

URBAN DESIGN PANEL MINUTES

DATE: March 16, 2022

TIME: 3:00 pm

PLACE: Webex

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:

Alyssa Koehn
Amina Yasmin
Brian Wakelin (Chair)
Clinton Cuddington
Geoff Lister
Margot Long (excused from item 1)
Reza Mousakhani (excused from item 2)
Jane Vorbrodt
Jennifer Stamp
Scott Romses

RECORDING SECRETARY: M.Sem

ITEMS REVIEWED AT THIS MEETING

1. 2108-2408 Cassiar Street (Skeena Terrace)
2. Broadway Plan

BUSINESS MEETING Chair, MR. WAKELIN, called the meeting to order at 3:00 p.m. and noted the presence of a quorum.

1. **Address:** 2108-2408 Cassiar Street (Skeena Terrace)
Permit No.: N/A
Description: The City, together with the applicant, BC Housing are developing a Policy Statement for Skeena Terrace that will inform the subsequent rezoning application for the site. A Policy Statement is a guiding document that establishes Guiding Principles, objectives and policies relating to a range of topics. The Policy Statement will set principles and objectives around land use, density, building types and heights, mobility, sustainability, reconciliation and infrastructure, ecology, parks and open space, community amenities, and development phasing. The purpose of this workshop is to invite feedback from the Panel on the draft Guiding Principles and the preferred design concept identified for the site.
- Zoning:** CD-1(11B)
Application Status: Non-voting workshop for policy statement
Review: First
Architect: Perkins + Will Architects and P&W Partnership Landscape Architects Inc.
Delegation: Sheryl Peters, BC Housing, Project Lead
 Jason LeBlanc, P&W Director of Urban Design Consultant Team Lead
 Margot Long, P&W Senior Principal Landscape Lead
 Kathy Wardle, P&W Director of Sustainability and Resiliency Lead
 Michael Mortensen, Livable City Planning Director Urban Economist
- Staff:** Derek Robinson and Sarah Crowley

EVALUATION: NON-VOTING WORKSHOP

- Sarah Crowley, Rezoning Planner began by thanking the panel and indicated the team's appreciation to provide the members with an overview of the project details and draft design work for Skeena Terrace along with the applicant BC Housing, their design team at Perkins + Will, and landscape team at P&W Partnership.
- Sarah outlined that the workshop would commence with a presentation from the staff team, followed on by a presentation from the BC Housing team and their consultants who will speak to the design story for Skeena Terrace and how the teams got to the concept the panel would be reviewing today.
- Derek Robinson, Development Planner, provided some context on the purpose of the workshop and further opportunity for Panel input as the project would proceed ahead to the rezoning application phase.
- Sarah noted that Skeena Terrace is a 10.8 acre site managed and operated by BC Housing and located in East Vancouver in the Hastings-Sunrise neighbourhood that fronts onto Lougheed Highway at the south end and located near the boundary with the City of Burnaby to the east. The site is currently zoned CD-1 (11B) which permits the existing residential use on site.
- The site is surrounded to the east along Skeena Street as land zoned (I-2) for Industrial use and there are industrial lands also located across Lougheed Highway, south of the site. As one moves further north along Cassiar Street, the area transitions to a quieter, residential street which also includes Thunderbird Community Centre and Thunderbird Elementary School and

land zoned RS-1 (one family dwellings). To the north and north-west, the area is currently comprised of low-rise residential properties.

- Sarah presented the panel with a slide showing the current amenities in the immediate vicinity of the site, which she indicated the team wanted to enhance and add to through the Skeena Terrace Planning Program Process. As noted, the Thunderbird School and Community Centre is a valuable hub for current tenants as well as the on-site “Hut” which offers tenants programs and classes. The site is served by buses that operate along both Lougheed Highway to the south and Rupert Street to the west. Rupert Skytrain is within walking distance of the site and the Central Valley Greenway to the south. Nearby parks were also outlined for the panel.
- Currently, the site comprises of 230 occupied residential rental units and was one of the first housing sites in Vancouver to build purpose-built social housing in response to the urban renewal plan in the 1960s. The site is steeply graded from the north down to Lougheed Highway. The site has an array of established, mature trees on site and the on-site landscaping was designed by Landscape Architect, Corenelia Oberlander at that time.
- Sarah explained that the deliverable for this phase of the Skeena Terrace Planning Program will be a Policy Statement to Council. The Policy Statement will be an amalgamation of both the Guiding Principles and an Illustrative Plan (draft concept), and it will establish objectives and policies relating to a range of topics such as land use, density, mobility, open space and places, many of which the team is seeking the panel’s input on with this workshop.
- An overview of the City’s planning process and the steps that follow such as construction and moving in of tenant’s process was provided. This process will take many years. Staff are anticipating that the Policy Statement will be brought before Council in the summer this year.
- There are many city policies the team need and have consulted for the Planning Program. Given its size (over 10 acres), Skeena Terrace will need to adhere also to the Sustainable Large Developments Policy. The emerging policies too such as the emerging Vancouver Plan has highlighted the importance of creating complete communities in our planning process.
- Also to note is a new body of work coming out through the Station Area Planning work- the study area will include the areas near the Rupert and Renfrew Skytrain stations which are within walking distance of Skeena Terrace. The plan will guide change and growth in the neighbourhood, specifically looking to add more housing choices, increase employment capacity within the area’s existing employment lands, advance ecosystem restoration, and manage flood risk around Still Creek. The study area is roughly bound by Nanaimo, 1st Ave., Boundary, and 22nd Ave.
- Coupling the emerging policies with the site specific requirements under the sustainable large site policy, Staff are looking at how the Policy Statement can ensure that Skeena Terrace will be a vibrant, sustainable community.
- An overview of the site analysis work undertaken by the staff and applicant teams was provided along with the on-site tenant, stakeholder and community engagement process to date. The Planning Program is currently in its active second phase of engagement outreach on the design concept work.

- Sarah provided an overview of the Guiding Principles and Design Objectives and indicated how these were used as a springboard for which to base the draft design work the panel were reviewing at today's workshop.

Advice from the Panel on this application is sought on the following:

1) Open Space Network

The character, configuration and connectivity of public parks and open space

- The extent that the open space network is inviting, active and welcoming to the public
- The success of the proposed east-west connections through the site
- The location and success of the proposed 'central plaza' and the 'gateway terraces' at key entrance points

2) Accessibility + Mobility

The mobility network including prioritizing walking and cycling

- The success to which grade is being mitigated and enhanced as a defining site feature
- Suggestions to ensure success of the 'slow street' concept along Hermon Drive
- The general location and strategy of loading, underground access and pickup-drop off
- The opportunity and approach to accessibility for the existing slope running along Lougheed

3) Built Form

The approach to massing, building typologies and organization of density and height

- The overall distribution of height, the relationship created between point towers and the transition of heights to existing context
- The overall distribution of density, the proposed street walls, point tower podium heights and building lengths
- The extent to which the massing strategy supports and enhances an active public open space network, including active edges for key open spaces
- The opportunity to maximize wood frame construction

4) Site Program + Complete Community

The proposed mix of land uses, the amount and location of non-residential uses in relation to the nearby SkyTrain station and employment lands, as well as future anticipated densification through Station Area Planning

5) Preliminary Sustainability Strategies

- Opportunities and approaches related to Green Buildings policy requirements
 - Opportunities and preliminary responses to the Rezoning Policy for Sustainable Large Developments
 - The proposal for a visible on-site storm water network as a defining feature of the open space network
 - The success of the tree retention strategy
 - Opportunities for the use of building rooftops

Applicant's Introductory Comments:

Sheryl Peters, BC Housing, Project Lead began by introducing the project.

- The original development of Skeena Terrace was embedded in the urban renewal movement of that day. Today it's very much still a housing story, but a different one.
- The design team will present a modern day vision of the site that looks to preserve our very precious low income housing stock for our region by replacing them, as well as presenting new opportunity to respond to the housing demands of today while still looking to design solutions for sustainability and resiliency.

Michael Mortensen, Livable City Planning Director Urban Economist then presented on The Skeena Terrace Opportunity.

- This is a once in a lifetime opportunity to re-develop this 10 acre transit oriented site, intensifying the use of BC housing's land and to respond to Vancouver's affordable housing crisis.
- This project gives people security of tenure, social economic mobility and housing choice within their neighborhood.
- Replace 230 existing low income rent geared towards low income housing on the site. The intent is take care of those tenants existing, redevelop housing so that tenants can move into new housing at the exact same rents with similar units in terms of number of bedrooms. 1500 new rental homes will be created. Vancouver will get 1700 to 1800 new market rental units, two thirds of which are significantly below market. And then the other third would be market oriented at the low end of market rents. The outcome will be a spectrum of housing that's secured market, all at 100% rental, meeting the needs of a wide cross section of key households across all incomes, but predominantly below market in character and the makeup of the housing.
- This proposal will be family oriented housing,
- The retail needs to be right sized, if it's overcooked and retail is overprovided, than BC Housing ends up subsidizing retail and not housing, the retail has to survive. There will also be a 69 space daycare facility.
- This redevelopment is for families of all incomes specifically those who really need affordable housing in Vancouver.

Jason LeBlanc, P&W Director of Urban Design Consultant Team Lead presented on the design drivers that informed the conceptual approach and development of the site.

Site design drivers:

1) Typography and site circulation.

- By utilizing the existing terraces as the primary areas for community building.
- There is very poor barrier free connectivity east west across the site.
- Its distinctive precinct that's characterized by a steeply terracing site, a lot of mature trees and large open spaces and a fairly homogenous architectural expression across the site.
- The site affords a great opportunity as a potential new gateway condition to the city of Vancouver, at the southeast corner of the site.

2) Trees and watershed.

- There is a wealth of ecological assets on the existing Skeena site. The goal is to maintain as many of the mature significant tree growth as possible on the site, utilizing these trees and significant open spaces

3) Site and cultural memory.

- Maintaining the community built memorial, to pay respects to a family that passed away in a tragic fire several years ago at the site. Also, upgrading and enhancing the Skeena Hut that is the tenant's amenity building.
- Tenants have informally introduced planter boxes all over the site and there's a high degree of participation in urban agriculture and reinforcing that culture.
- In addition, responding to the existing community anchors that exist, the Thunderbird School and Community Center and reinforcing activity and community.

Margot Long, PWL Senior Principal Landscape Lead presented on the big design drivers for this project.

- The watershed forms an important part of the Brunette River system that flows into the Fraser River system which is critical to fish bearing creeks in the region. The watershed cannot be separated from the trees and soils.
- Retained trees are connected by native soils and create an important symbiotic connection through the roots and soils.

- With the protection of a significant number of trees and a strong watershed connection, it opens up spaces which make up the public realm and semi-private places that we have been able to connect throughout the site, creating a strong connected community.

Kathy Wardle, P&W Director of Sustainability and Resiliency Lead presented on the project's approach to sustainability, community and climate resilience.

Climate resilience:

Design for a 2050-2080 climate:

- Consideration for thermal comfort, indoors and outdoors. And what does it mean from an overall air quality standpoint.
- Retention of mature trees to provide cooler outdoor space while also helping to filter outdoor air.
- Site design will help minimize the urban heat island effect through increased canopy coverage and by maintaining soil depths. This project will eliminate as much surface parking as possible reducing the urban heat island effect associated with this new community.
- Consideration for integrating post disaster amenity
- Design durable long lasting buildings
- Integrate storm water management, exploring the re-use of water for landscape irrigation and exploring blackwater treatment.

Community Resilience:

- Minimize tenant displacement and disruption
- Maximize and diversify affordable housing
- Provide local serving childcare and retail facilities
- Prioritize access to views, daylight, and nature

Operational Carbon:

- Prioritize passive design strategies
- Exceed BC Step Code requirements
- Electrify buildings
- Make buildings renewable ready
- Ensure electric vehicle charging on site
- Encourage active modes & transit

Embodied Carbon

- Use low embodied carbon intensive materials
 - Use low carbon concrete
 - Use wood frame to maximize carbon sequestration
- Design for building adaptability, disassembly and deconstruction

Applicant and staff took questions from Panel.

Panel Commentary

A Panelist noted opportunities to strengthen the project by involving the Musqueam Squamish Nation's in particular with ecological connections and stormwater management, connecting with some of the work the Nations are doing.

Open Space Network

Panel support the approach and encourage further strengthening of the design concept of urban rooms.

Panel note there was a lack of documentation of current and future site contextual relationships and encourage further design development to confirm the viability and success of these connections.

Panel encourage further definition of the programming of the central plaza. Panel note it as a strong response and organizing principle. Panelists question how the central plaza functions day to day as well as for special events.

A Panelist noted concerns with the lack of turnarounds for Hermon Drive. Is it a one way street? Or is there access from the north that would be needed at some point in order to make the space more accessible? (i.e. is it opened day to day? does it close for special events? etc.).

Panel note that a clear design intent for Hermon Drive is needed to protect against collisions and conflicts between vehicular traffic and pedestrian movements. Visual connection of mid-block crossings of Hermon important.

A Panelist noted concerns with the central tower building as the parking lot does not have vehicle accessibility.

A Panelist noted the front door of the site at Cassiar and Lougheed needs further design development.

Some Panelists note some of the urban rooms would benefit from a unique identity, possibly anchored by amenity huts that house equipment for urban agriculture or storm water management. A Panelist recommended greater enclosure of the urban rooms with the mid-rise forms. A Panelist encouraged spaces not just for the public but backyards and spaces for residents where they can engage socially with each other for social resiliency.

A Panelist noted the width of the mid-rise buildings appear to be based on a double loaded corridor buildings with single aspect units. Single aspect units typically struggle with overheating. The Panelist recommended dual aspect units which can be naturally ventilated. Dual aspect unit buildings will also create building edge without changing the density, create more clearly defined for the urban rooms, more front doors and vertical circulation nodes connecting to the urban spaces. This will create more eyes on the streets and more front doors resulting in better urban design and a stronger open space concept.

Accessibility and Mobility

Panel note strong support for the Consultant team and the approach to accessibility right from the onset. Panelists appreciate seeing the accessibility material integrated through the document and encourage this for all projects presented.

Some panel members question the level of accessibility success particularly on the Lougheed corner. The accessible routes should be safe, pleasant and an essential part of the day to day site circulation. A Panelist encouraged more connection and more interaction between the Lougheed sidewalk and site.

A Panelist noted the Lougheed corner seems like a bit of a gap given where there's also the bike lane. If someone is coming from the south end of the site and they want to walk with their bike there isn't a connection without using the elevators.

Panel note it needs to see contextually how this will fit in with the surroundings, not just the connections to the transit station, but also the overall plan for this area.

Some Panelists note the need for publicly available elevators. A Panelist challenged applicant to think about the buildings as vertical bridges that link one part of the site to the other with accessible paths of travel. Panel encourage applicant to embrace that now and start planning for how will access work and safety work when those start to become part of your accessibility solution.

Built Form

In general, several Panel members note the height and density could be increased along Lougheed.

A couple of Panelists note the shading associated with the towers appeared acceptable and there was a general consensus of support for the tower locations at the low point on the perimeter of the site by Panel. One Panel member noted concern with the central tower and whether that was appropriate or required by the design, noting the 4th tower appeared out of place.

Some Panelists note challenges with the built form as there hasn't been a lot of study about what the greater context might look like in the future. A Panelist noted there are possibilities to allow for an increased massing along Lougheed and that would allow for a reduced density as one moves north and west into the residential neighbourhoods.

A Panelist noted due to the unique circumstances of the site on a landscape level that studies could be taken to utilize the massing as further protection to the tree stock over time as temperatures increase. Because the site is open and exposed it is not protected from the sunlight, there needs to be a strong curation of massing and shadow studies to occur on the site to allow for protection of the planting and for the occupants that will be on the site.

Panel note concerns with the lack of contextual information available. A Panelist suggested a contour plan for next time.

Site Program + Complete Community

Some Panelists suggest amenities for those working from home such as shared workspace or meeting rooms could be provided on the site of this scale.

A Panelist encouraged applicant to review the quantity of units for singles versus families.

Panel would like assurance the daycare size is coordinated with daycare operations and the number of children expected on the site.

A Panelist noted by adding 1000 new families in the neighbourhood will add pressure to the schools, and suggested working with Vancouver School Board to build a school before there's an overflow.

A Panelist noted there are opportunities for people to utilize the site effectively. Panelist is concerned the site is overly programmed and there should be some consideration given to flexible unprogrammed space.

A Panelist encouraged opportunities to allow for self-authorship by the inhabitants on the site to take on their own approaches or simply to begin arranging and utilizing space within the site as they wish.

A Panelist suggest planning for buildings with floor to floor heights close to grade facing Lougheed that could accommodate future employment or retail space.

A Panelist noted there is a unique opportunity with the slope and how the parkade walls will be partially exposed and to consider designing parkade structures with some exposure to grade that could be retrofitted in the future into amenity or employment space as the need for parking reduces over time.

Preliminary Sustainability Strategies

Panel note strong support for the stormwater management systems.

Panel note strong support for the tree retention strategy.

A Panelist noted there is an opportunity for having a District energy system to load share between buildings and to consider a waste water heat recovery systems.

A Panelist suggested further defining post disaster provisions for residents. Will residents take refuge on site or in the adjacent school and community centre?

Applicant's Response: The applicant team thanked the panel for their comments.

2. Address:	Broadway Plan
Permit No.:	N/A
Description:	Broadway Plan will be a 30-year comprehensive area plan to integrate new housing, job space and amenities around the Broadway Subway. The early draft plan policies for land use as well as draft public realm and built form guidelines will be presented for UDP's feedback and advice to contribute towards staff's development of the detailed built form and public realm guidelines for the final plan.
Zoning:	N/A
Application Status:	Comprehensive community plan
Review:	N/A
Architect:	N/A
Delegation:	N/A
Staff:	John Grottenberg, Matt Shillito, Yuichi Watanabe, and Tatum Lawlor

EVALUATION: NON-VOTING

Planner's Introduction:

John Grottenberg, Lead Broadway Planner

Plan Scope and Study Area

- The Broadway Plan is a major planning initiative focusing on opportunities to integrate development with transit along and around the Broadway Subway.
- It will provide a comprehensive framework to guide growth and positive change over the next 30 years.
- The Plan area is centred on Broadway, generally from Clark Drive in the east to Vine Street in the west, and between 1st and 16th Avenues.

Planning Process

- We're now in the last stage of the planning process, preparing the Draft Plan.
- The Draft Plan provides more detail on all of the Plan topics, but is substantially the same as the Refined Directions in terms of the approach to key elements like land uses and building heights.
- We're undertaking a final round of public engagement and then we will prepare to present the Plan for Council's consideration on May 18.

Draft Plan Vision and Character Areas

- The vision for Broadway is that in 2050 the neighbourhoods are highly walkable, vibrant, inclusive and distinctive places to live, work, play and learn, connected to the region by the Broadway Subway.
- The Plan includes four distinct character areas—the Villages, Residential Areas, Centres, and Industrial/Employment Areas— which establish where and how the Broadway neighbourhoods will grow and change over the next 30 years.
- The Centres are generally along Broadway, extending north-south in some places, for example along Kingsway and Cambie streets. These are the higher density places where new development will integrate with the Broadway Subway and provide new affordable housing and job space, and shops, services and amenities
- There are two distinct types of Residential Areas:

- The existing apartment areas, which have a significant portion of the city's stock of purpose-built rental, as well as social and co-op housing, providing a range of affordable options - primarily in 3-4 storey walk up apartments. The Plan aims to maintain affordability and provide choice for existing renters to remain in their neighbourhoods - by enabling careful renewal of the aging rental stock over the long term - with a mix of building scales, including heights generally up to 15-20 storeys.
- The low density residential areas, which at the moment comprise mainly single family houses, duplexes, and smaller scale strata developments. These places will evolve to enable new affordable housing choices over time, with new 6 storey rental apartments, as well as market and below market rental apartments up to 18 storeys in strategic locations.
- The Villages include the cherished neighbourhood high streets and shopping areas of West 4th, South Granville and Main Street. The Plan seeks to maintain their local scale and character, providing opportunities to shop, work and play during the day and at night, and foster a vibrant public life. Lower building heights of 4 to 6 storeys will be maintained to limit redevelopment pressures on existing businesses and allow for incremental change.
- The Industrial/Employment Areas include Mount Pleasant industrial area, Burrard Slopes and an area along Great Northern Way on the edge of the False Creek Flats. These places will provide additional opportunities for employment space to support light industrial businesses and foster a growing innovation economy and creative industries.

Yuichi Watanabe, Community Planner

Built Form Principles and Guidelines

- The Draft Plan includes a series of high-level Built Form Principles, including:
 - Health and Well-being
 - Social connection
 - Green and resilient buildings
 - Complementary development
 - Connection to the public realm
- The general approach to height and density is to locate the tallest buildings within a short distance of rapid transit stations, focus growth within an easy walk and roll of local-serving shops, services, and amenities, and protect important views to the mountains, ocean, downtown skyline, and other landmarks.
- The Draft Plan includes policy to maintain sunlight on key public spaces (parks, public school yards, and shopping streets), such that new buildings considered through rezoning in the Broadway Plan area should not cast shadows on parks and public school yards from 10am to 4pm daily between the spring and fall Equinoxes, with some exceptions allowed for non-market and rental housing.
- The Draft Plan includes design guidelines for each building typology, including multiplexes, low rise apartments, low, mid and high rise mixed use, residential and office towers, and industrial/employment buildings. These provide key design parameters around building heights, minimum frontages, setbacks, tower floorplates, tower separation, floor-to floor heights, ground floor animation, etc.

Tatum Lawlor, Community Planner,

Public Realm Principles and Guidelines

- The Draft Plan includes a series of high level Public Realm Principles, including:
 - A complete, integrated and resilient public realm
 - Welcoming and inclusive public spaces
 - Reconciliation and decolonization
 - Public space stewardship and community connections
- Based on these principles, the Broadway Plan includes a Public Realm Framework which:

- Identifies key opportunity locations for public space improvements, such as along greenways, commercial high streets, blue green systems, parks and schools, etc.
- Sets policy directions for the placement, design and creation of new public spaces.
- Some of the key directions for new and improved public spaces include:
 - Improved and enhanced streetscapes, including Broadway as a “Great Street”.
 - New public spaces on private property.
 - Repurposing road space into new public spaces.
 - New and expanded parks.
- The Draft Plan and subsequent implementation stage will include Public Realm Design Guidelines covering the following topics: materials, edges, human scale, built form/public realm integration, trees and planting, green infrastructure, safety and accessibility, seating and gathering spaces, site, programming & spatial requirements.

Advice from the Panel on this application is sought on the following:

- 1) Do you have any comments on the overall approach to height/scale, massing, and public realm across the study area, or for specific places?
- 2) How can we maintain and enhance urban livability with significant intensification for new housing and job space in the Broadway area?
- 3) Do you have any advice to contribute towards staff’s development of the final plan and the guidelines

Staff took questions from Panel.

Panel Commentary

The overall approach to height/scale, massing, and public realm across the study area, or for specific places

Some Panelists felt the plan is too timid in terms of building heights and densities at the transit nodes. The centres could be expanded and taller buildings considered.

There were mixed opinions regarding the proposed building heights in the existing residential areas. Some Panelists felt that the proposed towers up to 20 storeys would negatively impact the character of these areas. A Panelist raised concern about the introduction of towers in close proximity to heritage buildings and character houses. Other Panelists supported the heights and densities, particularly close to stations, and felt that the limit of two towers per block in the residential areas was too restrictive.

A Panelist suggested the plan needs to be more innovative in its approach to the public realm. The Panel made a number of suggestions for the public realm:

- There should be larger building setbacks and the below grade parkades should be pulled back as they are right up to the property lines, not giving the street trees opportunity to grow even with structural soil cells.
- Encouraging opportunities for access to urban agriculture in the public realm and on the roofs of buildings.
- Plan for more covered outdoor areas.
- Greater consideration of pedestrian links, especially to the waterfront.

A Panelist encouraged more work be done on the shadow studies and noted non-support for any shadowing on a public park space.

Maintain and enhance urban livability with significant intensification for new housing and job space in the Broadway area

Several Panelists suggested the plan needs to be bolder and more creative in delivering public benefits to support the planned population growth, particularly acquiring new park space, providing community centres and spaces for arts and culture, and childcare at stations.

A Panelist suggested that each of the transit nodes needs to be like a city, a memorable place where there is access to nature and culture, and to all things cherished about an urban environment.

A Panelist suggested that dwelling unit sizes be larger near stations to increase livability for families.

A Panelist suggested providing opportunities for more laneway accessory building work spaces.

Advice to contribute towards staff's development of the final plan and the guidelines

Panelists encouraged staff to recognize and maintain the character of the different neighbourhoods that the plan covers, and to develop specific public realm plans that reflect the character of specific areas e.g. Mount Pleasant.

A Panelist noted that high density environments can be uncomfortable for people with disabilities and that the Persons with Disabilities Committee should be more involved in the shaping of the plan.

Applicant's Response: The applicant team thanked the panel for their comments.