# Applicant's UDRP Response

## LOC2020-041 Midfield Heights UDRP Comments Graphic Response – Detailed Team Review 1 Comment 10

## **Urban Design Element**

#### 1. Creativity:

In response to panel's comment for a more creative approach on the eastern part of the village and public access, RE&DS has made the following changes:

- 1. Cirrus Circle has been identified as a pedestrian priority street. This street will have enhanced road treatments and crossings for better legibility (1a)
- Introduced Site 7 at the eastern edge of the village with MU-1 land use; this
  will provide the opportunity to create an iconic structure at the most visible
  gateway from 16 Av and Deerfoot Trail (1b)
- 3. Access points from Cirrus Circle will connect into the dual upper and lower pathway system; as per Parks' requirement, the ER will be restored with natural flora/fauna. A strip of MR is proposed as transition zone to accommodate the upper pathway

#### 2. Context:

The gateway aspect of the Midfield site is addressed through the following:

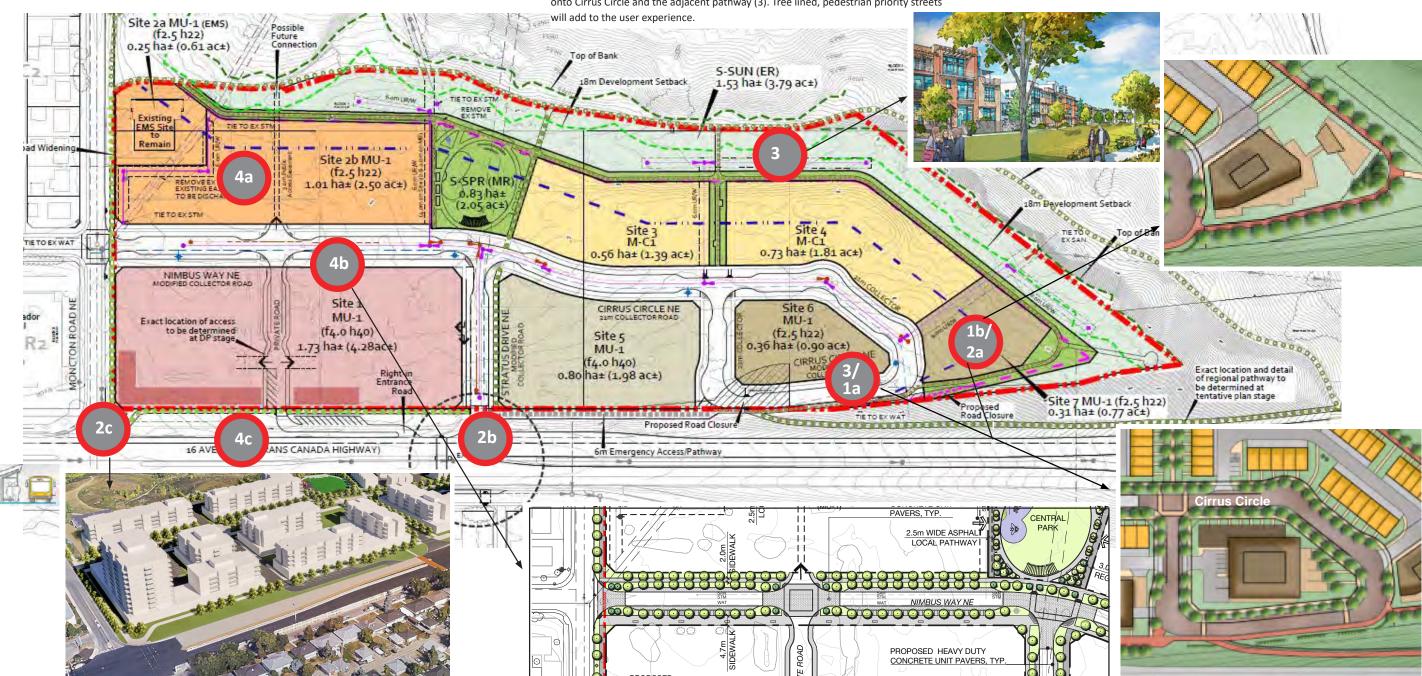
- 1. Potential to create an iconic structure on Site 7 at the southeast edge of the site highly visible from 16 Avenue and Deerfoot Trail (2a)
- Integrateion of entrance features on Sites 1 & 5 at 16 Avenue and Stratus
   Drive (2b) as well as provision for towers on both sites will enhance visual impact
- 3. Mixed-use structure with required Neighbourhood Commercial at the southwest edge of Site 1 at Moncton Road and 16 Avenue (2c)
- 4. Tree lined pathway along 16 Avenue from Moncton Road to Site 5

#### 3. Human Scale:

The conceptual layout and pathway connections have been revised for Site 3, 4, 5, 6 and new Site 7 so that the public realm will be clearly defined by buildings fronting onto Cirrus Circle and the adjacent pathway (3). Tree lined, pedestrian priority streets

#### 4. Integration:

The surface parking lot has been revised and incorporated within the MU-1 site (Site 2b) and an easement has been provided for a pedestrian connection to the regional pathway (4a). A landscape buffer is provided between surface parking and ER/ MR. Based on discussions with the City, the central median has been removed and redistributed to provide a wider boulevard on both sides of Nimbus Way (4b). The slip lane from 16 Avenue will promote commercial frontage and parking along the corridor as well provide easy access into Site 1 commercial (4c). Site 1 will have required Neighbourhood Commercial at the corner of Moncton Road and 16 Avenue in proximity to the MAX Orange transit station.



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## **UDRP Comments Graphic Response Cont.**

## **Urban Design Element**

#### 5. Connectivity

Park connections and public access have been enhanced through local pathways adjacent to Site 3 and 4. It is anticipated that all development will orient towards and address the escarpment and open space (5a). Connections to the existing regional pathway are proposed from within the site plus an upgraded pathway on Moncton Road. Pedestrian improvements such as enhanced crosswalks, tree lined boulevards and 'pedestrian priority streets' all serve to focus on a pedestrian-first design. As per Parks' requirement, the ER will be restored with natural flora/fauna. A strip of MR is proposed as transition zone to accommodate the upper pathway for connectivity.

Note that Elements 6 and 12 are addressed through the Urban Design Guidelines that were submitted under a separate cover. Details of this level can be

#### 7 & 10. Accessibility and Safety

Pathways and open space have been designed to be barrier free. The stairs that were proposed connecting to eastern Point Park have been removed. Accessible pedestrian crossing across 16 Avenue/Stratus Drive is proposed (7a) and will be studied further. Public sidewalks, local pathways and frontage onto the open space promote active frontages and 'eyes on the street /park' (10). Pedestrian priority streets promote slower vehicle movements and enhance safety for pedestrians and cyclists.

#### 8 & 9. Diversity and Flexibilty

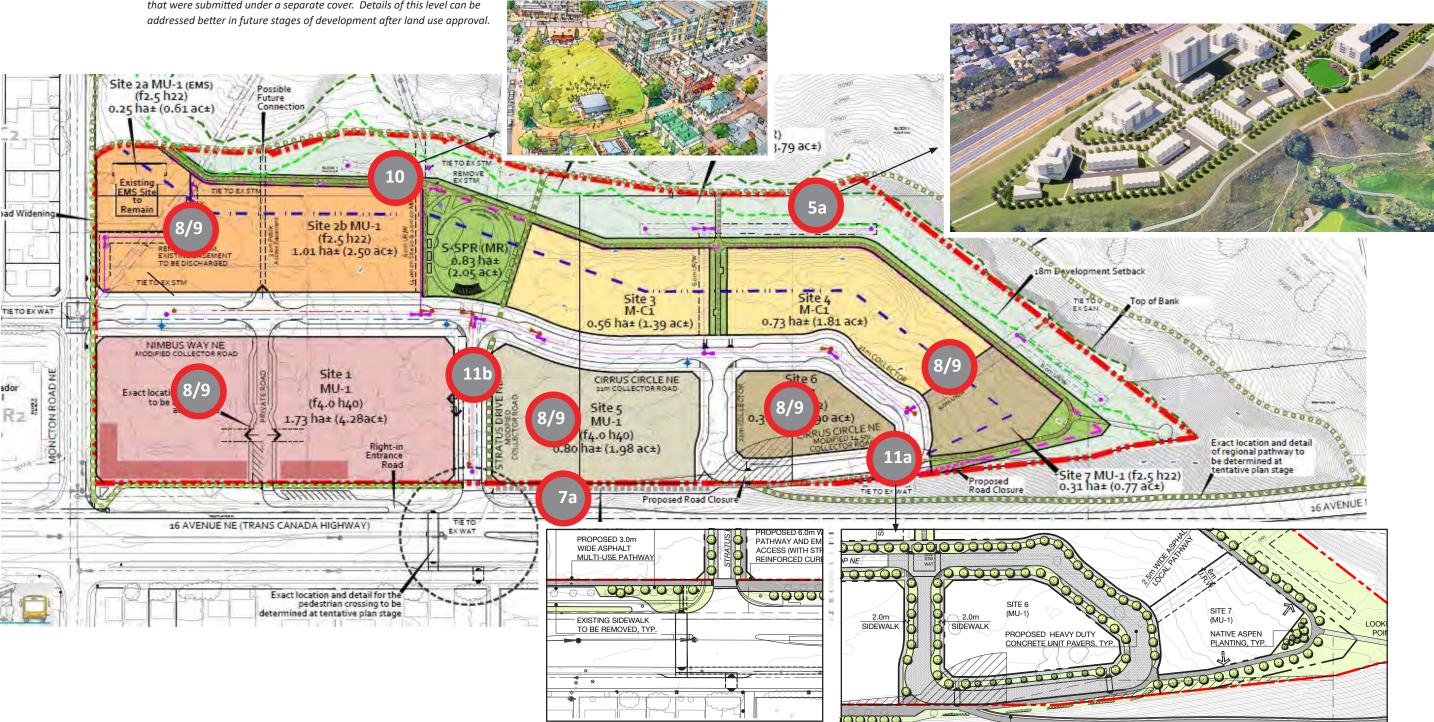
Sites 1, 2b, 5, 6 and 7 are MU-1 land use which allows for a diversity of uses and housing types as well as flexibility that can respond to the market.

#### 11. Orientation

In response to UDRP comments, the legibility of street network is enhanced through the distinct treatment of cross walks and pedestrian priority streets at the eastern end of Cirrus Circle (11a). The termination of north-south streets have been aligned with parks to the vistas beyond to ensure viable visual connections (11b). Architectural forms are to be street-oriented and aligned with the Design Guidelines. The introduction of MU-1 Site 7 creates the opportunity for an iconic structure at the southeastern tip identified as the gateway.

#### 13. Durability

Exploration of landscaping and paving materials is underway for Nimbus Way and Cirrus Circle. The Design Guidelines will also help promote durability and resilience.



## LOC2020-041 Midfield Heights Urban Design Pre-Application Comments Graphic Response – Detailed Team Review 1 Comment 10

Urban Design Pre-Application Comment

#### 26. Site 1 South Interface frontage road design

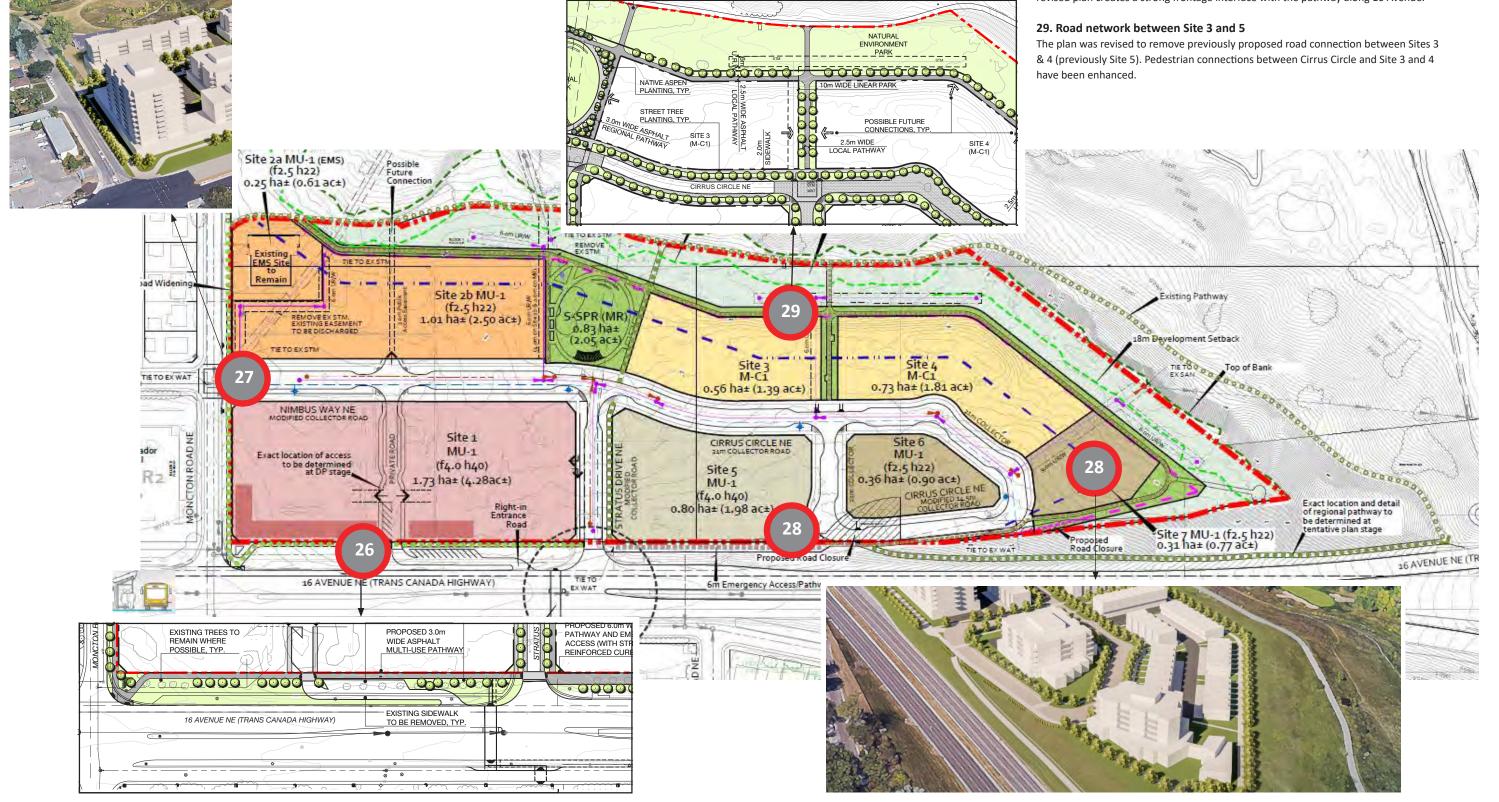
A 3.0m multi-purpose pathway has been provided in the road ROW between the proposed angled parking and the property line. A single row of trees is continued west of the angled parking. The request for a double row of trees cannot be accommodated as planting is limited due to utilities and their associated offsets, as well as proximity to 16 Avenue NE with its associated clearance zones and salt spray.

#### 27. Site 1 (MU-1) west interface with Moncton Rd NE

The land use for the MU-1 site allows the flexibility for commercial and residential uses at grade. Neighbourhood Commercial uses will be required along the corner of Moncton Road and 16 Avenue in proximity to the MAX Orange transit station as shown on the Outline Plan. An enhanced multi-purpose pathway will be provided along Moncton Road, and Nimbus Way will feature an urban style boulevard adjacent to Site 1.

### 28. Eastern Tip of Site 4 /7

Considerable changes have been made to the eastern half of the plan following the pre-application primarily in response to the slope stability constraints. The revised road network reduces the road area and has double-frontage which addresses Urban Design's comment. The creation of a new MU-1 Site 7 provides an opportunity for an iconic structure at the southeast tip of the site, a visually prominent location. The revised plan creates a strong frontage interface with the pathway along 16 Avenue.



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