

Applicant Submission

2025 July 02

PROJECT 54 – APPLICANT SUBMISSION



Planning and Urban Design Analysis

01 Project Description

CIDEX is proposing a 12-storey mixed-use development of retail and residential, at the intersection of 4th Avenue SW and 5th Street SW, within the Downtown Commercial Core. The proposal, referred to as Project 54, shall comprise of a 12-storey concrete framed structure above grade, and a below-grade, 2-storey parkade. The total parcel area is some 2,579 sqm (27,765 sq ft) of which the building coverage is 2,160 sq m (23,249 sq ft). At grade level there shall be one convenience store, with associated loading from the rear lane; the residential entrance lobby, located on the corner, and parkade access also via the rear lane.

The main floor also includes for the provision for a future connection to an extended +15 system. Residential common amenities are provided by an extensively programmed rooftop space, with both indoor and outdoor facilities. The project is currently in the early stages of design development; therefore, we are seeking UDRP guidance to ensure the final built form is considered a success

02 Concept

The conceptual drivers for the proposal are taken from the features that define the site; being surrounded by multi-storey buildings of varying height the design is a reflection of that context. The design response is an exploration of the form driven mass being broken down, using differing materiality and roof heights to create a building that is suitable for the location. The floor plan was a result of the effort to pull the dwelling units closer to the street edge, and away from the

shadow of the taller building immediately south of the site. This resulted in an efficient U shaped floor plate which minimizes dwelling units from directly overlooking the rear lane and the adjacent building. This floor plate is extruded upwards to some 12-storeys, and to reduce the impact of this block the facades are 'cut', vertically, by the use of recessed balconies. This division of the singular, rectilinear face now becomes activated by several vertically oriented faces, mimicking individual components rather than a singular mass.

The roof line of each of these vertical planes are stepped to further enhance the concept of a broken-down mass, thereby responding to the various heights of the surrounding buildings. The stepping down of the parapet from the corner serves to increase the perception and prominence at this important juncture, helping to identify this location as being the entrance point.

At grade level, the double-height, fully glazed façade is pulled back from the property line; this translucent mass provides the impression that the building above is floating, help to further express the vertically of the mass. The recessed façade provides a degree of shelter to the street and provides a less imposing feeling as the building meets the street, improving the pedestrian experience at this scale. Further consideration has been given to pedestrian experience and connectivity through the provision of a future connection to the +15 Pathway network.

Each vertical block is defined by the use of different colours and textures of metal panels. This further differentiates each of the blocks, so that they are perceived as smaller

components. Although spaced on an efficient grid to suit the floor plate, the upper-level window openings are 'grouped' by a spandrel panel, vertically and staggered. This arrangement provides interesting articulation and again implies vertical emphasis. The alternating of this arrangement produces an illusion that they are not all the same size.

Although still in the early stages of design, we are committed to ensuring that the proposal is, at a minimum, meeting or, ideally, exceeding the prescribed base energy code requirements. As owner operators, our client/developer is conscious of an energy efficient design and the economic benefits that accompany it. An early analysis has suggested that photovoltaic solar panels would not represent an optimal means of providing energy. Therefore, investment in enhanced building envelope materials and high-efficiency mechanical systems is deemed to be a more viable approach.

03 Land Use Bylaw Compliance

According to the existing 1p2007 Land Use Bylaw (LUB), the district assigned to this site is CR20-C20 / R20. This allows for: up to 20 FAR with bonus. Project 54 will achieve a total FAR of 10.15, well below the permitted maximum.

Additional size restrictions apply in Level 12 and above, reducing the floorplate to less than 44 m in any direction. The minimum density is 0 units per hectare (uph); there is no maximum, and the development will provide 907 uph.

Landscaped area is 20.63% of the total area. The overall parking required for the development is 141 stalls, including residents and visitors, and there is provision of 121

in total. In general, there are no foreseeing LUB discrepancies that may require variance or relaxation.

04 Urban Design Approach

The existing immediate context currently shows building form that vary from commercial high rise buildings to residential high-rise buildings. There is also the Bow River to far West of the Downtown area. At pedestrian scale, the building closer to the street edge presents a double height base that will not appear intimidating compared to a pedestrian.

The surrounding neighbourhood of the Bow river, the open green space, the presence of commercial and retail establishments plus the proposed amenity spaces within the building and all landscaped areas will service the development positively, giving users a sense of place, further to that, these same open outdoor green spaces are welcoming to all visitors and residents to the development.

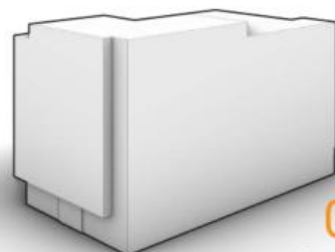
The function of the proposed buildings is clearly expressed in their exteriors: the legibility of the proposal is key to make the project successful. Connectivity around Project 54's overall development, pedestrian and vehicular is simplified and predictable, and all outdoor areas are open to allow for eyes on the street, so all users are **safe** when using the spaces.

From the beginning, it may be in the future creating a **vibrant** urban environment and with this as a vision will give the **resilience** for future proofing the project.

Planning and Urban Design Analysis

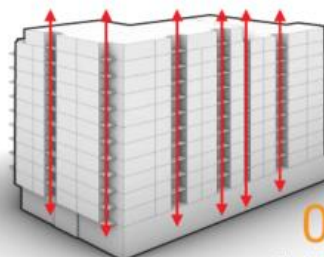
Massing Strategy / Creativity

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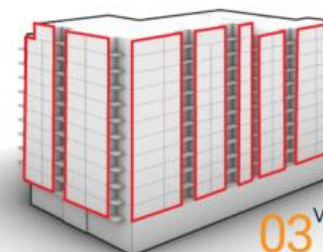
01 Base Massing

The initial mass concept consists of rectangles that form the different units and floors of the building. In this, it can be seen that there is a forming height difference on the mass portions.



02 Efficient Divisions

The balconies are added in a most efficient way by combining them and emphasizing **functionality**. This creates divisions that help to break up the mass into several portions.



03 Vertical Emphasis

Emphasized volumes create "individual towers" on the rectangular mass, thus making each tower appear vertical as opposed to a rectangular horizontal mass. Thus the building fits into its surrounding context of taller buildings.



04 Tower

To increase perception of the verticality of the form, the height difference is exaggerated with the use of parapet walls that are higher on the North west tower. This creates a staggered height effect.



05 Podium

Podium utilizes glazing and placing columns behind the glass facades to give the building an appearance of a floating mass. This further expresses the tower verticality. Podium facade is pushed in to create better interaction with the street.



06 Final Form

The final form incorporates window articulation to create variation that is also further expressed through materiality.