

Urban Design Review Panel: Review Template

Applicant: **XX**

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Ranking

Information for the use of this Review Template:

Topics	Best Practice Guidelines	Ranking	Commentary
<p><i>Topics are provided to facilitate consistent review practices, and to help define the scope of the review. Where the Panel feels it is appropriate - the "other" box can be used for additional topics.</i></p>	<p><i>Best Practices are included to guide discussion. Best Practices are based on approaches that promote urban vitality, liveability, urban connectivity, active use, sustainability, beauty and enjoyment of the urban realm by the public at large. They are not prescriptive, and are intended to provide desired outcomes. Applicants are encouraged to use innovative approaches to achieve the outcome where suitable.</i></p>	<p><i>Support Support with Conditions Do not Support Not Applicable TBD</i></p>	

General Comments

Urban Vitality Contribution				
	Topic	Best Practice	Ranking	Commentary
1	Retail Street Diversity	Retail streets encourage pedestrians along sidewalk with a mix and diversity of smaller retail uses. Retail wraps corners of streets. Space for patios and cafe seating is provided.		
2	Retail Street Transparency and Porosity	Retail street maximizes extent of glazing - 70% and more. Maintains view into and out of retail - avoids display only windows.		
3	Pedestrian First Design	Sidewalks are continuous on all relevant edges. Materials span driveway entries and parking access points. No drop offs or lay-bys in the pedestrian realm. Street furnishings support the pedestrian experience.		
4	Entry Point Definition / Legibility	Entry points are clear and legible		
5	Residential Multi-Level Units at grade	Inclusion of two or three storey units are encouraged, particularly at street level. Private outdoor patios with access to the sidewalk are ideal. Patios are large enough to permit furnishing and active use.		
6	At grade Parking	At grade parking is concealed behind building frontages along public streets.		
7	Parking Entrances	Ramps are concealed as much as possible. Entrances to parking are located in discrete locations. Driveways to garage entries are minimized, place pedestrian environment and safety first.		
8	Other			

Urban Connectivity		Provide visual and functional connectivity between buildings and places, ensure connection to existing and future networks. Promote walkability, cycle networks, transit use, pedestrian first environments		
	Topic	Best Practice	Ranking	Commentary
9	LRT Station Connections	Supports LRT use via legible, dedicated pedestrian pathways to stations with direct routes. Avoids desire lines / shortcutting through parking areas.		
10	Regional Pathway Connections	Supports walkability via intentional urban design connections to pathway systems		
11	Cycle Path Connections	Supports cycling via intentional, safe urban design connections to pathway systems and ease of access to bicycle storage at grade.		
12	Walkability - connection to adjacent neighbourhoods / districts / key urban features	Extend existing and provide continuous pedestrian pathways. Extend pedestrian pathway materials across driveways and lanes to emphasize pedestrian use.		
13	Pathways through site	Provide pathways through the site along desire lines to connect amenities within and without the site boundaries.		
14	Open Space Networks and Park Systems	Connects and extends existing systems and patterns.		
15	Views and Vistas	Designed to enhance views to natural areas and urban landmarks.		
16	Vehicular Interface			

Contextual Response		Optimize built form with respect to mass, spacing and placement on site in consideration to adjacent uses, heights and densities.		
	Topic	Best Practice	Ranking	Commentary
18	Massing relationship to context	Relationship to adjacent properties is sympathetic		
19	Massing impacts on Sun Shade	Sun Shade impacts minimized on public realm and adjacent sites		
20	Massing orientation to street edges	Building form relates / is oriented to the streets on which it fronts.		
21	Massing Distribution on Site			
22	Massing contribution to public realm at grade	Building form contributes to a comfortable pedestrian realm at grade		
23	Other			

Safety and Diversity

Promote design that accomodates the broadest range of users and uses. Achieve a sense of comfort and security at all times.

	Topic	Best Practice	Ranking	Commentary
24	Safety and Security	CPTED principles are to be employed - good overlook, appropriate lighting, good view lines, glazing in lobbies and entrances.		
25	Pedestrian Level Comfort - Wind	Incorporate strategies to block wind, particularly prevailing wind and downdrafts. Test assumptions and responses via Pedestrian Level Wind Analysis. Particular attention to winter conditions.		
26	Pedestrian Level Comfort - Snow	Incorporate strategies to prevent snow drifting. Test assumptions and responses via Snow Drifting Analysis. Particular attention to winter conditions.		
27	Weather Protection	Weather protection is encouraged at principal entrances. Continuous weather protection is encouraged along retail / mixed used frontages.		
28	Night Time Design			
29	Barrier Free Design	Site access to be equal for able and disabled individuals. Provide sloped surfaces 5% grade or less vs ramps.		
30	Winter City	Maximize exposure to sunshine for public areas through orientation, massing. Design public realm that supports winter activity.		
31	Other			

Service / Utility Design

Promote design that accomodates service uses in functional and unobtrusive manner. Place services uses away from and out of sight of pedestrian areas where possible. Screening elements to be substantive and sympathetic to the building architecture.

	Topic	Best Practice	Ranking	Commentary
32	Waste / Recycling			
33	Enmax (Power) / Atco (Gas)			
34	Transformer / Switchgear			
35	Exhaust / Intake			
36	Electrical Vaults			
37	Loading			
38	Fire Truck Access			
39	Other			