

## Urban Design Review Panel – Comments and Applicant Responses

### Urban Design Review Panel Comments

<b>Date</b>	August 5, 2020	
<b>Time</b>	2:00	
<b>Panel Members</b>	<b>Present</b> A Chad Russill (Chair) Terry Klassen Ben Bailey Colin Friesen Glen Pardoe	<b>Distribution</b> B Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Ryan Agrey Jack Vanstone Michael Sydenham Noorullah Hussain Zada Jeff Lyness
<b>Advisor</b>	David Down, Chief Urban Designer	
<b>Application number</b>	<b>DL2020-0004 / DP2020-3942</b>	
<b>Municipal address</b>	1398, 1414, 1502, 1504, 1510, 1602 Macleod Tr SE	
<b>Community</b>	Beltline	
<b>Project description</b>	17 SX Stampede Station Canopy and Platform	
<b>Review</b>	first	
<b>File Manager</b>	Joseph Yun	
<b>City Wide Urban Design</b>	Sonny Tomic	
<b>Applicant</b>	GEC Architecture	
<b>Panel Position</b>	<b>Endorse</b>	

### Summary

This application represents the LRT Station at Stampede Crossing and forms part of an integral component related to the BMOx expansion and 17<sup>th</sup> Avenue SE Extension projects. This project is generally received as having strong urban design aspects and is positioned to greatly enhance the gateway aspect to and from the adjacent neighbourhood. For improvement of the overall vision, the following interface concerns are summarized below and reinforced in the categorized elements that follow:

- Though out of context for this specific application, PE2020-00577 (BMO Centre Expansion file) is directly linked to this application, with a consistent Owner group being involved. Review of the LRT station further emphasizes a previously iterated comment, that the BMO south west building interface fronting the 17<sup>th</sup> Avenue SE extension is setback significantly from the future road right-of-way and devoid of active uses.  
Design refinement is recommended to improve this gateway interface with greater building porosity and retail uses. The design of this station stresses the need for a focal point that terminates 17<sup>th</sup> Avenue SE with a meaningful gesture both visually and as a much-needed contextual response.
- Short term on-street parking or a pick-up/drop-off area has not been integrated along Macleod Trail SE. The Panel advocates for some form of on-street parking along the east street edge to create a pedestrian buffer along this busy road. This will inherently slow the vehicular speed in this area. The net result is anticipated to be a safer pedestrian environment and bring the boundary of the 'downtown feel' of Macleod Trail further south, as an appropriate transition via the gateway element. The Panel supports additional curbside activity and pedestrianization of the area, through two considerations:
  - o adding parking pockets along the east curb in addition to the existing lanes, or
  - o if the additional space is not available, then the exiting easternmost lane could be utilized for short term parking and pick-up/drop-off activity during off-peak periods.

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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 proposed design solution is creative and provides an appropriate response informed by the immediate context. The Southern Alberta Sky is a unique concept, easily identifiable within the Oculus element.
Applicant Response	<b>Noted</b>
<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>Street sections assist to show a greatly improved contextual response to at-grade connections and a softening of the 'raised platform' consistent with Calgary's raised trains. The massing is consistent with expectations and shade impact is of no concern.</p> <p>The Panel notes the station design complements the BMOx Expansion project positively, creating a consistent architectural language and sense of place.</p>
Applicant Response	<b>Noted</b>
<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	<p>Scale and massing are appropriate and well designed. The proposed urban integration of the platforms further improves the human scale of the project.</p> <p>It is anticipated that the built project will read well from both the macro (big picture) to the micro (well detailed) design aspects, giving a strong sense of human scale to users of the station.</p>
Applicant Response	<b>Noted</b>
<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	<p>The grading design and integration of landscape features appears to soften the raised requirements of the platform itself. This attribute will positively influence the success of Integration qualities with the surrounding area.</p> <p>Weather protection was discussed, specific to the Oculus and reduced ability to shelter the public under this area. The Panel suggests ample coverage is being provided elsewhere by the canopy and the edge of the platform at these two locations is not of significant concern as it relates to the Creative approach to the station design.</p> <p>Ensure successful integration for all utility related structures that accompany LRT stations with a consistent language is achieved throughout the site.</p>
Applicant Response	<b>The form and materiality of adjacent Utility Complex (DL2020-0002) reflects that of the Station so that they read together as a unified piece of Transit Infrastructure.</b>
<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 project connects exceptionally well to the surrounding network, through a direct enhancement of the existing network. The demolition of the spiral ramp and overhead pedestrian route, via additional at-grade crossings, will provide improved visual connections and reduced pedestrian travel distances.</p> <p>Connectivity between this project and the BMO expansion project should be further studied, as identified in the Summary section, specific to the BMO south west building facade. This location terminates 17<sup>th</sup> Avenue with an inactive building façade. The LRT station further reiterates the connectivity desire for improved building porosity and/or retail uses.</p>

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Applicant Response	Our team appreciates these comments. The area falls into the adjacent development permit 2020-3942, and we are able to confirm that this comment has been received by that team via their Detailed Team Response 1, dated August 7, 2020.
<b>Animation</b> Incorporate active uses; pay attention to details; add colour, wit and fun <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>Design of the LRT canopy is interesting and enhances the streetscape greatly between the (currently) harsh edge of Macleod Trail and a consistent (future) BMO language.</p> <p>The programmable lighting aspect of the Oculus is anticipated to be both fitting and activating in the urban environment.</p>
Applicant Response	Noted
<b>Accessibility</b> Ensure clear and simple access for all types of users <ul style="list-style-type: none"> <li>• Barrier free design</li> <li>• Entry definition, legibility, and natural wayfinding</li> </ul>	
UDRP Commentary	<p>The project appears to meet barrier free design requirements and promotes excellent wayfinding through the simplified pedestrian movements.</p> <p>Bollard lights may be a desirable element to integrate, strengthening edge definition language and potential consistency throughout the adjacent future developments.</p>
Applicant Response	We will look for additional opportunities in the landscape and adjacent sloped walks and walkways to add lighting at a low level with elements such as bollards as you
<b>Diversity</b> Promote designs accommodating a broad range of users and uses <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	No Diversity concerns are present in the current application. The project reflects an appropriate response to porosity and broad pedestrian user group.
Applicant Response	Noted
<b>Flexibility</b> Develop planning and building concepts which allow adaptation to future uses, new technologies <ul style="list-style-type: none"> <li>• Project approach relating to market and/or context changes</li> </ul>	
UDRP Commentary	n/a
Applicant Response	
<b>Safety</b> Achieve a sense of comfort and create places that provide security at all times <ul style="list-style-type: none"> <li>• Safety and security</li> <li>• Night time design</li> </ul>	
UDRP Commentary	<p>The Application meets expectations in terms of an improved sense of comfort and security.</p> <p>For improved pedestrian safety at the at-grade crossings, short term on-street parking or a pick-up/drop-off area should be integrated along MacLeod Trail SE. The Panel strongly advocates that should this be successfully integrated along the east boundary, it will strengthen the pedestrian nature of these crossing. The effect will slow the vehicular speed and be a safer pedestrian environment. It will bring the boundary of the 'downtown feel' of Macleod Trail further south, as an appropriate transition via the gateway element. Should this not be intentionally built into the new road interface, it is anticipated that pick-up and drop-off will still occur in this area, in an uncontrolled fashion, prompting increased desire to incorporate during design. The Panel supports additional curbside activity and pedestrianization of the area, through two considerations:</p> <ul style="list-style-type: none"> <li>- adding parking pockets along the east curb in addition to the existing lanes, or</li> <li>- if the additional space is not available, then the exiting easternmost lane could be utilized for short term parking and pick-up/drop-off activity during off-peak periods.</li> </ul> <p>A discussion surrounding potential of a fence being incorporated that separated Macleod Trail from the station took place, though to reiterate, the Panel does not support any</p>
Applicant Response	<p><b>Parking:</b></p> <p>Our team appreciates these comments. We agree calming along the eastern lane of Macleod Trail adjacent to the station will improve safety and believe the project will successfully achieve this with several project elements, including: removal of the +15 infrastructure and</p>

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	<p>visual barriers, at-grade signalized crossings at both 14 Ave and 17 Ave (and additional crossing at 15 Ave under discussion with Calgary Roads), widening the adjacent sidewalk, by adding street trees and amenities and by reinstating a posted speed limit of 50kph following construction.</p> <p>Macleod Trail is a busy roadway with critical commuter access into downtown Calgary. Four traffic lanes are needed to accommodate the volumes based on current information and assumptions incorporated into traffic modelling and agreed to longer queue lengths resulting from the proposed at-grade signals and preemption of the signal at 17 Avenue / MacLeod Trail..</p> <p>Adding parking pockets in addition to the 4 lanes on Macleod Trail would not achieve a minimum 3m wide walkway between the parking and station, so is not desirable by the project team.</p> <p>Events and Stampede Festival are expected to use the eastern/curb lane for taxi and ride share drop-off zones as has been implemented by Calgary Roads using temporary detours in recent years.</p> <p>Fence: Noted and project team fully supports no additional physical barriers.</p>
<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	
Applicant Response	
<b>Sustainability</b> <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i> <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	The typology of this application is inherently sustainable by way of promoting public transportation. Products selected are generally sustainable and some re-use of the existing platforms has been integrated into the current design strategy.
Applicant Response	Noted
<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	<p>Materials presented meet expectations, being low maintenance and high durability.</p> <p>Discussion of Corten metal for landscape features, including benches, was identified by the Panel as having some rust-staining implications to both adjacent materials and pedestrians. The Applicant responded with knowledge and intent to implement details to address these concerns.</p>
Applicant Response	Noted