

Urban Design Review Panel Comments

100, 205 ninth avenue southeast
calgary alberta Canada T2G 0R3

t 403 261 9050
f 403 261 9054

the marc boutin architectural collaborative inc.
marc boutin, Architect, AAA, Principal
www.the-mbac.ca

UDRP RESPONSES

VARSITY MULTI SERVICE RE-DEVELOPMENT | JUNE 26, 2019

PROJECT + PROJECT NUMBER:	Varsity Multi-Service Redevelopment (VMSR) 18-004
OWNER/OWNER'S REPRESENTATIVE:	Christa Seepish Project Manager, The City of Calgary, Facility Management
PRIME CONSULTANT:	the marc boutin architectural collaborative inc.
DATE	August 20, 2019

UDRP SUMMARY:

After presentation and review of this application, the Panel finds the site design of this project to be challenging in the current arrangement as reviewed. The Panel appreciates various technical requirements of this integrated facility, however other vehicular related aspects appear to substantially drive the layout and sacrifice the urban interface in the process. The project is significantly different (and advanced) from the schematic information presented to the Panel in October of 2017, though a consistent comment is that the subject parcel will be dramatically informed by the ultimate master planning of the entire site. The corner of 37th Street NW and 32nd Avenue NW remains to be determined and could significantly impact the success of this project. While the Panel understands the owner's intention to sell the remaining portion of land on the corner, an indication of how that parcel could be developed should be studied and shown to help ensure a workable, positive master plan of the site can be achieved.

The panel recommends further review of the application; comments are less critical as they relate to the building design and more specific to building placement and site design features that impact the urban realm. Primary aspects are summarized below and reinforced in the rated urban elements:

1. The edge condition along 37th Street NW is negatively impacted by vehicular considerations above that of the pedestrian realm. As proposed, the CFD apron spans a significant width, in addition to two separate driveways, along this frontage.
2. Excessive surface parking is perceived, potentially overparked for the intended building use (as it relates to affordable housing) and the resulting layout isolates the building with a very high degree of asphalt area. Related to above, reduced parking and the elimination of a redundant driveway access is strongly encouraged by the Panel.
3. Due to context, greater consideration for pedestrian connectivity must be considered. An adjustment to move the building massing towards 37th Street NW should be studied as part of this analysis.

RESPONSE SUMMARY:

The project team appreciates the UDRP's review and recommendations, many of which are being incorporated into the project to enhance and augment the urban design realm. Refer to **Diagram #1 – Design Changes to Address UDRP Response**

The study of the South Site is currently not included in the project scope. The City of Calgary has confirmed that a further study will not be provided at this time. However, the integrated site recognizes that the south portion of the parcel will be developed in the future, and as such, has proposed a shared drive aisle to provide access to the south parcel.

The design responses are summarized below and are described further in the responses to each element of urban design:

UDRP PRIMARY RECOMMENDATION:
1. The edge condition along 37th Street NW is negatively impacted by vehicular considerations above that of the pedestrian realm. As proposed, the CFD apron spans a significant width, in addition to two separate driveways, along this frontage.
RESPONSE:
Design Changes to Address UDRP Response:
- Enhanced urban design quality of 37th Street NW, including benching along 37th Street NW and further refinement to sloped landscape and child care play spaces
- Reduced width of drive aisles (north drive aisle reduced from 8m to 7.2m; south drive aisle reduced from 10m to 7.2m; east drive aisle reduced from 8m to 7.2m; reduced asphalt area added to green amenity space and site setbacks)
Clarification of Issues & Design Intentions:
- Review of CFD's apron to confirm program requirement, including providing relevant emergency response requirements and best practice apron design
UDRP PRIMARY RECOMMENDATION:
2. Excessive surface parking is perceived, potentially overparked for the intended building use (as it relates to affordable housing) and the resulting layout isolates the building with a very high degree of asphalt area. Related to above, reduced parking and the

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<i>elimination of a redundant driveway access is strongly encouraged by the Panel.</i>
RESPONSE:
Design Changes to Address UDRP Response:
<ul style="list-style-type: none"> - Reduction of surface parking by 8% compared to the June 26th UDRP Presentation Site Plan - Reductions proposed through a further review of programmatic need and sharing potential of an integrated facility
Clarification of Issues & Design Intentions:
<ul style="list-style-type: none"> - A further review of required parking per bylaw and program was conducted. The current provided stalls show an overall parking reduction of 13% when compared to the required parking calculations. <i>Refer to 02 Context, Parking Review Table</i> - Removal of second drive aisle was reviewed and is not being proposed due to two factors: <ul style="list-style-type: none"> o Two drive aisles are proposed for two sites (the north portion of the parcel, and the south portion of the parcel) <i>Refer to Diagram #5 – Site Access</i> o The second drive aisle is a program requirement of Household Hazardous Waste (HHW). The program was reviewed in further detail to substantiate the requirement, including review of safety and customer and service trucks trips. As such, the removal of the drive aisle would result in removing HHW from the project. This is not recommended as the community requested the HHW program be retained during community consultation held in January 2018.
UDRP Primary Recommendation:
3. <i>Due to context, greater consideration for pedestrian connectivity must be considered. An adjustment to move the building massing towards 37th Street NW should be studied as part of this analysis.</i>
RESPONSE:
Design Changes to Address UDRP Response:
<ul style="list-style-type: none"> - Further refinement of a landscaping strategy, including bringing the mature treed canopy along 37th Street NW into the project's green spaces and increased permeability of the design along the project's boundaries by revising the planting strategy to be less dense - Pedestrian connectivity has been enhanced by further programming of the plaza with the inclusion of a community garden, enhanced pedestrian use and movement within the sloped landscape to not bi-sect the daycare terraced play spaces and providing a connection to existing desire lines. The public stairs adjacent to the terraced child care play spaces are located along the edge of the play spaces, and allow for complete public access of the sloped landscape, while maintaining one point of secure access for the exterior child care play spaces. - <i>Refer to Diagram #6 – Landscape Strategy</i>
Clarification of Issues & Design Intentions:
<ul style="list-style-type: none"> - The recommendation to relocate the building massing has been reviewed in detail by the project team and is not being pursued due to four factors: <ul style="list-style-type: none"> o The setback was deemed appropriate within the contextual conditions of University Research Park, the University of Calgary and Varsity o The setback provides a green space amenity, which is in line with the existing residential street condition along 37th Street NW, which includes passive activities and large open areas of accessible green space o The street is assessed to be residential, rather than a commercial or highly urban street o Pulling the building apart will no longer meet the integrated mandate as duplicate spaces will be required (such as the lobby, building services, circulation, etc.)

PLANNING & URBAN DESIGN RATIONALE OVERVIEW

The Big Picture:

The project is located within three distinct contexts of University Research Park, the University of Calgary and the Varsity residential neighborhood. University Research Park and the University of Calgary include large built forms within swaths of green landscaping and green buffered parking lots, while the Varsity neighborhood includes single family homes set back on larger lots with front lawns and large mature treed canopy. *Refer to Diagram #2 - Three Contexts*

Contextual Response:

The project is a hinge condition between these three contexts and as such, the siting of the building mass is well considered for two reasons:

1. The massing is pushed back, away from the street edge along 37th Street NW
2. Referencing a front yard condition, the public edge is softened with a passive green space of the sloped terraced landscape and public plaza

Important to arriving at this gesture is the assessment of 37th Street NW from 32nd Avenue NW to 40th Avenue NW as a residential streetscape, not a commercial or highly urban street condition. The appropriateness of including a passive green space in the design is in tune with the quality of the street due to the large set-back green areas and matured treed canopy. The street includes a west edge condition with Varsity single family residential backyards and fences abutting sod with a concrete sidewalk, trees and on-street parking. The east edge of the street includes a side walk within a substantive perceived green amenity, primarily on private property. Parking is not allowed on the east edge of the street. This is a place where people walk their dogs, students walk or cycle to the University, people make their way towards the LRT, and the public passively uses the green spaces along 37th Street NW. The mature treed canopy has been brought into the project in a more defined manner, particularly along the northwest corner of the proposed development. *Refer to Diagram #3 – A Park Street*

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Site Specific and Program Specific Responses

The architectural articulation of the podium creates site specific and programme specific spaces and places within an overall legibility. The podium is a dynamic form that unfolds to define the sloped landscaping, terraced daycare spaces and public plaza, softening the perceived height of the child care on the second floor. Further south, the podium defines the Calgary Fire Department apron, demising wall and honorific figuration.

Various program requirements of the building tenants are well situated within the dynamic exterior amenity spaces, and will allow for the following:

- Sloped green lawn
- Terraced, secure child care play area
- Bicycle storage
- Community gardens within the public plaza
- Plaza seating and soft landscaping
- Glimpses into the fire station
- Resident rooftop patio
- Landscape & plaza lighting

Refer to **Diagram #4 – Amenity Plan**

The Notion of Integration:

As the first integrated facility of its kind for the City of Calgary, the project brings together five City stakeholder departments: Calgary Housing, Corporate Accommodation, a Corporate Retail Unit (child care), Calgary Fire Department and Alberta Health Services, and Household Hazardous Waste. The integrated model is expected to:

- See reductions in physical space requirements;
- Require less capital spending compared to developing each stakeholder program separately;
- Require less site footprint and have increased density;
- Better steward use of land, materials and systems; and
- Capitalize on shared amenities and services

Through the development of the functional programming during pre-design, the project's program identified synergistic and shared amenities that include a public lobby, public amenities, drive aisles, building services, building envelope and building circulation. Here, the drive aisles are benefiting from an integrated model compared to individually developed sites:

- Two drive aisles are provided for two sites, with a total of 6+ stakeholder groups
- The project acknowledges that in addition to the five stakeholders, the future south portion of the site will have one additional stakeholder at a minimum.

Refer to **Diagram #5 – Site Access**

THE 13 ELEMENTS OF URBAN DESIGN RESPONSES:

The following captures the design team's responses to the comments from the Urban Design Review Panel.

ELEMENT & UDRP COMMENTARY
<p>01 CREATIVITY <i>Encourage Innovation; model best practices</i></p> <ul style="list-style-type: none"> • Overall project approach as it related to the original ideas or innovation <p>UDRP Commentary: <i>The project proposes an integrated facility including a fire station, affordable housing, childcare, and corporate accommodation. While hazardous waste drop-off does not seem to fit as well within the other urban uses, in general it is still well received by the panel. The application is felt to be creative through the form overlap and shared program features, though refinements in site design could make for a dramatically more creative solution.</i></p>
RESPONSE
<p>Design Changes to Address UDRP Response: Site Design Refinement:</p> <ul style="list-style-type: none"> • Refer to Context, Integration, Human Scale and Accessibility <p>Clarification of Issues & Design Intentions: Household Hazardous Waste Drop-off (HHWD) Program Review:</p>

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<ul style="list-style-type: none"> As noted by UDRP, although the HHWD does not seem to fit with the other uses, it is one of the highest requested amenities by the community to be retained on site. It is also the busiest HHWD site in Calgary. As such, retaining this program within the integrated facility is a requirement of the project. Refer to Context
<p>ELEMENT & UDRP COMMENTARY</p> <p>02 CONTEXT Optimize built form with respect to mass and spacing of buildings, placement</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 <p>UDRP Commentary: The project's potential for greatest impact and response to the most notable contextual influence is the street edge. This condition is currently defined by multiple driveway interruptions (see Integration below). Excessive surface parking is perceived for the intended building use and the resulting orientation isolates the building with a sea of asphalt. Reduced parking and the elimination of a redundant driveway access is strongly encouraged by the Panel. Shading impact is minimal and is not a concern in the context. In fact, moving the building closer to 37th is recommended (also see Human Scale).</p>
<p>RESPONSE</p> <p>Design Changes to Address UDRP Response:</p> <p>Parking Reduction</p> <ul style="list-style-type: none"> Reduction of surface parking by 8% compared to the June 26th UDRP Presentation Site Plan <ul style="list-style-type: none"> The total parking per the June 26th, 2019 UDRP presentation showed 96 stalls Current proposed shows 89 stalls, equating to a reduction of 7 stalls. Reductions were proposed through a further review of programmatic need and sharing potential of an integrated facility Refer to Parking Review Table below <p>Asphalt Reduction:</p> <ul style="list-style-type: none"> Asphalt area has been reduced: <ul style="list-style-type: none"> 8m north drive aisle to be reduced to 7.2m 10m south drive aisle to be reduced to 7.2m 8m east drive aisle to be reduced to 7.2m Additional space to be provided to sloped landscape, public plaza and setbacks Area of reduced asphalt = 460 sq. m <p>Clarification of Issues & Design Intentions:</p> <p>Calgary Fire Department (CFD) Apron Requirement Review:</p> <p>The following CFD apron review has been provided in consultation with the CFD:</p> <ul style="list-style-type: none"> The apron's direct access onto 37th Street NW will have appropriate response times per CFD emergency delivery requirements Apron Size Requirements: <ul style="list-style-type: none"> The apron is required to provide complete turn-around capability for the largest service vehicle. This is a result of CFD design standards evolution whereby existing facilities pose safety concerns. Recently built facilities, including Tuscan, Royal Vista and Seton, have aprons that meet the new requirement for turn-around capability on site. The width and depth of the apparatus apron for Varsity was defined by a sweep path analysis which ensured the complete turn-around of the apparatus could occur within the apron Existing facility apron concerns: <ul style="list-style-type: none"> Per some existing facilities, the apron requires vehicle turn-around onto a public thoroughfare Station No 14 apron is too small and does not provide truck turning capability and required the shut-down of both traffic lanes to safety back the truck into the approach for the station. During this period, fire fighters were at risk as other motorists often failed to yield to them and many drove around them and the CFD vehicle, even though the emergency equipment was activated. This also posed a greater risk during slippery road conditions when citizens attempted to stop and not hit the fire fighters or the CFD vehicle. Issues at Station 14 were addressed over a two year period in order to find resolution: <ul style="list-style-type: none"> Traffic lights and stop lines on either side of Horton Road SW were installed Issues still exist as motorists do not always stop for flashing lights and try to move around apparatus and/or fire fighters This is a safety concern for CFD: for the safety of the fire fighters, safety to citizens motorists and for interruptions to delivery of emergency response services. <p>Parking Review Table:</p> <ul style="list-style-type: none"> A further review of required parking per bylaw and program was conducted. The current provided stalls show an overall parking reduction of 13% when compared to the required parking calculations.

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- The current parking counts and bylaw review are per the chart below.

Stakeholder & Use	Required Parking Stalls	Provided Parking Stalls	Difference	Stall Sharing	Bylaw / Program Requirement
Child Care – Drop Off	6	6	0		Requires min. of 1.0 pick-up/drop-off per 10 children; 55 children = 6 drop-off stalls
Child Care – Staff	8	8	0	Evening Visitor Shared Stalls	Requires min. of 1.0 parking stalls per 2 employees at any given time, or 1.0 stalls per 10 children; 16 staff = 8 stalls
Corporate Accommodation (Office) – Staff	4	4	0	City of Calgary Shared Staff Stalls	Requires min. of 2.0 parking stalls per 100.0 square m of gross usable floor area; 168 m ² = 4.0 stalls
Calgary Housing (Multi-Residential Development) – Tenant	53	48	-5	NA – Designated Tenant Parking	Requires 1.25 stalls when unit has gross floor area greater than 60.0 sq. m; Requires 1.0 stalls when unit has gross floor area equal to or less than 60.0 sq. m; 29.0 residential units > 60.0 sq. m = 37 stalls; 19 units <= 60.0 sq. m = 19 stalls; total stalls = 48
Calgary Housing (Multi-Residential Development) – Visitor	8	0	-8	Evening Visitor Shared Stalls	Requires 0.15 visitor parking stalls per unit; 48 units = 8 stalls
Calgary Fire Department (CFD) and Alberta Health Services (AHS) (Protective and Emergency Response Service) – Staff	18*	18	0	City of Calgary Shared Staff Stalls	Bylaw does not require motor vehicle parking Program requires: 16 CFD staff parking for a 16 person shift; 2 AHS staff parking for 2 person shift = 18 stalls
CFD and AHS (Protective and Emergency Response Service) - Visitor	2*	2	-0	City of Calgary Shared Staff Visitor Stalls	Bylaw does not require motor vehicle parking Program requires: 2 visitor stalls Proposed sharing with CA staff parking
Household Hazardous Waste Drop-Off (Waste Disposal & Treatment Facility) – Drop-Off	3*	3	0	NA – Designated HHWD Stalls	Bylaw does not require motor vehicle parking Program requires 3 drop-off stalls due to assessed existing customer usage: the existing site services 75-100 customers per day during spring/summer/fall and 25-50 customers per day during winter; drop-off stalls will be signed as loading stalls
Total	102	89	-13	24 City of Calgary Staff Stalls 8 Shared Child Care Staff and Visitor Stalls	
Percentage	100%	89%	13% Reduction	36% of proposed stalls are shared	

* Calculated per program requirement; refer to table for calculation

Drive Aisle Review:

- Both drive aisles are required:
 - Two drive aisles are proposed for two sites (the north portion of the parcel, and the south portion of the parcel):
 - The north drive aisle will be the primary access for the public, child care, Corporate Accommodation (CA) and Calgary Housing (CH)
 - The south drive aisle will be primarily shared with CFD, AHS, HHW, CH and the future south development
 - Emergency access necessitates two drive aisles if the parcel includes 100+ residential units; at a minimum, the south site may require a second drive aisle to meet this requirement
 - Refer to **Diagram #5 – Site Access**
 - Access off 32nd Ave is not recommended as this would only function as a right-in/right-out due to future left turn bay at 32nd Ave and 37th Street NW intersection
 - Access off of 37th Street NW for the south portion of the site is recommended due to future intersection plans
 - Refer to **Diagram #8 – Future Intersection at 32nd Ave & 37th ST NW**
 - Household Hazardous Waste (HHW) Programmatic Requirement:
 - If the second drive aisle is not provided, HHW will not be able to maintain the drop-off shed on site.
 - Per a public engagement session held in January 2018, the Household Hazardous Waste Drop-off shed (HHWD) was deemed to be one of the highest requested amenities that the community would like to see at the new developed site.
 - The existing HHWD at Station 17 is the busiest of its kind in Calgary:
 - 75-100 customers per day from spring to fall
 - 25-50 customers per day during winter
 - Frequent customer visits require regular removal of material from the site; the service trucks come twice a day

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<p>from spring to fall and once a day in winter and remains on site between 30 – 90 minutes at a time</p> <ul style="list-style-type: none"> (iv) Annual maintenance of the shed is also required, and lasts for 7 – 10 days; during which temporary storage is provided for customers (v) Special events, such as community clean-ups can include 200+ volunteers/participants <ul style="list-style-type: none"> - Two types of servicing is required for the HHWD: <ul style="list-style-type: none"> (i) Daily removal of materials is provided by a large truck (Freightliner 114SD) (ii) Annual cleaning is provided by two large vehicles (Chem truck and a cleaning service truck) <p>During this time, the large truck will block a portion of the drive aisle</p> <ul style="list-style-type: none"> - The requirement of a second drive aisle and secondary loop per the site plan will allow for safe, efficient and direct access to the HHWD, as well as prevent congestion and allow for drop-off/servicing of the shed to happen without impact to any other operations or vehicle usage of the site. The current design also allows for a clear fire-lane access around the building that would not be disrupted by HHW in the event of an emergency. <ul style="list-style-type: none"> o Further study of removing a drive aisle resulted in the following: <ul style="list-style-type: none"> - No turn around capability per the current design, which would require revision to create a loop within the parking area and would result in potential for HHW to block emergency access route during servicing - If a turn-around area were provided, parking reductions would negatively impact operational need from each stakeholder group; this would also require a large asphalt area - Reduction in intuitive movement on the site to entrances, which may result in visitors or building users not being familiar with the site and parking either on the non-parking lane on the east side of the street, in non-designated parking spaces or on the CFD apron o Refer to Diagram #7 – Site Circulation & Parking
<p>ELEMENT & UDRP COMMENTARY</p> <p>03 HUMAN SCALE <i>Defines street edges, ensures height and mass respect context; pay attention to scale;</i></p> <ul style="list-style-type: none"> • <i>massing contribution to public realm at grade.</i> <p>UDRP Commentary: <i>While the fire station massing on the lower level may be fixed (due to functional requirements), the remaining building massing appears to be pushed too far from the public realm. Applicant to review shifting the rest of the building towards the street for an improved interface. This gesture could improve several aspects, including a reduction of distance in regard to the front door and the street. This consideration would also decrease the expanse of the 'plaza' area, which is relatively unprogrammed space and likely to be underutilized in the built form.</i></p> <p><i>A reinforced tree line along the street may help buffer the edge for the adjacent residents, while improving the human scale (also see Integration).</i></p>
<p>RESPONSE</p> <p>Design Changes to Address UDRP Response:</p> <ul style="list-style-type: none"> • Further refinement of a landscaping strategy, including bringing the mature treed canopy along 37th Street NW into the project's green spaces: <ul style="list-style-type: none"> o Continued Treed Line (West): The treed line along 37th Street NW has been continued through the site to the public plaza. The previously proposed public benching which extended the width of the public sidewalk along 37th Street NW has been extended with the treed line continued behind the benching as an effort to create a desirable public amenity along the front of the site. • Refer to Diagram #6 - Landscaping Strategy <p>Clarification of Issues & Design Intentions: Moving the Building Closer to 37th Street NW:</p> <ul style="list-style-type: none"> • The recommendation to relocate the building massing has been reviewed in detail by the project team and is not being pursued due to four factors: <ul style="list-style-type: none"> o The setback was deemed appropriate within the contextual conditions of University Research Park, the University of Calgary and Varsity o The setback provides a green space amenity, which is in line with the existing residential street condition along 37th Street NW that includes passive activities and large open areas of accessible green space o The street was assessed to be residential, rather than commercial or high urban. Programming to support a commercial or urban typology (such as a café, restaurant, retail shop, etc.) is not part of the project o Pulling the building apart will no longer meet the integrated mandate as duplicate spaces will be required (such as the lobby, building services, circulation, etc.) <p>Animation of Overlapping Program within the Podium:</p>

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<ul style="list-style-type: none"> • The unique overlapping of a variety of programs set-back along 37th Street NW are defined by the formal gesture of the podium and are anticipated to enhance the urban experience <ul style="list-style-type: none"> ○ An extended public bench and further planted treed canopy along 37th Street NW will be the first point of engagement for passers-by ○ The sloped landscape area with plateaued seating spaces, vegetation and connection to a unique massing element topped with tiered hardscaped secure child play spaces will have a multitude of unique spatial relationships ○ The large public plaza edged with seating, lighting and vegetation will encourage a variety of uses: <ul style="list-style-type: none"> ▪ Addition of community gardens will have more active uses from spring to fall ▪ Secure bicycle storage will bring users into the plaza, as well as a unique architectural experience of a sloped delaminated brick surface will have unique texture and light rendering qualities to experience ▪ Primary entry of the building within the plaza provides a destination point ▪ Plaza functions as a microclimate protected from north west winds by the sloped landscape, retaining walls and vegetation ▪ Views into the fire station with large glazed fire bay doors from 37th Street NW as well as carved views from the plaza, also will welcome pedestrians into the plaza to get a closer glimpse of the fire trucks ○ On the south edge of the podium, the honorific configuration celebrating the placeness of the program ○ A low landscape wall signifying the building's identity and address anchors the south edge of the plaza with seating and separates the fire station apron ○ A resident resource room with planter boxes that overlooks the public plaza below will further enhance public use and a combination of a variety of uses day to night • In developing the above conditions, it is the project team's opinion that a higher quality urban environment is generated by creating exterior public spaces along 37th Street NW as opposed to moving a private building closer to the street side which does not provide public amenities • Refer to Diagram #4 – Amenity Plan
<p>ELEMENT & UDRP COMMENTARY</p> <p>04 INTEGRATION</p> <p><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 <p>UDRP Commentary:</p> <p><i>Integration of 37th Street NW with the public realm is negatively impacted by previously noted vehicular considerations. It is perceived that over 50% of this edge condition is composed of asphalt. The Panel appreciates CFD requirements for the expansive apron, however, challenge the applicant to review the degree interruption of the sidewalk condition. Applicant/owner to review reduced surface parking requirements and the elimination of a driveway access, which would significantly improve the integration along this edge.</i></p> <p><i>The landscape plan shows the site surrounded on three sides by a continuous treed edge, which isolates the site from the potential of a shared landscape (as it relates to the adjacent open space areas). Conversely, a continuous treed edge is perceived to be more appropriate along 37th Street for a better interface with the adjacent residential area. Applicant to review the overall landscape strategy for a unified approach to the surrounding edge conditions.</i></p>
<p>RESPONSE</p> <p>Design Changes to Address UDRP Response:</p> <p>Pedestrian connectivity has been enhanced by further programming of the plaza with the inclusion of a community garden, enhanced pedestrian use and movement within the sloped landscape to better respond to the daycare amenity space and providing a connection to existing desire lines</p> <p>Permeable Site Edges (North, East, and South):</p> <ul style="list-style-type: none"> • The landscaped edge of the site on its north, east, and south property lines has been modified to allow for pedestrian crossing from adjacent green spaces. A pathway has been created from the site sidewalks to the northeast corner of the site to take into consideration the use of the nearby LRT station by the project users. As the pathway to the northeast corner would encourage the trespass of private properties it is proposed that the pathway remain informal, using materials such as crushed gravel. If in the future the surrounding properties are developed and support the pathway to the LRT, it is anticipated the pathway would become formalized. • The northeast corner was considered to be the ideal location for an informal path in anticipation of future development as it is at the corner of the four abutting properties. If any of these private properties are developed, or if 36th Street NW is extended, the pathway could continue along the property lines east, in an unobtrusive manner. <p>Landscape Plan Refinement & Continuous Treed Edge:</p> <ul style="list-style-type: none"> • Refer to <i>Human Scale</i> <p>Refer to Diagram #6 - Landscaping Strategy</p>

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<p>Parking & Asphalt Reductions:</p> <ul style="list-style-type: none"> Refer to Context
<p>ELEMENT & UDRP COMMENTARY</p> <p>05 CONNECTIVITY</p> <p><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 <p>UDRP Commentary:</p> <p><i>Refer to above commentary as it relates to strengthening the pedestrian environment along 37th Street NW.</i></p> <p><i>Noted pedestrian desire lines are observed running throughout the subject parcel (refer to satellite image). While the Panel acknowledges these pathways are informal and utilize private property, reflecting on these lines could be an interesting 'nod' to active circulation networks, given proximity to the University and LRT station. A design solution respecting both current and future use of these connections should be considered, as it is also anticipated that new residents of this project will likely utilize similar desire lines that may continue to cross through the site.</i></p>
<p>RESPONSE</p> <p>Refer to Integration.</p>
<p>ELEMENT & UDRP COMMENTARY</p> <p>06 ANIMATION</p> <p><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 <p>UDRP Commentary:</p> <p><i>Building design is interesting and incorporates active uses. The overlap of main circulation areas is positive. The Panel is interested in review of the east elevation which was not shown as part of the presentation material.</i></p> <p><i>Please refer to Context, Integration, and Connectivity for site related elements that relate to animation of the public realm. It is recommended that an overall landscaping strategy be implemented to unify project, including concept of the sloped landscape area in the NW corner of the site.</i></p>
<p>RESPONSE</p> <p>Design Changes to Address UDRP Response:</p> <ul style="list-style-type: none"> Refer to Refer to Context, Integration, Human Scale and Accessibility <p>Clarification of Issues & Design Intentions:</p> <p>East Elevation</p> <ul style="list-style-type: none"> The east elevation includes a similar strategy to the west and north elevations The main entrance includes the following features: <ul style="list-style-type: none"> Fully glazed entrance A pushed inset from the remainder of exterior wall Warm terracotta tile will be clad along the carved walls and soffit. Similar to the treatment of other public areas, the terracotta signals an active space either for access or habitation. LED soffit mounted lighting CFD barbecue area: <ul style="list-style-type: none"> A second carved space is provided Fully glazed to the interior Exterior wall is clad in terracotta tile Due to the programmatic requirements of the CFD barbecue which demand privacy for the firefighters to hold internal meetings, a privacy wall in the form of dematerialize brick surrounds the barbecue area which matches the material intentions of the bike lockers and honourific bell piece at the southwest corner of the building. In a similar manner to the carved-out units above the CFD roof, which are denoted by terracotta, the social spaces on floors 4-6 have a social room whose location can be read from the exterior by the use of terracotta on the east facade. Using the same conceptual strategy as on the west and north facades, significant programmatic areas on the east and south facades are highlighted from the exterior through the use of anodized, aluminum, coloured frames which protrude from the surface of the building. Refer to East Elevation [in progress]
<p>ELEMENT & UDRP COMMENTARY</p>

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100, 205 ninth avenue southeast
calgary alberta Canada T2G 0R3

t 403 261 9050
f 403 261 9054

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marc boutin, Architect, AAA, Principal
www.the-mbac.ca

<p>07 ACCESSIBILITY</p> <p><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 <p>UDRP Commentary:</p> <p><i>While barrier free design is proposed in the current submission, the grade difference of the outdoor daycare space separates the natural wayfinding potential and reduces ease of travel. Access to hard play spaces at the front are awkward and appear detached from front terraced landscape area, which is presented as a potential play space for daycare.</i></p> <p><i>As described throughout this response document, pedestrian connectivity is a secondary gesture to the vehicular considerations. The proposed entrance space is unified and continuous which is anticipated to be a successful gesture, however the location of the street facing doors is detached from the street. The plaza is not perceived to be an active space, putting emphasis on reducing the overall length of this space and making the front door more prominent along 37th.</i></p> <p><i>The north and more notably the east entrance is likely to be utilized to a greater degree than the front (west) door, as they are adjacent the parking areas. The design of this entry has not been shown and should be developed accordingly to the anticipated level of use.</i></p>
<p>RESPONSE</p> <p>Design Changes to Address UDRP Response:</p> <p>Enhanced urban design quality of 37th Street NW, including benching along 37th Street NW and further refinement to sloped landscape and child care play spaces</p> <p>Pedestrian connectivity has been enhanced by further programming of the plaza with the inclusion of a community garden, enhanced pedestrian use and movement within the sloped landscape to better respond to the daycare amenity space and providing a connection to existing desire lines</p> <p>Child Care Play Space:</p> <ul style="list-style-type: none"> • Daycare play spaces are not bisected with public pathway • Daycare play spaces will function within one secured zone • Secure single point of access will be controlled by the future tenant <p>Sloped Landscape</p> <ul style="list-style-type: none"> • The design of the public stairs from grade to the second floor has been adjusted by moving the path to the outside edge of the terraced mass. This allows for: • Separate public pathway along the edge of the mass provides connection to the top of the sloped landscape from the parking area and from 37th Street NW <p>Refer to Diagram #4 – Amenity Plan</p> <p>Clarification of Issues & Design Intentions:</p> <p>Child Care Play Space</p> <ul style="list-style-type: none"> • Two terraced child care play spaces will be dedicated and secure, as required by child care standards and guidelines, including but not limited to the Child Care Licensing Regulation (143/2008) and the City of Calgary Child Care Service Policy and Development Guidelines (2009) • Perimeter screening will prevent public access from daycare spaces • 140 sq. m of exterior play space is provided (Required: 55 children / 2 x 4.5 = 123.75 sq. m); additional space is retained for fencing, landscaping and massing refinement • Play spaces are not accessible to other building users nor to the public • The two separate terraces will allow the child care to define two different play areas for appropriate age groups • The large second floor terrace has barrier free access • Refer to Diagram #4: Exterior Amenity Plan <p>Sloped Landscape</p> <ul style="list-style-type: none"> • The sloped landscape will be accessible to the public and residential tenants <p>Accessibility:</p> <ul style="list-style-type: none"> • Primary path of travel is at grade and is universal. The barrier free path of travel includes: <ul style="list-style-type: none"> ◦ Barrier free parking spaces located adjacent to main public entries; ◦ Access ramps from the parking area to the sidewalk; ◦ An unencumbered path of travel into a shared lobby, either from the public plaza or the east entrance; ◦ Legible lobby elevators to access the second floor daycare and residential floors above; and ◦ Clear access into the main floor Corporate Accommodation office spaces and the CFD lobby • Secondary path of travel for the daycare: <ul style="list-style-type: none"> ◦ The exterior convenience stair from either the parking lot or the sidewalk along 37th Street NW that connects to the second floor exterior child care entrance ◦ The interior convenience stair in the shared lobby • Barrier free use of plaza space, including benching and community gardens • Adding a ramp to provide barrier free access to the smaller terraced play space was reviewed and although ideal, it was determined to not be pursued for the following reasons:

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<ul style="list-style-type: none"> o The ramp requires a minimum of 34m to achieve the proper ramp slope. This would require a substantive reduction to green space amenity o The ramp will not be as convenient as using the primary path of travel o The primary access into the building is shared and universal; as such, secondary barrier free paths are not required nor are deemed to be necessary <p>Animation of Overlapping Program</p> <ul style="list-style-type: none"> • Refer to Human Scale <p>East Elevation</p> <ul style="list-style-type: none"> • Refer to Animation
ELEMENT & UDRP COMMENTARY
<p>08 DIVERSITY</p> <p>Promote designs accommodating a broad range of users and uses</p> <ul style="list-style-type: none"> • Retail street variety, at-grade areas, transparency into spaces • Corner treatments and project porosity <p>UDRP Commentary:</p> <p>A diverse user group is being proposed.</p> <p>Transparency into the fire station (via the fully glazed doors) into the apparatus bays is an exceptional gesture and will greatly activate this portion of the façade that would otherwise be somewhat sterile.</p>
RESPONSE
<ul style="list-style-type: none"> • Agreed
ELEMENT & UDRP COMMENTARY
<p>09 FLEXIBILITY</p> <p>Develop planning and building concepts which allow adaptation to future uses, new technologies</p> <ul style="list-style-type: none"> • Project approach relating to market and/or context changes <p>UDRP Commentary:</p> <p>The integrated facility appears to build in flexibility as part of its base design. Lower level spaces present a degree adaptable uses, within the set functional parameters of the fire station component.</p>
RESPONSE
<ul style="list-style-type: none"> • Agreed
ELEMENT & UDRP COMMENTARY
<p>10 SAFETY</p> <p>Achieve a sense of comfort and create places that provide security at all times</p> <ul style="list-style-type: none"> • Safety and security • Night time design <p>UDRP Commentary:</p> <p>The project achieves a safe and positive sense of comfort.</p> <p>The elimination of a driveway access will further improve safety by reducing the number of pedestrian and vehicular crossings.</p>
RESPONSE
<ul style="list-style-type: none"> • Refer to Context
ELEMENT & UDRP COMMENTARY
<p>11 ORIENTATION</p> <p>Provide clear and consistent directional clues for urban navigation</p> <ul style="list-style-type: none"> • Enhance natural views and vistas <p>UDRP Commentary:</p> <p>Refer to Context and Connectivity comments.</p>
RESPONSE
<ul style="list-style-type: none"> • Refer to Context & Connectivity
ELEMENT & UDRP COMMENTARY

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12 SUSTAINABILITY

Be aware of lifecycle costs; incorporate sustainable practices and materials

- *Site/solar orientation and passive heating/cooling*
- *Material selection and sustainable products*

UDRP Commentary:

Sustainable practices are being met. Integration of both uses and increased density promote a positive impact.

RESPONSE

- Agreed

ELEMENT & UDRP COMMENTARY

13 DURABILITY

Incorporate long-lasting materials and details that will provide a legacy rather than a liability

- *Use of low maintenance materials and/or sustainable products*
- *Project detailed to avoid maintenance issues*

UDRP Commentary:

Materials are of high quality, require low maintenance, and present longevity in the anticipated lifespan of the project.

RESPONSE

- Agreed

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f 403 261 9054

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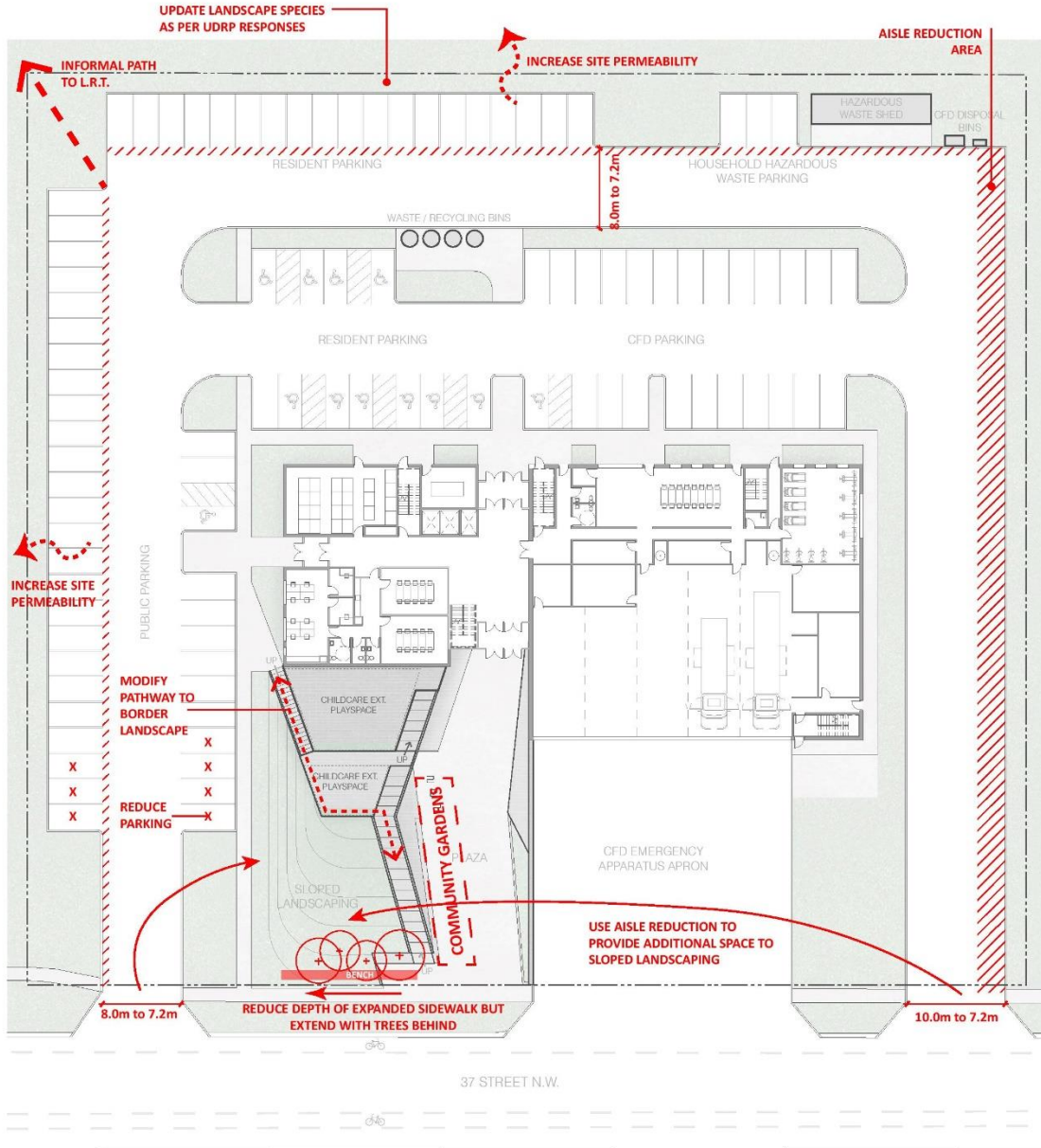


Diagram #1: Design Changes to Address UDRP Responses

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100, 205 ninth avenue southeast
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t 403 261 9050
f 403 261 9054

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Diagram #2: Three Contexts

-  VARSITY RESIDENTIAL
-  UNIVERSITY RESEARCH PARK
-  UNIVERSITY OF CALGARY CAMPUS
-  VMSR SITE

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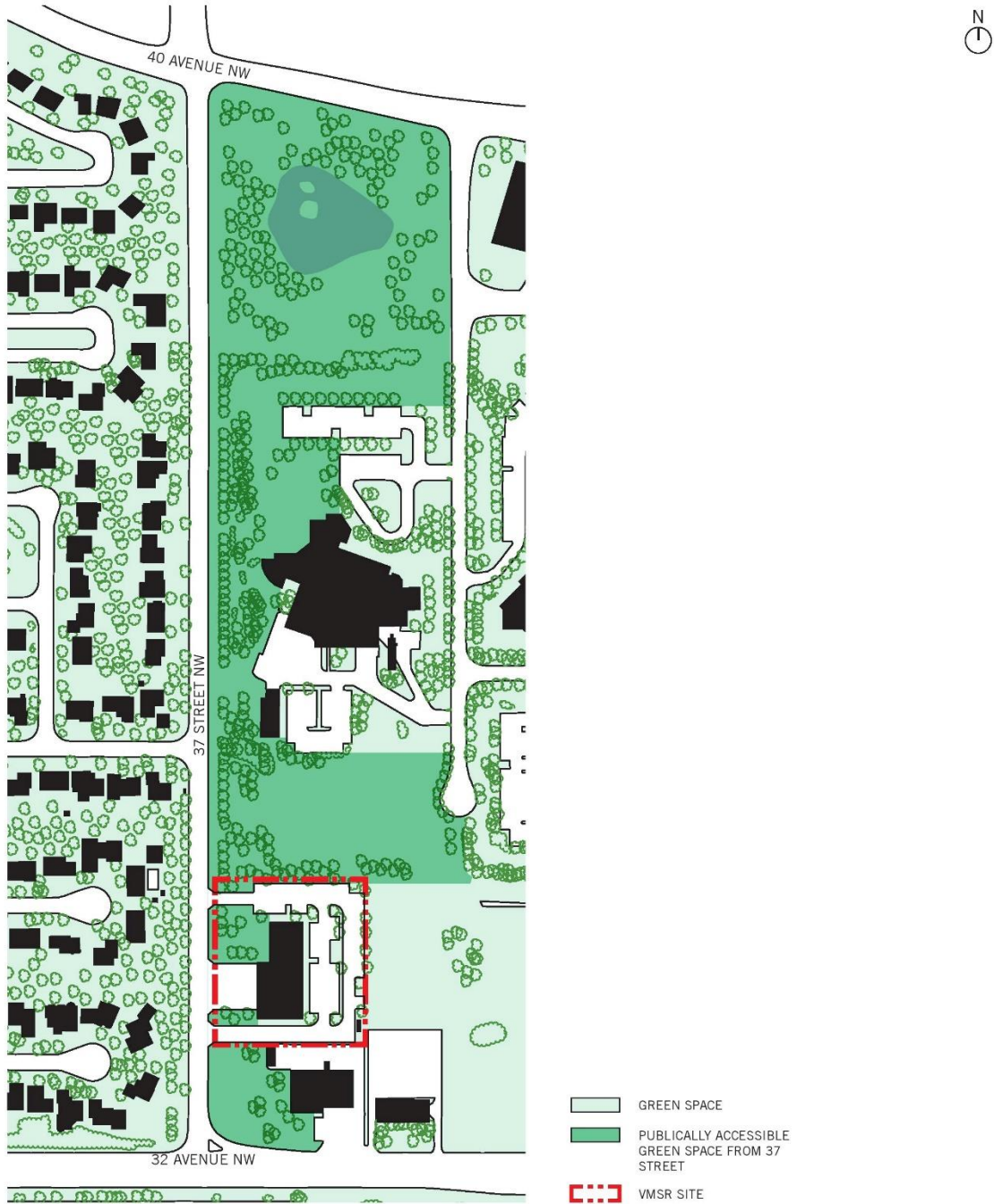


Diagram #3: Park Street

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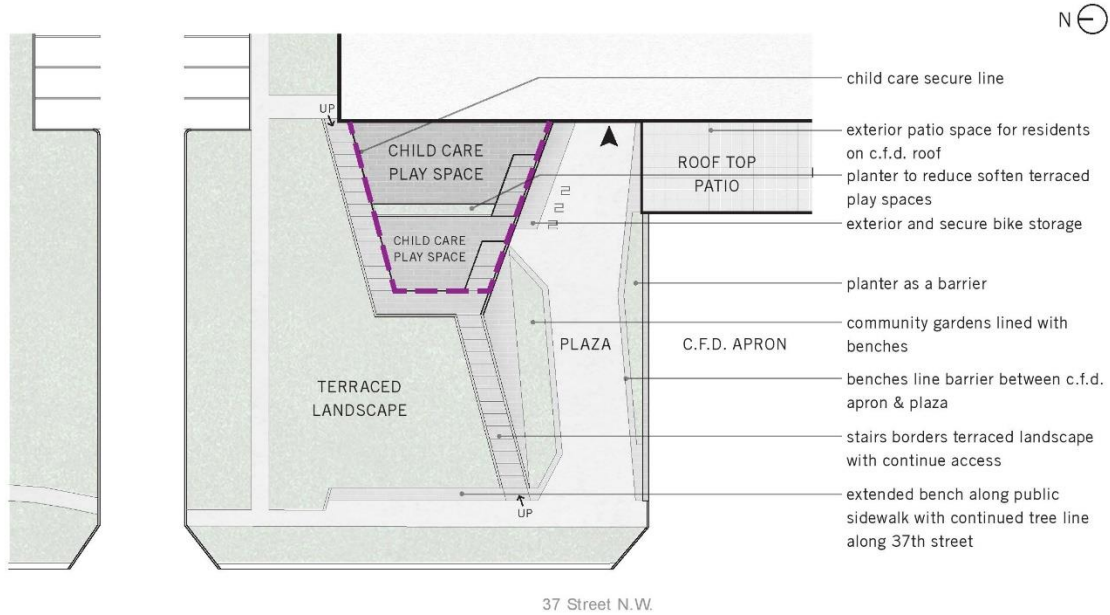


Diagram #4: Exterior Amenity Plan

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f 403 261 9054

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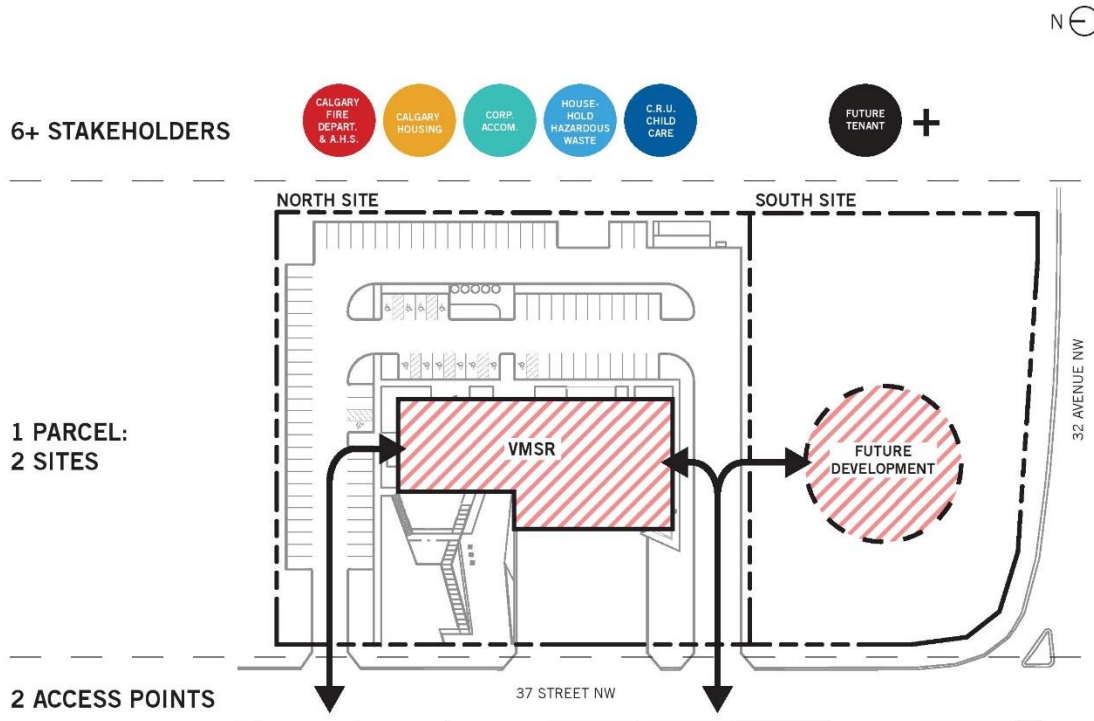


Diagram #5: Site Access

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www.the-mbac.ca

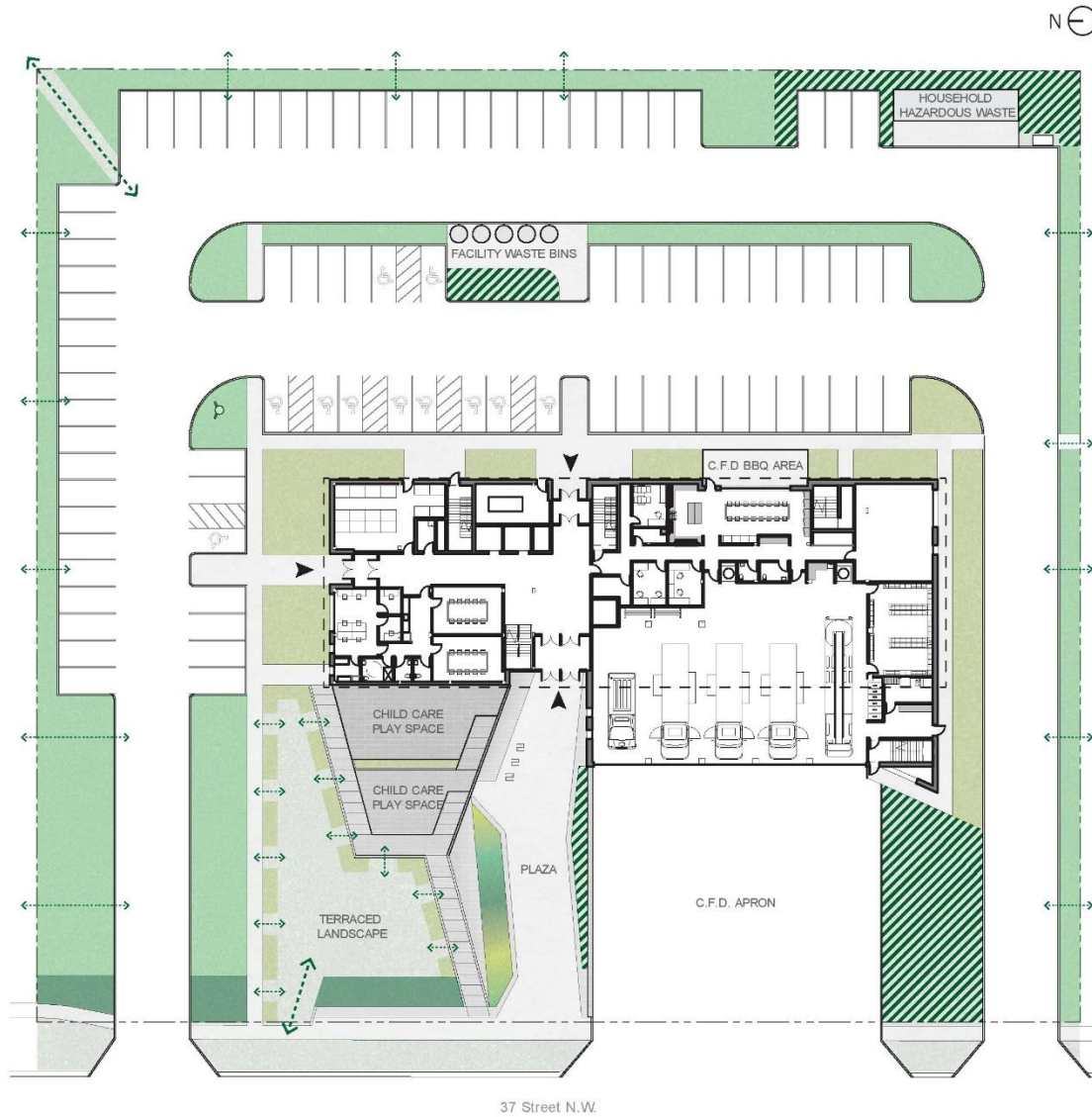


Diagram #6: Landscaping Strategy

- | | |
|--|--|
|  INFORMAL |  CANOPY - PERMEABLE |
|  BARRIER/SCREEN |  CANOPY - 37TH ST. CONTINUATION |
|  COMMUNITY GARDEN |  GRASS |
|  PEDESTRIAN ACCESS POINTS | |

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f 403 261 9054

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marc boutin, Architect, AAA, Principal
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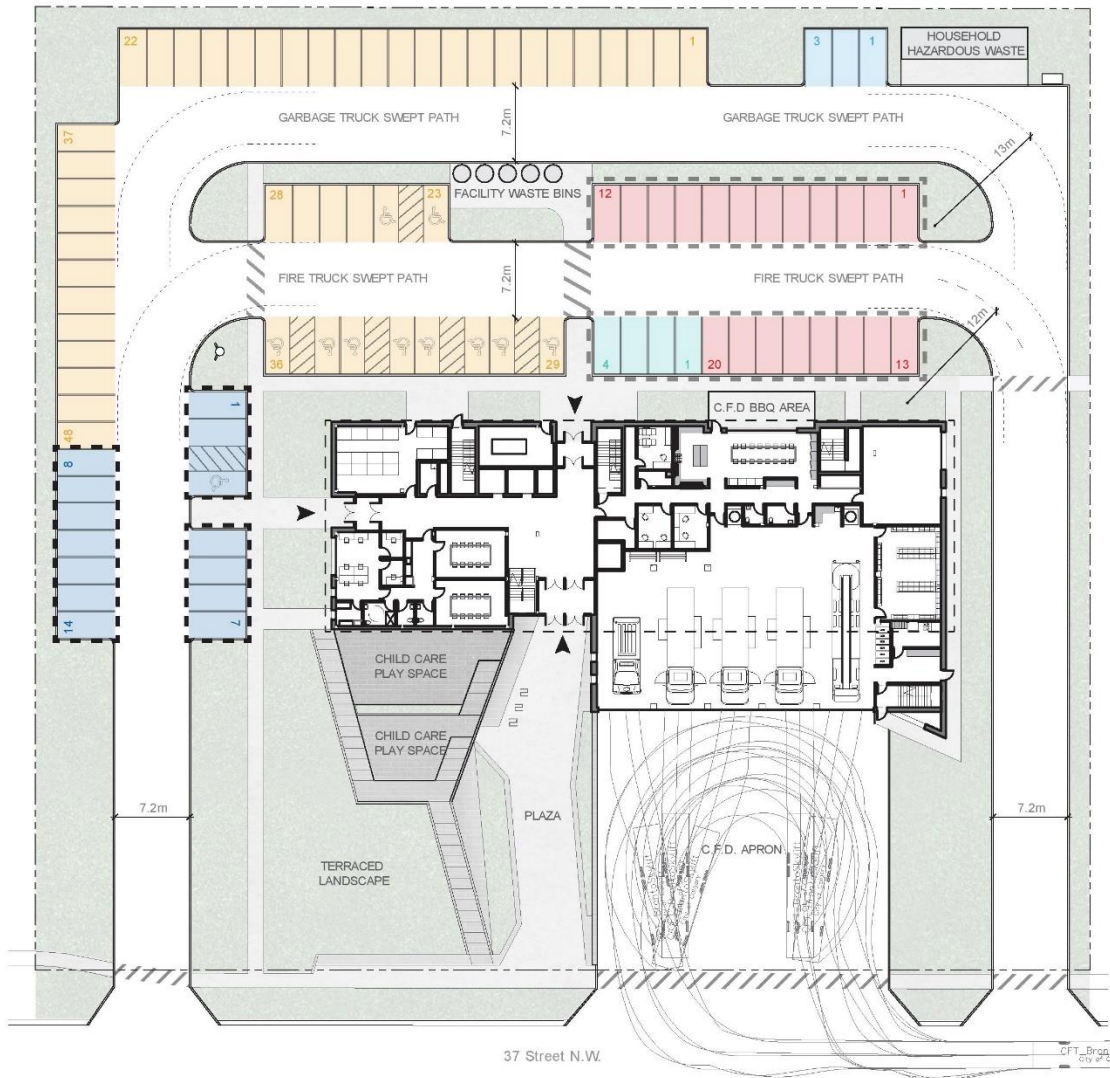









Diagram #7: Site Circulation & Parking

- | | | | |
|---|---------------------------|---|--|
|  | CALGARY FIRE DEPARTMENT |  | SHARED STALLS FOR CALGARY HOUSING VISITORS |
|  | CALGARY HOUSING |  | SHARED STALLS FOR CITY OF CALGARY STAFF |
|  | CORPORATE ACCOMMODATION | | |
|  | HOUSEHOLD HAZARDOUS WASTE | | |
|  | CHILD CARE | | |

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t 403 261 9050
f 403 261 9054

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Diagram #8: Extended 37 Street N.W.