

Subject: Zoning By-law Amendment – 1546 Scott Street

File Number: ACS2023-PRE-PS-0072

Report to Planning and Housing Committee on 7 June 2023

and Council 14 June 2023

**Submitted on May 25, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Jean-Charles Renaud, Planner, Development Review Central

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Ward: Kitchissippi (15)

Objet : Modification au Règlement de zonage – 1546, rue Scott

Dossier : ACS2023-PRE-PS-0072

Rapport au Comité de la planification et du logement

le 7 juin 2023

et au Conseil le 14 juin 2023

**Soumis le 25 mai 2023 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

**Personne-ressource : Jean-Charles Renaud, Urbaniste, Examen des demandes
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Quartier : Kitchissippi (15)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1546 Scott Street, as shown in Document 1, from MC12[22] F(3.0) S99,100 (Mixed-Use Centre Zone, Subzone 12, Exception 22, Floor Space Index 3.0, Schedules 99 and 100) to MC12[xxxx] (Mixed-Use Centre Zone, Subzone 12, Exception xxxx) to permit a 25-storey mixed-use building, as detailed in Document 2.
2. That Planning and Housing approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of June 14, 2023," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 1546, rue Scott, comme cela est illustré dans le document 1, de MC12[22] F(3.0) S99,100 (Zone de centre d'utilisations polyvalentes, sous-zone 12, exception 22, indice de surface de plancher 3,0, annexes 99 et 100) à MC12[xxxx] (Zone de centre d'utilisations polyvalentes, sous-zone 12, exception xxxx) pour permettre un immeuble polyvalent de 25 étages, comme cela est décrit dans le document 2.
2. Que le Comité de la planification et du logement approuve que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la *Loi sur l'aménagement du territoire*, lors de la réunion du conseil prévue le 14 juin 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1546 Scott Street

Owner

Reid's Heritage Properties (Under Agreement of Purchase and Sale)

Applicant

IBI Group Professional Services (Canada) Inc. (Tess Gilchrist)

Architect

Tregebov Cogan Architecture

Description of site and surroundings

The subject site is located on the south side of Scott Street, between Parkdale Avenue and Holland Avenue. The irregular shaped parcel has a lot area of 2,523 square metres with 31.64 metres frontage along Scott Street and a lot depth of approximately 70 metres. The site is currently occupied by a one-storey commercial building operating as The Beer Store and associated surface parking and loading facilities.

To the immediate north of the subject site is Tunney's Pasture and the Tunney's Pasture O-Train Station. Further to the north and northeast is Mechanicsville, a primarily residential neighbourhood, as well as the Ottawa River. To the east is the Hintonburg neighbourhood, which is characterized by a mix of low-, mid- and high-rise residential, with commercial and institutional uses along Scott Street. To the south is Wellington Village, which is characterized by low- and mid-rise residential as well as commercial uses and Highway 417. To the west is Holland Cross which includes mid-rise buildings with various commercial and retail uses, as well as Wellington Village which is characterized by low-rise residential.

Summary of proposed development

The Zoning By-law Amendment seeks to accommodate the redevelopment of the site to construct a 25-storey mixed-use building containing 228 dwelling units (132 one-bedroom units, 90 two-bedroom units and six three-bedroom units) as well as a 205

square metre commercial unit on the ground floor. The site's main vehicular access is through Scott Street but can also be accessed via Bullman Street. The main drive aisle leads to five surface parking spaces on the side of the building and to the loading area and underground garage access ramp at the rear. The underground parking garage is built on four levels and contains 143 additional parking spaces. The drive aisle also provides access to adjacent loading facilities on the abutting property south of the subject site. A total of 230 bicycle parking spaces will be provided externally and within the first floor and parking garage. A garbage room is proposed internally at the rear of the building next to the loading area. The proposal also includes a mid-block pedestrian connection from Scott Street to Bullman Street.

A Site Plan Control Application for this proposal is currently under review by Planning Staff.

Summary of requested Zoning By-law amendment

The applicant seeks to rezone the subject site from MC12[22] F(3.0) S99,100 (Mixed-Use Centre Zone, Subzone 12, Exception 22, Floor Space Index 3.0, Schedules 99 and 100) to MC12[xxxx] (Mixed-Use Centre Zone, Subzone 12, Exception xxxx). In addition to the removal of the floor space index requirement and the removal of references to zoning schedules, the site-specific exception would include provisions similar to the following:

- A reduced minimum front yard setback of 2.4 metres for a portion of the ground floor, whereas 6 metres is required.
- A reduced minimum interior side yard setback of 1.8 metres for a portion of the podium on the east side and 0.0 metres for a portion of the ground floor on the west side, whereas 6.0 metres is required
- A reduced minimum rear yard setback of 1.2 metres for a portion of the underground garage ramp structure, whereas 6.0 metres is required
- An increased maximum building height of 89 metres (149 metres above sea level, 25 storeys), whereas 98.35 metres above sea level and 72.35 metres above sea level are permitted.
- A limited floor plate area of 750 square metres for the tower portion of the building.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from 10 residents, who expressed concerns related to urban design, built form, density and traffic.

A public information session was held by the Councillor's office on January 7, 2020. Approximately 20 residents were in attendance, as well as Planning Staff.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The property is located within the Inner Urban Transect Policy Area on Schedule A of the Official Plan, which is an area that anticipates the enhancement or establishment of urban patterns of built forms, site design and mix of uses, while prioritizing walking, cycling and transit.

The property is located along Scott Street, which is designated as a Mainstreet Corridor on Schedule B2 of the Official Plan. Corridors apply to lands abutting specified streets whose planned function includes a higher density of development than abutting neighbourhoods. The property is also located within a Hub Designation on Schedule B2 of the Official Plan. Hubs are areas centred on planned or existing rapid transit stations whose planned function is to concentrate a diversity of uses at higher densities. In addition, the area is affected by the Evolving Overlay which is meant to signal a gradual evolution over time that will see a change in character to allow new built forms and more diverse functions of land.

The property is located within the Tunney's Protected Major Transit Station Area (PMTSA) on Schedule C1 of the Official Plan.

Other applicable policies and guidelines

The property is located within the Scott Street Secondary Plan and is designated as a Hub on Schedule A. The Hub designation represents an opportunity for intensification to support the Tunney's Pasture O-Train Station and create a distinct place with more commercial amenities to serve the broader community. The property is also located within an area allowing heights up to 25 storeys on Schedule B

The proposal is subject to the Urban Design Guidelines for High-Rise Buildings, which are intended to be used during the review of development proposals to promote and achieve appropriate high-rise development.

Heritage

The property is not located within a Heritage Conservation District, nor is it affected by the Zoning By-law's Heritage Overlay. The existing dwelling and lands are not designated under the *Ontario Heritage Act*.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and Site Plan Control application were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-Law Amendment application was held on January 7, 2022. The formal review meeting for the Site Plan Control application was held on November 4, 2022.

The panel's recommendations from the formal review of the Site Plan Control application are included under Document 4.

The panel was successful in aiding in the removal of some of the at-grade parking, the creation of a pedestrian route through the site and the refining of the pavilion design.

Planning rationale

Official Plan

The site in question is located within the Inner Urban Transect Policy Area on Schedule A of the Official Plan. The Policy Area anticipates the enhancement or establishment of urban patterns of built forms, site design and mix of uses, while prioritizing walking, cycling and transit. The Inner Urban Transect is generally planned for mid- to high-density development, up to 40 storeys in some areas, subject to proximity and access to rapid transit. Limits on heights and massing can be imposed based on the underlying functional designation or urban design policies. The Inner Urban Transect is intended to continue to develop as a mixed-use environment where development can provide residents with a full range of services within a walking distance from home, in order to support the growth of the 15-minute neighbourhood. The proposed 25-storey mixed-use building aligns itself with these policies and looks to the Secondary Plan in terms of height direction, as discussed further in this section.

Having frontage on Scott Street, the property benefits from a Mainstreet Corridor Designation under Schedule B2 of the Official Plan. Corridor designations apply to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit services than abutting Neighbourhoods. Development along Corridors is encouraged to establish buildings that locate the maximum permitted heights and highest densities close to the corridor, while ensuring appropriate transitions in height, design and character. The Official Plan recognizes Mainstreet Corridors as having a different context from their immediate surroundings. A proposed mixed-use building having a 750 square metre tower floor plate and within close walking distance of a rapid transit station aligns itself with these policies. Tunney's pasture O-Train Station is within 175 metres walking distance of the subject site.

The property in question also benefits from policies related to the Hub Designation under Schedule B2 of the Official Plan. Hubs are areas centred on planned or existing rapid transit stations whose planned function is to concentrate a diversity of uses at higher densities. In addition, the area is affected by the Evolving Overlay which is meant to signal a gradual evolution over time that will see a change in character to allow new built forms and more diverse functions of land. Hubs are found throughout the City and generally share the same boundaries as Protected Major Transit Station Areas (PMTSA), which are a tool implemented by the Province with the intent to establish minimum intensification requirements. The property is located within the Tunney's PMTSA on Schedule C1 of the Official Plan and is included on Table 3a with a minimum residential density requirement of 250 dwellings per net hectare and 250 people and jobs per gross hectare. The proposed 25-storey mixed-use development will contribute to these policy objectives.

Section 4.6 sets out Urban Design guidance with the intent of achieving design excellence and innovation, while also being sensitive to the integration of new developments within existing neighbourhoods. These policies seek to minimize impacts on neighbouring properties and on the public realm. High-rise buildings are intended to be designed to respond to the context and transect area policies, and be designed to have a well designed base, middle and top. Floor plate size should generally be limited to 750 square metres for residential buildings and space at grade should be provided for soft landscaping and trees. The proposal incorporates high quality urban architecture to make up a clearly defined point tower on top of a strong podium. While a front yard setback reduction is requested for a portion of the one-storey commercial element at grade, the remainder of the three-storey podium is positioned such that it will appropriately frame the Scott Street façade while allowing ample room for an urban-appropriate mix of soft and hard landscaping. The 750 square metre floor plate will help

limit the tower's massing impacts and shadow impacts on its surroundings, which is also in line with the Urban Design Guidelines for High-Rise Buildings.

Secondary Plan

The property is located within the Scott Street Secondary Plan, which is a Council approved document intended to guide the development of the Scott Street area by directing greater intensification to certain areas while maintaining the low-rise character in other areas. The property is designated as a Hub on Schedule A of the Secondary Plan, which is a designation that represents an opportunity for intensification to support the Tunney's Pasture O-Train Station and create a distinct place with more commercial amenities to serve the broader community. The Hub designation permits a concentration of high-rise buildings, and therefore assigns much importance to the provision of adequate pedestrian and cycling facilities within and through the Hub. While the Secondary Plan strives to provide minimum building setbacks of generally 3 metres from the protected right of way, it does so in order to ensure that the proposed setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. The Secondary Plan further states that development on lots west of Parkdale Avenue can provide minimum building setbacks of generally 1.0 metre. The Secondary Plan also identifies the need for the establishment of a pedestrian connection from Bullman Street to Scott Street on the neighbouring property to the east. While this is not a requirement for this proposal, the applicant has agreed to incorporate this pedestrian connection on a temporary basis until such time as the property to the east is redeveloped.

The property is also located within an area allowing heights up to 25 storeys on Schedule B of the Secondary Plan. While the proposed height is permitted under the Secondary Plan, the plan also includes criteria that strive to achieve appropriate placement and transition of these high-rise towers. In addition to the desired "podium and tower" design, the Secondary Plan seeks to achieve an 11.5 metre tower setback from rear and interior lot lines. Where this setback cannot be achieved, towers are to be staggered and have a separation distance of 23 metres for residential towers. The proposed tower is setback 8.9 metres and 10.4 metres from the westerly and easterly property lines, respectively. While there are no high-rise towers on either of those sides, a tower is being proposed on a property to the south, but would be located at a distance of over 30 metres from this tower. Furthermore, the tower location and its 750 square metre floor plate is consistent with the Urban Design Guidelines for High-Rise Buildings.

Zoning By-law

As detailed in Document 2, the proposed Zoning By-law Amendment has the effect of rezoning the site to include site specific provisions. The following summarizes the site-specific zoning provisions and planning rationale:

- The proposal seeks to reduce the minimum front yard setback to 2.4 metres for a portion of the ground floor, whereas 6.0 metres is required. While the three-storey podium will properly frame Scott Street at a setback of over 8.0 metres, which is consistent with other buildings along the street, relief is required for the commercial component. This one-storey element occupies roughly one third of the façade and will help animate the street. This is consistent with the Secondary Plan and staff have no concerns with this relief.
- The proposal seeks a reduced minimum interior side yard setback of 1.8 metres for a portion of the podium on the east side where the irregular shape of the lot creates a pinch point for a distance of approximately 8.0 metres. The proposal also seeks a reduced interior side yard of 0.0 metres for a portion of the ground floor on the west side. In both case the by-law requires a 6.0 metre setback, but the neighbouring context, which includes a one-storey building element at 0.0 metre setback on the west side and a parking area on the east side, results in a relief that will not cause undue negative effect on the surrounding context.
- The proposal seeks a reduced minimum rear yard setback of 1.2 metres for a portion of the one storey underground garage ramp structure, whereas 6.0 metres is required. The podium is otherwise located at 11.6 metres from the property line and staff have no concerns with this relief.
- The proposal seeks an increased maximum building height of 89 metres (149 metres above sea level, 25 storeys), whereas 98.35 metres above sea level and 72.35 metres above sea level are permitted. The requested relief is consistent with the Secondary Plan policies and staff have no concerns with this relief.
- Although not required as a relief to the Zoning By-law, the applicant has agreed to include a site-specific provision which would limit the floor plate area to a maximum of 750 square metres for the tower portion of the building. For the purpose of this provision, the tower is everything above the fourth storey. This is consistent with City policies and will ensure that the proposed building remains sensitive to, and compatible with, the surrounding context throughout the Site Plan Control process.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no Rural Implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

ADVISORY COMMITTEE(S) COMMENTS

N/A

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The proponent is extending and connecting a watermain to provide adequate service otherwise there are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. Staff have no concerns about accessibility.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0148) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to delays between submissions.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 UDRP Recommendations

Document 5 Proposed Site Plan

Document 6 Proposal Renderings

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the application and proposed Zoning By-law Amendment. The proposal is consistent with the Official Plan policies in the Inner Urban Transect Policy Area, as well as those related to Mainstreet Corridors and Hubs. The proposal is also consistent with the Scott Street Secondary Plan policies in the Hub designation and respects the height limits within. The proposed Zoning By-law amendment is appropriate for the site and maintains policy objectives related to Corridors, Hubs and Urban Design. The amendment represents good planning and, for the reasons stated above, staff recommends approval of the Zoning By-law amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

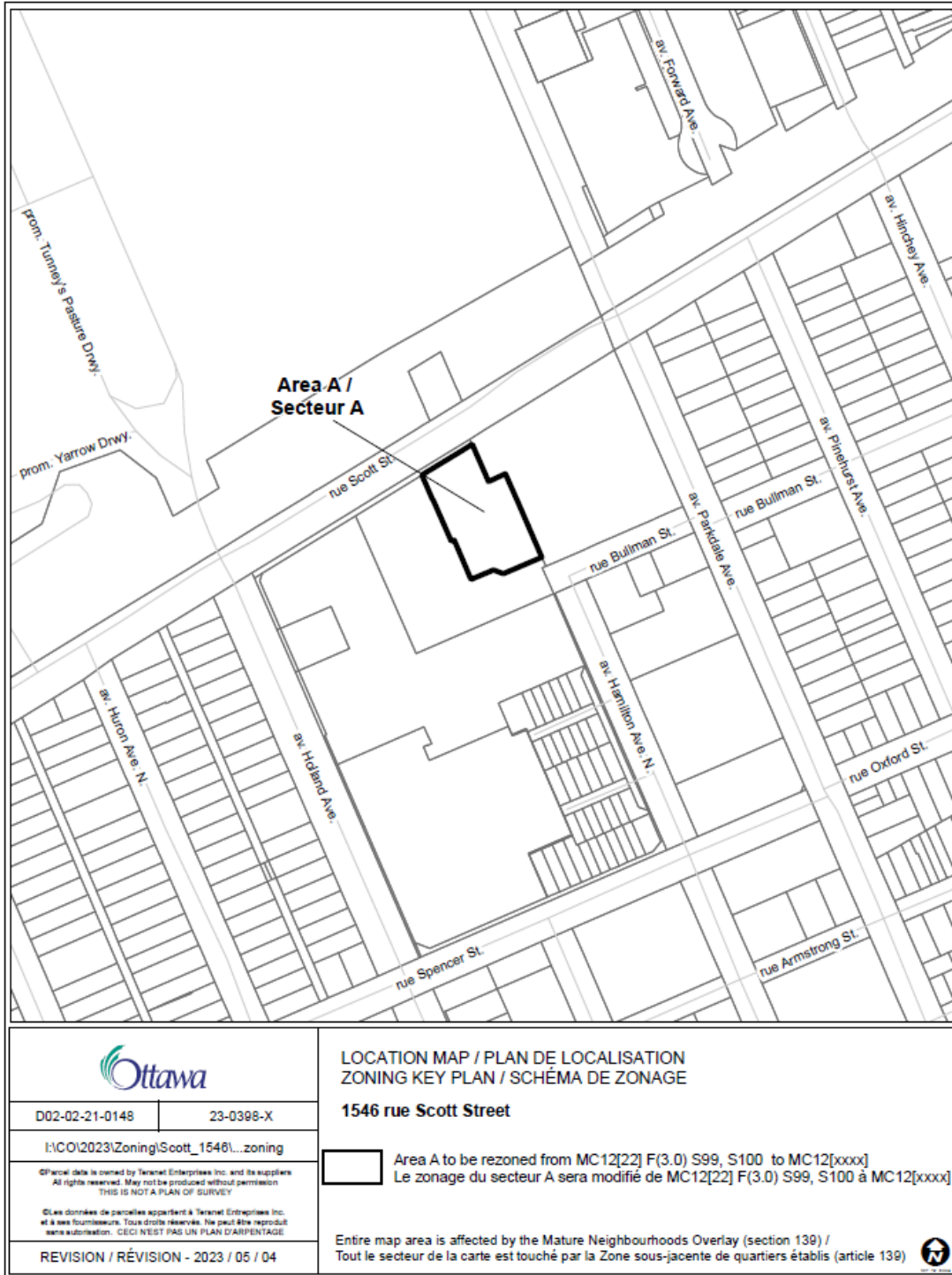
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



Zoning Key Map showing the location of the subject property as well as the proposed zoning.

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1546 Scott Street:

Add a new exception with provisions similar in effect with the following:

1. Rezone the lands as shown in Document 1.
2. Add a new exception xxxx to Section 239 Urban – Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “[xxxx]”
 - b. In Column II, Applicable Zones, add the text “MC12[xxxx]”
 - c. In Column V, Provisions, add the text:
 - i. Minimum Front Yard Setback for a one-storey portion of the building: 2.4 metres
 - ii. Minimum Interior Side Yard Setback for the podium on the east side: 1.8 metres
 - iii. Minimum Interior Side Yard Setback for a one-storey portion of the building on the west side: 0 metre
 - iv. Minimum Rear Yard Setback for a one-storey portion of the building: 1.2 metres
 - v. Maximum Building Height: 89 metres (25 storeys)
 - vi. The tower portion of a building, which includes any portion above the fourth floor, must not have a floor plate larger than 750 square metres.
 - vii. Schedules 99 and 100 do not apply.

Document 3 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

A public information system was held on January 7, 2020. Approximately 20 residents were in attendance.

Public Comments and Responses:

General

- There is a lack of affordable housing units and family-sized units.

Staff Response: Since the initial submission the applicant has made revisions to the unit split within the proposed development. The number of one-bedroom units has been reduced in order to make place for six three-bedroom units.

Urban Design and Built Form

- 6 metre setbacks should be maintained all around the building and should not be reduced. This will have a negative impact on the site's ability to provide greenspace and trees. This is contrary to the City's Climate Resilience advice.
- The proposed height is too high. The current maximum height is already quite high and should be maintained as the absolute maximum height. Such an increase in height will have negative impacts related to shadowing and wind.
- The proposed building will be a visual eyesore for the residential community and would have a dehumanizing impact on the urban landscape.
- The tower appears to be close to proposed towers on neighbouring sites.

Staff Response: The requested setback reduction is only necessary for certain portions of the proposed building, at grade. Other portions of the building, such as most of the front yard setback, is in fact more generous than the by-law requirements. Quality urban-appropriate landscaping treatments are proposed wherever possible, including 13 trees, 178 shrubs and an abundance of perennials and grasses.

At 25 storeys, the proposed height reflects the permitted height within the Council-approved Secondary Plan. The provided shadow study does show a slight increase in shadows, which is more prevalent in the winter months, but the small size of

the tower floorplate makes the shadow surface smaller than it could otherwise be on a larger tower. A pedestrian wind study has been submitted and reviewed by staff. Any recommendation from the study will be incorporated within the final design during the Site Plan Control stage. The tower separation meets the by-law requirements and generally aligns itself with the Urban Design Guidelines for High-rise Buildings.

Density

- The proposed density increase is too much, even considering that the site is in proximity to a rapid transit station.

Staff Response: The density is achieved at a height that is consistent with the Secondary Plan, and on a tower floorplate that is consistent with the Urban Design Guidelines for High-rise Buildings.

Traffic/Parking

- Even though bike parking is included in the design, many people will still have cars. Parkdale is often completely jammed as it is and this won't help.
- There needs to be sufficient bike storage for residents in order to support a car-free lifestyle that comes with living near transit stations.
- There should be a reduction in the number of vehicular parking spaces on site.

Staff Response: A Transportation Impact Analysis was submitted and was reviewed and approved by Staff. Since the initial submission, the applicant has made revisions to the number of bicycle parking spaces being provided from 120 spaces to 230. The total number of vehicular parking spaces has also be reduced from 176 spaces to 148.

Document 4 – UDRP Recommendations

Summary

- The Panel thanked the proponent for the presentation. The changes made, including removing the at-grade parking, creating a pedestrian route through the site, and refining the pavilion design are appreciated. The concept of a tower with a central volume with balconies pulling out from the building mass is appreciated.
- The Panel believes the building mass should continue to be studied within the evolving neighbourhood context to consider how future developments on adjacent parcels will integrate with the height and mass of this proposal to inform the public realm and streetscape design.
- The Panel would like to see a consolidated block plan, including a landscape plan to better understand the pedestrian connection's relationship to the adjacent property.

Architectural Expression

- The Panel reiterates its previous comment regarding simplifying the two-storey repeating pattern on the tower. The proponent should consider how the tower design, with a strong and heavy central element is complemented by the coloration and architectural treatment of the east and west tower facades, where the changes in plane are emphasized and the façade pattern treatment more subtly articulated.
- The window treatment on the east and west tower façades appears to recess, as opposed to previous iterations where it was flush with the adjacent material which was lighter and maintained an emphasis on the central element. There is an opportunity to strengthen and quiet down the east and west facades by simplifying the shifting glass and panel pattern.
- The Panel appreciates the changes to the mass of the podium as it successfully relates to the scale of the street and creates a simpler more unified base, but the Panel notes the architectural treatment of the podium appears to not be in sync with the rest of the building. The proponent should look at cues from the central tower volume where architectural treatment is in unison with the other building elements. The vertical columns of the podium were specifically noted not being in unison.

- The square window treatment was also noted to not be in harmony with the language of the tower. Tying the vertical stone of the tower through the podium would help to harmonize the two.
- The Panel notes the podium has elements echoing the buildings at Tunney's Pasture, mainly the arcade treatment at the base, which is reminiscent of the 70s, but the Panel questions its success and recommends the proponent reconsiders it.

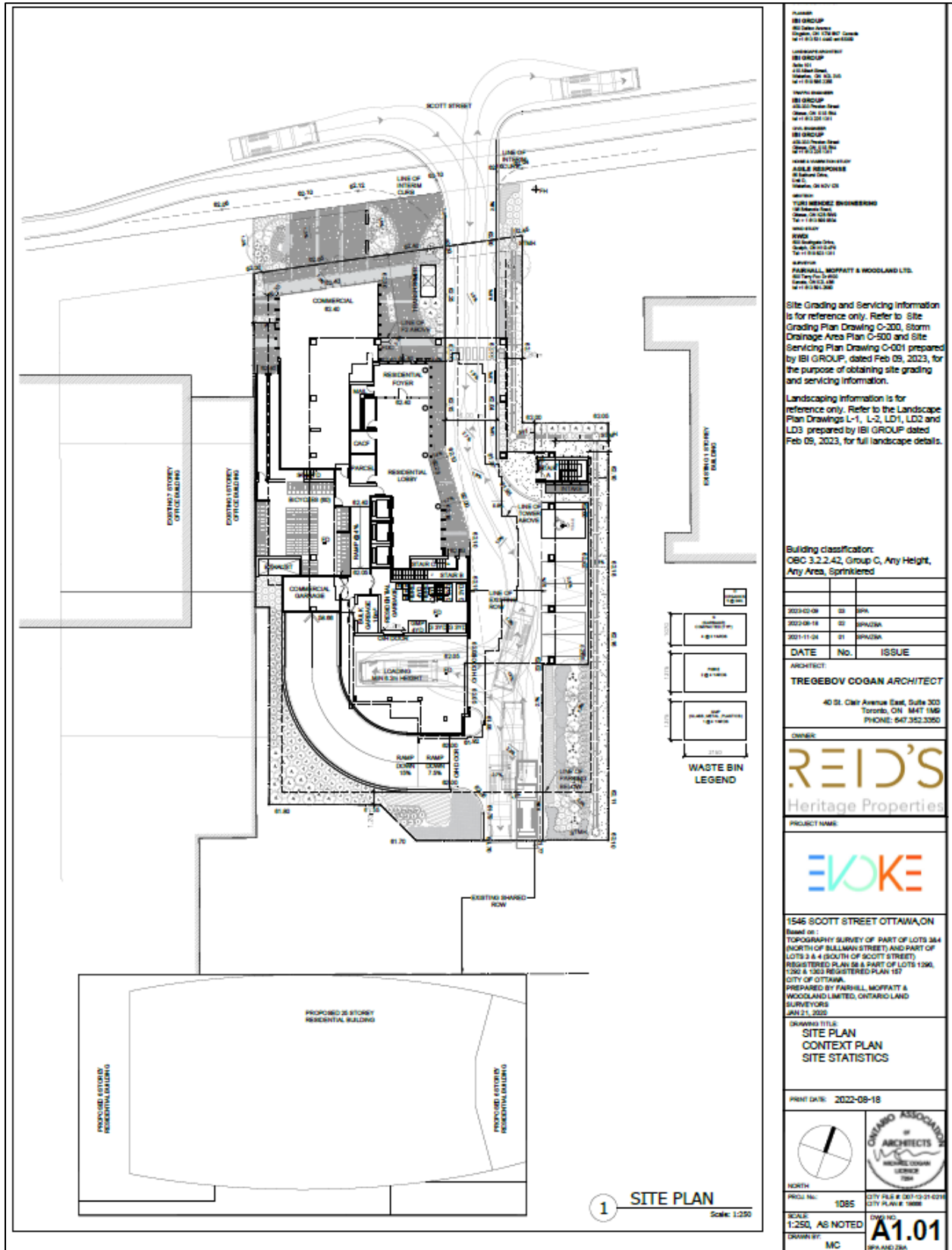
Public Realm

- The Panel appreciates the proposed walkway and the consideration given to the future development on the adjacent property; however, the walkway is tucked behind the stairs making it difficult for pedestrians to navigate and know where to cross, which could result in pedestrians using the driveway to connect through the block. The Panel recommends moving the crossing further north for better visibility.
- The site plan indicates that the access to the garbage and loading area is through the pedestrian crossing; the proponent should consider a different treatment for the crossing and have it lit to ensure the walkway is safe for pedestrians.
- The Panel questions the location of the exterior stairs as there are some safety concerns; the proponent should consider its location and treatment through a CPTED lens and relocate the transformer.
- The Panel recommends the proponent consider a high-quality pedestrian paving treatment across the front of the property, through both the plaza and driveway to unify and strengthen the public realm.

Sustainability

- The proponent should consider increasing sustainability on site by adding geothermal energy, terraces on the west side, green roofs, or white roofs, minimizing dark materials and increasing greenery to improve residents' quality of life.

Document 5 – Proposed Site Plan



Document 6 – Proposal Renderings

