

URBAN DESIGN PANEL MINUTES

DATE: Dec 8, 2021

TIME: 3:00 pm

PLACE: Townhall, City Hall

PRESENT: MEMBERS OF THE URBAN DESIGN PANEL:

Brian Wakelin (Chair)
Jane Vorbrodt
Brittany Coughlin (excused item 2)
Margot Long
Geoff Lister
Alyssa Koehn (excused item 3)
Alan Boniface (excused item 2 & 3)

RECORDING

SECRETARY: K. Cermeno

ITEMS REVIEWED AT THIS MEETING

- | | |
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| 1. | Broadway Plan Updates |
| 2. | 1477 W Broadway |
| 3. | 8029-8225 Oak St and 1012 W 64 th Ave |

Chair Brian Wakelin called the meeting to order at 3:05pm and noted the presence of a quorum. The panel then considered applications as scheduled for presentation.

1. Address: Broadway Plan Updates
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 refined plan directions for land use, public realm and built form will be presented for UDP's feedback and advice to contribute towards staff's development of more detailed built form guidelines in the next phase of the planning process.
Zoning: N/A
Application Status: N/A
Review: N/A
Architect: N/A
Staff: John Grottenberg & Matt Shillito

EVALUATION: NON-VOTING

- **Introduction:**

Lead Planner for the Broadway Plan, John Grottenberg, began by providing an overview of today's presentation, the feedback being sought from the Panel, and how that will shape more detailed built form and public realm guidelines in the Draft Plan phase of the planning process. Matt Shillito, Acting Director of the Special Projects Office, also joined for the presentation and discussion.

Scope and Study Area

The Broadway Plan is a major planning initiative focussing on opportunities to integrate new housing, job space and amenities 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.

Plan Process

The Broadway planning program was launched in March 2019. The first phase involved extensive background analysis and technical studies to provide a robust foundation for planning. We also developed a set of Guiding Principles to establish key objectives for the Plan. These were endorsed by Council in October 2019.

In Phase 2, we prepared a set of Emerging Policy Directions, covering the full range of plan topics. Since then we prepared the Refined Directions, the focus of our Phase 3 November 2021 engagement. These build on the Emerging Directions and provide more specific policies and proposals on key topics. In particular they set out in some detail the scale and nature of change being proposed across the Plan area, including building heights.

The feedback from today's session will help us develop the more detailed built form guidelines, which will be presented for additional review and feedback from the Panel in March 2022 as

part of the Draft Plan phase. That will include a final round of engagement prior to being presented to Council for consideration in the spring of 2022.

The Vision for Broadway

In 2050 the Broadway Plan neighbourhoods are highly walkable, vibrant, inclusive and distinctive places to live, work, play and learn, connected to the region by the Broadway Subway.

In terms of overall growth and change, based on the refined directions we estimate the Broadway Plan area could see 24,000 to 30,000 new homes for 40,000 to 50,000 new residents, and 33,000 to 42,000 new jobs, over 30 years. It is important to note this is a capacity based analysis of what could be delivered to approximately 2050 based on the proposed land use policy; this is not a growth projection or forecast.

Character Areas

Four general character areas—the Centres, Villages, Residential Areas, and Industrial/Employment Areas—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 places also have a number of institutional campuses, including Vancouver Community College and Great Northern Way Campus, as well as VGH and the Civic District with City Hall in Uptown, which is a jobs-only area between Oak and Yukon.

Well connected by rapid transit, walking and cycling, these higher density places in Vancouver's second downtown will integrate with the Broadway Subway and provide new affordable housing and job space, and shops, services and amenities to meet a range of community needs.

Through the Centres, Broadway is one of the key commercial streets in the plan area, and one of the guiding principles is to enhance Broadway as a Great Street. To do this, we are planning to repurpose the curb lanes to public space to allow for:

- Wider sidewalks, large street trees, green infrastructure and weather protection;
- Universally accessible amenities and street design features;
- Easy access to shops and services and place to gather; and,
- Easy transfer from one mode of travel to another, for example from walking to transit.

The next character area, the Villages, are the cherished neighbourhood high streets and shopping areas of West 4th, South Granville and Main Street, as well as some smaller commercial nodes around the neighbourhoods, for example at Kingsway and Fraser. Reflecting the local scale and character, these places will provide opportunities to shop, work and play during the day and at night, and foster a vibrant public life.

Moving along to the Residential Areas, and firstly the existing apartment districts.

These places 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 as well as towers up to 12 storeys, particularly in the areas around South Granville. Over the next 30 years, these places will maintain existing housing 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 requirements for below-market rents and strengthened tenant protections.

The other type of Residential Area is the lower density areas, mostly zoned RT, which include a mix of single-family houses, duplexes, multiple conversion dwellings, and smaller scale strata developments. These places will accommodate new rental apartments over time with strengthened tenant protections, enabling new affordable housing choices particularly in off-arterial locations on quieter residential streets.

Finally the fourth general character area is the Industrial/Employment Areas, which comprise the Mt. Pleasant Industrial Area, the Burrard Slopes Mixed Employment Area near Granville Island, and an area along Great Northern Way on the edge of the False Creek Flats. Critical to the economy, these places will provide additional opportunities for employment space to support a range of city-serving light industrial businesses and to foster a growing innovation economy and creative industries.

Public Realm and Built Form Principles

As part of the Refined Directions phase, feedback is being sought on the draft Public Realm and Built Form Principles. These principles will be further developed into detailed Built Form and Public Realm Guidelines to provide design guidance for new development in the Broadway Plan area. A summary of the principles follows below.

Public Realm:

- An Interconnected Network
- A Sustainable and Resilient Public Realm
- Reconciliation and Decolonization
- Support Public Life in Distinctive Neighbourhoods
- Livable Public Spaces
- Equitable Public Spaces
- Public Space Stewardship

Built Form:

- Integration with Public Spaces
- Livability
- Sociability
- Sustainability and Resilience
- Simple Forms
- Complementary Development

Built Form principles related to the general approach to height and density:

- Proximity to Transit
- Access to Daily Needs
- Protect Solar Access on Public Parks

Advice from the Panel on this application is sought on:

1. Do you have any comments on the overall approach to the 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 more detailed built form guidelines in the next phase of the Broadway planning process?

The planning team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

There were a number of concerns regarding the checkerboard approach and its potential for creating land speculation for new development in the RT areas. So much is interwoven together, there is more opportunity for some more height and some shadowing on public parks.

Encourage simple forms, a panelist noted it is important not to mandate stepping back and adding another prescriptive form.

A panelist noted the contemplated building typologies are repetitive. Consider transforming neighborhoods considering different layers of uses. The villages will change as people begin to move in.

Consider allowing the individual buildings to decide what is best for their sustainability goals instead of making it one prescribed strategy.

A panelist noted it would be great to implement a higher building policy, similar to the downtown.

It is great to see resilience as part of the plan.

Plan ahead with fundamental pieces of infrastructure such as schools. Street trees and green infrastructure should also be part of the planning process and needs to be embedded in the plan.

Consider connectivity and consider how accessibility will work as things become denser.

More attention to the east west movement in general, and commercial streets/arterials apart from Broadway.

Consider who will be living in the space and the diversity of the people and their needs.

There was concern about space for artists and entertainment uses were desired throughout the area. A more detailed plan for implementation is needed for community amenity contributions, and consider a performance space as part of that. Consider reaching out to groups who are underrepresented at a civic level.

In regards to small scale shopping consider adding new village areas and consider the character even in the small scale architecture.

There was a call for boldness particularly in the public realm planning and design.

Consider exterior activities and the number of people that will be coming in to the plan area.

Acquire space for additional park space to enhance livability of the area.

The panel noted it was important to integrate the concerns now.

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

2. Address: 1477 W Broadway
Permit No. RZ-2021-00048
Description: To develop a 39-storey, mixed-use building above the future South Granville SkyTrain Station, including 223 rental residential units, 20% of the floor space at below market rates, commercial space on the first and second storeys, including a grocery store, 5-storeys of office space within the podium, and rooftop amenity space for residential and office access; all over 6 levels of parking with 285 vehicle parking spaces and 507 bicycle spaces. The floor space ratio (FSR) is 12.16, the total floor area is 29,240 sq. m (314,732 sq. ft.), the building height is 125 m (410 ft.). The application is being considered under the Metro Core Jobs and Economy Land Use Plan and the Interim Rezoning Policy for the Broadway Plan Study Area.
- Zoning: C-3A to CD-1
Application Status: RZ
Review: First
Architect: PCI
Staff: Desiree Drewitt, Kevin Spaans & Michelle Lee-Hunt

EVALUATION: SUPPORT WITH RECOMMENDATIONS

- **Introduction:**

Rezoning Planner, Desiree Drewitt, provided the Panel with a brief history of the project including what have been previously presented to the Panel as there is an active development permit for a five storey mixed-use project which is currently under construction. Ms. Drewitt informed the panel on the rezoning proposal, site context, and enabling planning policies.

Proposal

The **25,877 sq.ft.** Project site is located at the corner of West Broadway and Granville Street.

The proposal is for a mixed-use project:

- with close to 315,000 SF of floor space at just over 12 FSR;
- The tower is 410 feet, at 39 storeys;
- The project includes an integrated Subway station with underground bike and car parking, commercial uses at grade, a grocery store on the 2nd level, offices in the podium, and a residential tower with secured rental units with 20% floor space at below market rents;
- The project includes a rooftop amenity for the residents and office tenants.

Zoning:

Today, the site sits in C-3A zoning with RM-3 to the south where buildings are **generally** 3 to 12 storeys in height and characterised by mixed-use development in C-3A and residential in RM-3, with a diversity of pedestrian related uses along West Broadway and Granville Streets.

To the northeast, the area is zoned FM-1, with smaller scale residential character compatible with commercial and light industrial uses.

North of the site, there is a CD-1 for the Masonic Centre's residential tower with a restaurant at grade, and a max height of 177 feet.

Context

The site is in close proximity to a number of amenities including:

- Granville Loop Park and 6th and Fir Park, both within a 4 block radius,
- A few blocks to the west is Lord Tennyson Elementary School,
- The site is also near Granville Island, the seawall and several bike routes,
- And, as mentioned, the site itself is under construction to deliver the integrated future South Granville Subway Station.

Policies

Metro Core Jobs and Economy

This rezoning application is being considered under the *Metro Core Jobs and Economy* policy, located in the Broadway Corridor area.

The overarching goals of this policy is to ensure development and transit capacity for future job growth within the study area.

Within the Broadway Corridor, the policy envisions increased residential and commercial capacity on future rapid transit investment, and exploration in increased density and heights where appropriate.

Housing

The project contributes to the City's housing priorities to increase secured market rental and below market rental near transit hubs and corridors.

The emerging policies in the *Vancouver Plan* further reinforce more affordable housing options near neighborhood services and amenities and close to transit areas.

Broadway Plan Study Area

In July 2021, Council approved consideration of a rezoning application at this location ahead of the adoption of the *Broadway Plan* as an "exceptional circumstance".

Consideration of a rezoning application prior to adoption of the Plan could expedite construction to help minimize impacts on circulation and access to the South Granville Station when the Subway opens in 2025.

Broadway Plan Refined Directions

The site is located in the Granville/Burrard Slopes area of the Plan.

The refined directions for this neighborhood is to provide a vibrant mixed-use area close to rapid transit and the consideration of building heights of 20 to 40 storeys for rental and strata housing, job space and amenities, with the tallest towers near the South Granville Station.

Rapid Transit Office Development Planner, Michelle Lee-Hunt, provided the Panel with a brief overview of the Broadway Subway project, informing the Panel of considerations related to the design of the station head house, below-grade concourses and platforms, and infrastructure that needed to be accommodated by this proposed development. Ms. Lee-Hunt noted that this proposal is one of two locations where there stations is accommodated within the footprint of a larger development rather than as a standalone building around which future development may take form. Ms. Lee-Hunt noted to the Panel that accommodating the station in an active redevelopment is desirable as it reduces the likelihood of future impacts to transit users, allows for a more coordinated interface between the station facilities and a private development, and is generally more in keeping with the City's urban design objectives.

Ms. Lee-Hunt noted the following transit accommodations specific to this proposal:

1. Provision in the design of the building slab, concrete upstands, and wall assembly of the station head house of accommodations for a future second point of entry directly off of West Broadway;
2. Provision of a fire command post and fire department connections;
3. Coordination of materials within the plaza and station;
4. Provision of integrated seating and weather protection serving intermodal connections.

Ms. Lee-Hunt reminded the Panel that the design of the station, concourses and platforms, and infrastructure is governed by a reference case design prepared for the government of British Columbia. Therefore, anything related to the specifics of the design of the subway station falls outside of the Urban Design Panel's purview for this application, and the Panel was requested to tailor all comments to elements of the application under the applicant team's control.

Kevin Spaans, Senior Development Planner, then proceeded to give an overview of the proposed form of development, beginning with a breakdown of consensus items and other commentary provided by the Urban Design Panel when the first Development Permit application (proposed to be superseded by this Rezoning and subsequent Development Permit application) was reviewed on October 2, 2019. Mr. Spaans reminded the Panel that the consensus items remain relevant to the proposal, as site conditions, program, context, and other similar considerations remains the same. These consensus items were outlined as follows, with related imagery demonstrating the initial proposal and the final accepted design response for this first Development Permit Application:

1. Further design development at the entry at the entry / transit portal to differentiate it at the corner;
2. Further design development at grade to create an active and functional street frontage;
3. Further consideration of solar shading for the top portion of the building.

Mr. Spaans also noted that the Urban Design Panel was generally supportive of the first proposal on the site, with additional comments related to articulation, physical permeability, and other general architectural detail considerations.

Mr. Spaans then presented images demonstrating the proposed changes to the approved building form, noting the prominent increase in height, material palette, and overall architectural expression. Mr. Spaans drew the Panel's attention to the removal of a canted soffit overtop of the station entrance plaza, as had been provided in response to a design development condition of the first DP application.

Mr. Spaans concluded the staff presentation by presenting the Panel with the applicant-provided shadow analyses, and the proposed interface with the public realm, noting that the overall landscape design response at grade remains generally as was proposed with the first DP application.

Advice from the Panel on this application is sought on:

1. Given the provision of a high value transit asset on-site, and the Broadway Plan's refined directions for station areas, and giving consideration to the impacts on the adjacent please comment on the following as they apply to this application:
 - a. Height
 - b. Density

- c. Massing.
2. Comment on the changes from the previously approved DP to the rezoning proposal, including items which will help inform staff review at the time of the DP application (materiality, architectural expression, etc.);
3. Comment on the contributions of the proposed development to the following:
 - a. character of West Broadway as a transit hub
 - b. contributions to the public realm
 - c. Transit plaza as a functional, welcoming public space (including column, soffit treatment, etc.)
 - d. Canopies and projections over public realm
At-grade permeability.

- **Applicant's Introductory Comments:**

The applicant noted the site design considers the neighborhood context while rethinking how the design of the building can define a new character for Granville and Broadway: two important arterial streets. The applicant noted that this building is an opportunity to highlight the prominence of an intersection which will see significant increased pedestrian activity with the subway line and station, marking the symbolic entrance to the South Granville shopping district. The applicant noted that the immediate context includes a variety of existing uses, including higher density residential development, suggesting that all of the uses proposed in this development are a reflection of this context. The applicant noted that their design intent is to create a "stacked" version of a traditional mixed-use urban block.

Regarding the façade articulation, the applicant proposed that the glass shown in the application will be designed to increase and decrease in opacity depending on daylighting conditions in order to provide for passive solar shading without adding bulk to the overall building massing. In recognition of the importance of visual access closer to the public realm, the applicant noted that glazing adjacent the public realm will remain untinted and highly transparent to provide for a visual connection to at-grade and second level retail and office spaces.

The applicant's landscape architect then presented their approach to the design of outdoor common amenity areas above grade, noting that levels 6, 7 and 8 have all been designed to have social spaces connected to interior amenity areas. They further noted that there will continue to be a large public realm intended to provide easy access for pedestrians to large retail tenants, and the benches along the west façade to provide seating for the bus stop remain as previously proposed.

The applicant concluded by noting that there will be a rigorous public art process during future stages of the development process, and that they are continue to explore opportunities to capture and reuse storm water on site.

The applicant and planning team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by **MS. LONG** and **MS. KHOEN** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

- Recommend the applicant work with staff to open up and significantly increase the public realm and increase the weather protection;
- Reconsider the grocery store access;
- Address the tapered stairs.

Related Commentary:

There was general support from the Panel regarding the height density and massing but panelists reminded the applicants that this needs to be considered in context with what the City may enable through the upcoming Broadway Plan. A panelist encouraged the applicant to defer their application until Council had made a decision on the Broadway Plan.

Panelists commended the applicant team for an architecturally attractive building, and for recognizing the role of the development as a gateway landmark building.

A panelist noted there could more continuity of between the building elements, suggesting that design of the building makes the different uses appear very separate.

A panelist noted the proportions of the building on the Granville Street side are not as logical or successful as on the West Broadway side.

A panelist strongly recommended providing more large 2/3 bedroom family units.

Panelists noted that more consideration needed to be given to providing weather protection over the public realm, particularly at the bus stop on Granville Street.

Regarding the station entrance plaza, some panelists noted that this area does not present as an open public plaza, rather looking like a porch that people pass through.

A panelist noted that the public realm appears that it may feel very tight for such a busy pedestrian area along the Broadway corridor, suggesting that they may consider decreasing the overall density of the building in order to provide for more space at grade for the public realm. Panelists noted that the subway station appears lost in the design of the building and is not prominently marked in the architectural expression of the building.

Panelists suggested raising the grocery store floor level up in order to increase the volume of the public realm. A panelist noted that the grocery store entry would be more successful at the entrance plaza.

A panelist noted that the articulation of exits and entrances is successful.

Panelists recognized the copper material palette as being distinctive and successful.

A panelist noted that the design of common building amenities were successful.

A panelist recommended that provision of sustainable HVAC systems for the building, including the residential tower, should be explored.

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

3. Address: 8029-8225 Oak St. and 1012 W 64th Ave
Permit No. RZ-2021-00020
Description: To develop two 6-storey residential buildings, one 6-storey mixed-use building and one 8-storey mixed-use building, with 200 strata-titled residential units, and commercial retail space at grade and office space on level 2 of the mixed-use buildings; all over 3 levels of underground parking including 291 vehicle parking spaces and 491 bicycle parking spaces. The FSR is 3.2, and the floor area is 20,292 sq. m (218,423 sq. ft.). The building heights are 21.2 m (69.7 ft.), 21.1 m (69.2 ft.), 22.8 m (74.8 ft.) and 28.8 m (94.4 ft.). This application is being considered under the Marpole Community Plan.
- Zoning: RS-1 to CD-1
Application Status: RZ
Review: First
Architect: Arno Matis Architecture
Staff: Ryan Dinh & Robert White

EVALUATION: SUPPORT WITH RECOMMENDATIONS (5/0)

- **Introduction:**

Rezoning Planner, Robert White, began by noting this site is on the southwest corner of Oak Street and West 64th Avenue, located to the north of a small retail node at Oak Street and West 67th Avenue. The site is comprised of 12 parcels zoned RS-1 currently developed with single detached dwellings. The remaining property on the block located to the south of this site is zoned C-1 and RS-1. Council approved a rezoning application in May 2021 to enable an 8-storey mixed-use building at this location. Properties to the west across the lane and north across West 67th Avenue are zoned RM-8. Properties to the east across Oak Street are zoned CD-1 and RS-1.

Marpole Community Plan

This application is being considered under the *Marpole Community Plan*, which anticipates residential buildings up to six storeys and a density of up to 2.5 FSR at this location, transitioning to mixed-use forms up to eight storeys at the southern end of the block. The mixed-use forms require commercial uses at the ground floor, office use encouraged above the first floor, and residential use on upper floors.

To achieve FSR beyond 3.0, a minimum of 0.5 FSR of office space is required.

Proposal

This proposal is to rezone from RS-1 to CD-1 to permit two six-storey residential buildings, one six-storey mixed-use building, and one eight-storey mixed-use building. It includes a total of 200 strata residential units, as well as commercial retail space at grade and office space on level two of the mixed-use buildings. It proposes a total FSR of 3.2 and building heights from 21.1 m (69.2 ft.) to 28.8 m (94.4 ft.).

The proposal includes a number of retained trees in a privately owned but publicly accessible outdoor amenity park area between buildings A and B, a mid-block connection between buildings B and C, and a small commercial plaza between buildings C and D.

Development Planner, Ryan Dinh, began by noting, that Oak Street is a busy traffic corridor, with narrow sidewalks and long blocks. The Marpole Plan envisions this area as an urban residential character with new housing types and an improved overall look and feel. The corner of Oak and 67th is an urban mixed-use “node” which creates a vital connection between east and west Marpole. The proposal meets the intent to concentrate density toward the intersection with 8 storey mixed use buildings and transition to 6 storeys toward the north. The proposed buildings generally meet the expectations of the Plan and are in line with the adjacent development with respect to yards, setbacks and building widths. Since the site has a long frontage, it results in four different buildings on site. Tree retention requirement provides opportunity for a generous public outdoor amenity space between building A and B. A midblock connection is provided between building B and C to improve pedestrian access to Oak street. Building C and D are connected by small plaza (39 ft. by 18 ft.)” and a bridging element of 4 storeys. This is to accommodate floor area lost from tree retention. The bridging element is intended to break the building massing to keep in with the typical building width of the residential buildings. The common amenity spaces, both indoor and outdoor, are located on the ground floor.

Advice from the Panel on this application is sought on:

1. Does the Panel support the proposed height, form and massing in relation to the intent of the Marpole Community Plan, including the bridging connection between building C and D?
2. Comment on the quality of public realm along the streets and lane, including the mini plaza between building C and D.
3. Comment on the success of the indoor/outdoor amenity space with regards to the location, size, solar exposure.
4. Additional advice that could further inform the design through the Development Permit process.

• **Applicant’s Introductory Comments:**

The applicant presented the main public benefits of the site:

- The midblock connections allows for the retentions and replacement for 9 trees of this site.
- The CRU was extended to allow for the revitalization of Oak street.
- There will be no parking going under the public outdoor area, which allows for the rain water and storm water retention of the site. Additionally, it allows the area to provide for best soil composition for tree retention and new planting.

Materials include panel and punched window and screen light elements. The applicant noted their intent is to differentiate the buildings with heavier screening and horizontal banding.

Regarding landscaping, the existing trees are being retained.

The site is proposing seating and nature play type playground and a low impact playground with canopies above it.

The midblock connection provides seating and creates porosity towards the lane. There are outdoor amenity spaces for the residents and areas to sit with some game tables.

The planning and applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by **MS. COUGHLING** and **MS. LONG** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

- Consider the indoor amenity location;
- Consider rooftop planting;
- Consider plaza size.

Related Commentary:

There was general support for the massing, height, density and use, and tree retention
The insulated panels were a success.

The panel noted the commercial plaza needed improving, and expressed the missed opportunity for rooftop outdoor space and planting.

Suggested larger amenity spaces that opened up to the public outdoor space to enhance the ground plane.

A panelist recommended consolidating the parkade vehicle entries.

There were some concerns with reflectivity of large windows and materiality, "blocky" and uniform architectural expression, the identification of residential entry from Oak Street.

Recommendations to provide more clarity refined and edited building form.

The renderings and large cantilever add to the massing and make the building a lot wider.

Consider having a variety of unit sizes and configurations,

There was concern with the amount of thermal bridging from the cantilevered balconies, buildingform factor and acoustics from vehicle noise.

A panelist recommended widening the bridge elements to mark it more.

Consider the use the shrubs and planting to shelter the public outdoor space and public realm from the major street.

Ensure there is adequate heating and cooling so to avoid having to open the windows all the time especially for the units facing the front.