

## Urban Design Review Panel Comments

Date	March 11, 2020	
Time	1:00	
Panel Members	<b>Present</b> Chad Russill (Chair) Terry Klassen Glen Pardoe Ben Bailey	<b>Distribution</b> Chris Hardwicke (Co-Chair) Colin Friesen Terry Klassen Glen Pardoe Beverly Sandalack Michael Sydenham Gary Mundy Ryan Agrey Jack Vanstone
Advisor	David Down, Chief Urban Designer	
Application number	DP2020-0064	
Municipal address	1637 Carrington BLVD NW 77 Carrington PZ NW	
Community	Carrington	
Project description	Carrington Commercial Center	
Review	Second	
File Manager	Jordan Furness	
City Wide Urban Design	Lothar Wiwjorra	
Applicant	Abugov Kaspar	
Panel Position	Endorse	

### Summary

This review for Carrington Commercial is the second Panel review following a voluntary early engagement at the schematic phase of design in May of 2019. While strong Urban Design principles were present in the first submission, the Panel identified areas for refinement in the initial review. It is apparent the applicant has made a concerted effort to address early concerns and advance a relatively strong development concept that will provide lasting amenity to the residents of Carrington. Notwithstanding, the Panel notes a key concern arising from the removal of an east-west pedestrian connection from 14 ST NW to Carrington PZ NW, a major desire line from the public road to the proposed main street area. The Panel understands this loss is due to vehicle sweep paths to accommodate the gas bar and stringent anchor-tenant demands. To the benefit of the overall vision, a design solution that returns this east-west pedestrian connection is strongly recommended.

Additional minor revisions for improved overall design are summarized below and reinforced in the categorized elements that follow:

- The Panel suggests additional screening (landscape or otherwise) and more engaging considerations be made along the 14 ST NW interface, specifically around the transformer locations and at corner of building.
- The current mid-block crossing along the main street presents a conflict with reversing cars backing over the crosswalk. Applicant to review widening midblock landscaping area at the crossing area to prevent pedestrian-vehicle conflicts.

### Applicant Response

August 13, 2020

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Urban Design Element	
<b>Creativity</b> <i>Encourage innovation; model best practices</i> <ul style="list-style-type: none"> <li>Overall project approach as it relates to original ideas or innovation</li> </ul>	
UDRP Commentary	The design precedent imagery and design elements shown in the applicant submission package are strong, demonstrating best practice urban design approaches.
Applicant Response	Acknowledged and appreciated.
<b>Context</b> <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i> <ul style="list-style-type: none"> <li>Massing relationship to context, distribution on site, and orientation to street edges</li> <li>Shade impact on public realm and adjacent sites</li> </ul>	
UDRP Commentary	<p>Overall the development optimizes placement on site, making good use of the unique Greenway Park immediately south, and framing a main street area with strong built form edges.</p> <p>Buildings articulation along 14<sup>th</sup> ST should be reviewed, especially for the grocer anchor-tenant, to ensure the development does not turn its back to this public street.</p>
Applicant Response	The application works to achieve a balance between technical requirements, best practices in urban design, as well as leasing considerations. Special attention has been given to pedestrian connectivity between the development and 14 <sup>th</sup> street and enhanced planting has been provided along the grocery store to further enhance the pedestrian environment and the public street in that area.
<b>Human Scale</b> <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i> <ul style="list-style-type: none"> <li>Massing contribution to public realm at grade</li> </ul>	
UDRP Commentary	General building massing is interpreted to be executed with positive human-scale elements.
Applicant Response	Acknowledged and appreciated.
<b>Integration</b> <i>The conjunction of land-use, built form, landscaping and public realm design</i> <ul style="list-style-type: none"> <li>Parking entrances and at-grade parking areas are concealed</li> <li>Weather protection at entrances and solar exposure for outdoor public areas</li> <li>Winter city response</li> </ul>	
UDRP Commentary	Panel notes improved screening of the supermarket loading area, previously a concern at the schematic design stage.
Applicant Response	Acknowledged and appreciated.
<b>Connectivity</b> <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i> <ul style="list-style-type: none"> <li>Pedestrian first design, walkability, pathways through site</li> <li>Connections to LRT stations, regional pathways and cycle paths</li> <li>Pedestrian pathway materials extend across driveways and lanes</li> </ul>	
UDRP Commentary	<p>The Panel acknowledges an improved north-south pedestrian connection by relocating to the grocery frontage area, widening clearways, and minimizing vehicle interruptions.</p> <p>The loss of the east-west pedestrian connection is detrimental to the site permeability. The Panel strongly advises the return of this important pedestrian link.</p> <p>The Panel notes the potential to extend the proposed main street south of Carrington PZ in future development planning.</p>
Applicant Response	The Applicant has added an east-west pedestrian connection through the middle of the site, connecting the south end of the Main Street with 14 <sup>th</sup> Street.
<b>Animation</b> <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i> <ul style="list-style-type: none"> <li>Building form contributes to an active pedestrian realm</li> <li>Residential units provided at-grade</li> <li>Elevations are interesting and enhance the streetscape</li> </ul>	
UDRP Commentary	<p>The Panel acknowledges the additional level of design detail applied to the main street interface for an improved streetscape/pedestrian realm.</p> <p>The panel recognizes the engagement and activation of the greenway park space to the south and is supportive of the proposed uses and related 'double fronted' architectural expressions that address the park equally to the parking field.</p>

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Applicant Response	<i>Acknowledged and appreciated.</i>
<b>Accessibility</b> <i>Ensure clear and simple access for all types of users</i>	
<ul style="list-style-type: none"> <li>Barrier free design</li> <li>Entry definition, legibility, and natural wayfinding</li> </ul>	
UDRP Commentary	<p>The site is generally flat, and accessibility is good with penetrations between CRU's and the pocket parks that populate the site for interest and connectivity.</p> <p>Applicant to review signage and/or cuing strategy at car-wash cue to avoid idling cars within the integrated plaza area.</p>
Applicant Response	<i>The Applicant proposes that a sign or signal be provided to discourage cars from idling on the raised table top area and wait until there is space to move through the cue to the other side of the table top.</i>
<b>Diversity</b> <i>Promote designs accommodating a broad range of users and uses</i>	
<ul style="list-style-type: none"> <li>Retail street variety, at-grade areas, transparency into spaces</li> <li>Corner treatments and project porosity</li> </ul>	
UDRP Commentary	<p>The mix of anchor tenants, smaller CRUs, restaurants and institutional uses indicate the intent for a healthy, diverse range of uses and users.</p> <p>The Panel notes the potential for second-storey office or residential uses along key edges, such as the Greenway Park and main street interfaces. While this would be a supported urban strategy, the Panel appreciates market and location do not likely support this concept currently.</p>
Applicant Response	<i>Acknowledged. The Applicant appreciates UDRP's agreement with our perspective that second storey office or residential uses are not currently viable in this location.</i>
<b>Flexibility</b> <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i>	
<ul style="list-style-type: none"> <li>Project approach relating to market and/or context changes</li> </ul>	
UDRP Commentary	<p>The panel acknowledges the shift to a shared parking strategy across the entirety of the site, reducing the number of surface parking areas.</p> <p>The NW corner appears to be a suitable location for the seasonal outdoor garden.</p>
Applicant Response	<i>Acknowledged and appreciated.</i>
<b>Safety</b> <i>Achieve a sense of comfort and create places that provide security at all times</i>	
<ul style="list-style-type: none"> <li>Safety and security</li> <li>Night time design</li> </ul>	
UDRP Commentary	<p>Eyes on the park is a key design principle that is encouraged to be maintained through the design process. Pocket parks and parking field landscape are noted as extremely positive Urban Design features.</p> <p>Pedestrian safety could be improved with a formalized east-west connection. See Urban Design Criteria: Connectivity.</p> <p>The current mid-block crossing along the main street presents a conflict with reversing cars. Applicant to review widening the crossing area to prevent pedestrian-vehicle conflicts.</p> <p>Pedestrians are anticipated to cut between vehicles rather than utilize the sidewalk between convenience store and fitness buildings. More direct E-W connection at this location is desired to facilitate this as an intentional movement.</p>
Applicant Response	<i>The mid-block crossing along the main street has been reconfigured to mitigate conflict with reversing cars. As noted above, an east-west connection across the site has been added.</i>
<b>Orientation</b> <i>Provide clear and consistent directional clues for urban navigation</i>	
<ul style="list-style-type: none"> <li>Enhance natural views and vistas</li> </ul>	
UDRP Commentary	<p>The Panel acknowledges the enhancement of the grocer edge adjacent the parking lot to capture the primary desire line along the north-south connection.</p> <p>Applicant to consider preparing an overall wayfinding strategy identifying key originating entry points and destinations – integrated into streetscape, greenway park interface and walkable realm through central parking area.</p>
Applicant Response	<i>A wayfinding strategy will be developed at future stages of the project.</i>
<b>Sustainability</b> <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i>	

### Urban Design Review Panel Comments

<ul style="list-style-type: none"><li>• Site/solar orientation and passive heating/cooling</li><li>• Material selection and sustainable products</li></ul>	
UDRP Commentary	Sustainability aspects were not reviewed as part of application.
Applicant Response	Acknowledged.
<b>Durability</b> <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i> <ul style="list-style-type: none"><li>• Use of low maintenance materials and/or sustainable products</li><li>• Project detailed to avoid maintenance issues</li></ul>	
UDRP Commentary	The Panel acknowledges the climate appropriate planting palette and overall landscape strategy.
Applicant Response	Acknowledged and appreciated.