Our general intent is to achieve a contemporary timeless architectural design with the use of simple forms, well- articulated, responding to the context in which the building is located and connecting to the public realm.

Urban Design Element	
<p>Creativity <i>Encourage innovation; model best practices</i></p> <ul style="list-style-type: none"> Overall project approach as it relates to original ideas or innovation 	
UDRP Commentary	<p>While the Application exhibits pragmatically sound design principles in early form, it currently lacks creativity, bordering on a facsimile approach to other completed buildings in the City. A unifying concept or thesis that adequately addresses the site should be taken, given the application is viewed as a gateway project to the Beltline.</p>
Applicant Response	<p>Considering its “gateway” presence the overall massing has been refined to establish a unified concept for the project in general that reinforces the northwest corner. Specific details have been added to the building character to create a visual address and sense of place in this important gateway corner location.</p>
<p>Context <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i></p> <ul style="list-style-type: none"> Massing relationship to context, distribution on site, and orientation to street edges Shade impact on public realm and adjacent sites 	
UDRP Commentary	<p>Noted, the tower is somewhat out of scale relative to its current context, however deemed suitable relative to the future context, and therefore appropriate to the aspirational future context. Placement and shade impact present no concern to the UDRP.</p> <p>Proposed retail at grade public realm along interfacing busy 14 Street SW and 10 Avenue SW needs to illustrate proposed and possible future cross-sections of future roadway widening – near and long-term implications on scale and vitality of public realm. Cross-sections not included as part of pre-application package.</p>
Applicant Response	<p>Cross-sections of the boulevard have been developed to illustrate the implications of scale to the public realm.</p>
<p>Human Scale <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i></p> <ul style="list-style-type: none"> Massing contribution to public realm at grade 	
UDRP Commentary	<p>The building scale appears appropriate in the future context, and the overall massing is generally suitable when looking through this lens. The finer grain aspects of the project require enhancement; areas of concern that are elaborated in other urban design elements include:</p> <ul style="list-style-type: none"> Corner treatments, specifically the NW corner (opportunity for building porosity at the corner where groups naturally form) Edge condition for the residential entry along 13 Street SW (roadway narrowing would benefit the scale and visually blend better the residential entry) Tower definition and overall strategy for a landmark design Animated public realm design on all sides (yet to be determined at time of review – has implication on all transitional walkable realm zones at corners, building entrances and laneway crossings)
Applicant Response	<p>Revisions to the general form have benefitted the overall animation of the public realm at grade and second floor amenity deck. While creating visual interest, referential moments tie together a general massing narrative. We’ve increased porosity at the primary corner by angling the commercial glazing line and creating an entry point into the corner retail. We redesigned the stair and ramp along 13th Street to increase the public realm. The possibility of a curb movement east and angled parking is being investigated.</p>

<p>Integration <i>The conjunction of land-use, built form, landscaping and public realm design</i></p> <ul style="list-style-type: none"> • Parking entrances and at-grade parking areas are concealed • Weather protection at entrances and solar exposure for outdoor public areas • Winter city response 	
UDRP Commentary	<p>The project adequately addresses three roadways in appropriate manners. 13 Street SW as a residential entry activates the quiet roadway while being more private in nature. 10 Avenue SW and 14 Street SW Avenue are interfaced with commercial uses and appear to enhance the streetscape.</p> <p>Parking entrances, loading, and building functional aspects are incorporated appropriately along the lane. Considerations for surface treatment in the lane approach, for treatment of both vehicles and pedestrians, should be explored.</p> <p>Parkade ramp location appears to be located appropriately, due to functional considerations.</p>
	<p>Some discussion around creating a one-way lane condition occurred, however it is suggested that traffic patterns in this area may be self-fulfilling and additional adjustment is not required. Two-way traffic is likely to encourage reduced speeds and increase pedestrian safety by doing so.</p>
Applicant Response	<p>Our transportation memo addresses the lane traffic movements and parking counts.</p> <p>Regarding the lane treatment we believe there are better ways of spending money on the more public frontages of the project.</p>
<p>Connectivity <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i></p> <ul style="list-style-type: none"> • Pedestrian first design, walkability, pathways through site • Connections to LRT stations, regional pathways and cycle paths • Pedestrian pathway materials extend across driveways and lanes 	

UDRP Commentary	<p>It is acknowledged that much of the at-grade experience is still yet to be fully comprehended and as such, the likelihood for success of the pedestrian realm is unknown. The Panel encourages continued collaboration with City administration to establish a precedent for the public realm design, that may influence future visioning for the 14th ST main street.</p> <p>Aspects such as incorporating a double row of trees could be great, however this may lead to an unhealthy outer row due to the harsh nature of the street. A single row of trees, with an increased setback for the tree line from the street maybe preferred. Analysis of this area, in consideration both interim sidewalk design, as well as potential ultimate design after a road widening, is encouraged. It is equally important to create an active pedestrian environment now as in the future at some unknown point in time, UDRP understands from the Applicant that The City may consider roadway widening with direct implication on the scale and quality of the public realm.</p> <p>Current schematic paving format in the sidewalk appears more towards a branding extension of the 'Hat' concept and needs to be reconsidered as a more dynamic design composition of say, a criss-cross pattern and diagonal lines that convey a public realm interaction between street and interfacing build form. This may be intended as a placeholder; however, it is not acceptable in the current format.</p>
Applicant Response	<p>The public realm has been further studied to create a precedent for 14th Street. Our Landscape Architect has addressed the public realm with creative designs that have been reviewed and accepted by Main Streets and Transportation. Connectivity is resolved for all four frontages.</p>
<p>Animation <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i></p> <ul style="list-style-type: none"> • Building form contributes to an active pedestrian realm • Residential units provided at-grade • Elevations are interesting and enhance the streetscape 	
UDRP Commentary	<p>No residential units exist at-grade, which is a supported strategy for this location.</p> <p>Elevations require refinement, as elaborated upon under the Creativity section. Some Panel feedback included commentary regarding shaping the tower, and differences in the floorplate, to define different cells for greater definition.</p> <p>Landscape design has not been conceived at the time of review; applicant to consider an approach for different plant 'zones' to come together for a dynamic conversation within an active pedestrian realm. Some of this strategy may include creating a conversation to reduce street width at 13th Avenue for increased dimension to the curb.</p>
Applicant Response	<p>Refinements have been made along the podium and tower to further define sheltered areas within the pedestrian realm. Further consideration to the landscaping strategy has established a more active and integrated public realm along all boulevards surrounding the site.</p>
<p>Accessibility <i>Ensure clear and simple access for all types of users</i></p> <ul style="list-style-type: none"> • Barrier free design • Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	<p>The edge condition and significant grade transition for the residential entry along 13th Street SW requires refinement. The applicant is aware of this concern and is working to reduce the grade transition in this area. A reduction of this separation is encouraged, as it will along reduce the extensive ramping currently in this area and improve accessibility. This gesture</p>
	<p>will also free up additional area at-grade for a more meaningful pedestrian realm, including entry definition and landscape greening elements.</p>
Applicant Response	<p>The grade transition for the residential entry along 13th Street SW has been refined to reduce the overall grade change and improve the general accessibility for a more defined public realm through the integration of landscaping elements. The animation of the ground floor is now complete with the addition of more detail at the base of the building as well as a strong public realm concept. Signage, lighting, bike racks and public seating have all been integrated into the design to provide better integration of the streetscape.</p>

<p>Diversity <i>Promote designs accommodating a broad range of users and uses</i></p> <ul style="list-style-type: none"> • Retail street variety, at-grade areas, transparency into spaces • Corner treatments and project porosity 	
UDRP Commentary	<p>As a gateway site, greater enhancement of corner treatments is required. This is especially true for the intersection of 14 Street SW and 10 Avenue SW, where something unique and meaningful is required. It is understood the applicant is currently reviewing this and may also consider notching into the building for greater 'pause' and placemaking at the intersection.</p> <p>Transparency into the space is adequate along grade, though incorporation of a greater overall concept is encouraged. Other considerations may include a dedicated location for a mural, built-in into the greater project design.</p>
Applicant Response	<p>Place-making considerations have been applied along the public realm, while also cohesively implementing aesthetic treatments that complement the tower with the podium and activate the residential and retail uses. The main pedestrian building faces 14th and 13th Streets and 10th Avenue) are animated with storefront glazing and visual interest, while the lane is more opaque with service functions. A "graffiti mural" has been added to the SW corner to create visual interest to pedestrians walking north on 14th Street and animate the laneway.</p>
<p>Flexibility <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i></p> <ul style="list-style-type: none"> • Project approach relating to market and/or context changes 	
UDRP Commentary	<p>Beyond a main floor that allows for commercial use and consequently flexibility between currently unknown tenant operations, requirements and sizes, the project is not overly flexible. This is not as much a critique as an inherent characteristic within this building typology. Potential considerations for additional flexibility are encouraged, where possible to incorporate, and includes finer grain commercial units. Flexibility can also be translated into building porosity that influences a transitional dynamic between corner retail environment and the street corner public realm.</p>
Applicant Response	<p>Additional outdoor area has been incorporated along the Northwest corner of the building which adds to the "gateway" treatment and embraces the public realm. Ground floor retail spaces are designed to be fairly small in size with multiple entrances. Within the Beltline ARP there is flexibility to combine these spaces to make room for a larger tenant. Additionally typical residential floorplates have been designed to allow for combined units to address the need for larger units as required by the market thus resulting in a lower number of units overall.</p>
<p>Safety <i>Achieve a sense of comfort and create places that provide security at all times</i></p> <ul style="list-style-type: none"> • Safety and security • Night time design 	
UDRP Commentary	<p>No significant safety concerns were identified by the Panel, however some aspects will require review after further development. These areas are not limited to but may include sidewalk texturing/transitions where the building meets the lane.</p>
Applicant Response	<p>Visual sight lines have been considered at all corners especially the laneway. The site is exposed on all four sides making the pedestrian realm very safe and visually accessible.</p>
<p>Orientation <i>Provide clear and consistent directional clues for urban navigation</i></p> <ul style="list-style-type: none"> • Enhance natural views and vistas 	
UDRP Commentary	<p>Natural views, cues for urban navigation, and directional orientation are appropriate and meet expectations by the Panel. Beyond the anticipated natural progression for the pre-application file, this item presents no concern to the Panel at this time.</p>
Applicant Response	<p>No major changes from initial design orientation.</p>
<p>Sustainability <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i></p> <ul style="list-style-type: none"> • Site/solar orientation and passive heating/cooling • Material selection and sustainable products 	
UDRP Commentary	<p>No sustainable elements were addressed at the time of this pre-application review.</p> <p>A reduced amount of parking appears to be possible and may provide opportunity for diminishing vehicular reliance. This may also create area for alternative sustainable practices to be integrated as an amenity.</p>

Applicant Response	Noted. Thank you for the suggestions with regard to alternative solutions to the parking area, however, the overall parking count is in accordance to the client's request to maintain market demands and historical based rental property requirements. All Cidex projects are designed as LEED Silver shadow minimum and integrate long term operational efficiencies into mechanical and security systems. The current version of the building code which will govern this project will also be another 10-15% greater energy efficiency than the NECB.
<p>Durability <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i></p> <ul style="list-style-type: none"> • Use of low maintenance materials and/or sustainable products • Project detailed to avoid maintenance issues 	
UDRP Commentary	Materials appear durable and suitable as it relates to providing low maintenance products that will be long-lasting.
Applicant Response	Noted. All materials have been selected for both aesthetic appearance and long lasting durability.