

DESIGN BRIEF ADDENDUM

770 SOMERSET STREET WEST

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July 5, 2018

Ann O'Connor, MCIP, RPP

Planner II

Planning Infrastructure and Economic Development Department
City of Ottawa

Via Email: ann.o'connor@ottawa.ca

RE: 770 Somerset Street West & 13 Lebreton Street North, Ottawa
Design Brief Addendum
Zoning By-law Amendment, D02-02-17-0096
Site Plan Control Revision, D07-12-17-0136

Dear Ms. O'Connor,

Further to the comments provided on January 5, 2018, please find below an addendum to the submitted Design Brief in support of the proposed rezoning and site plan revision for 770 Somerset Street West and 13 Lebreton Street North.

Key revisions to the proposed building design include:

- / Improved Somerset Street streetscape, which provides landscaping, seating and accessible access to pedestrian entrances to the building.
- / Reduction in the number of residential units from 112 to 106.
- / Additional building stepbacks, as follows:
 - Stepback at the 7th and 8th and 9th levels at the north-east corner of the building and in the interior side yard area along the eastern façade; and,
 - Stepback at the 7th, 8th, and 9th levels along north and west facades of the building to provide the appearance of a six (6) storey building from the street.

This addendum is comprised of two components. Part 1 provides direct responses to the commentary offered by the Urban Design Review Panel and Part 2 offers a more robust discussion of applicable design policies. The Addendum makes reference to a previously approved proposal by a prior landowner. To compare, the gross floor area of the previous proposal was 6,581 square metres. The gross floor area of the present proposal is 6,755 square metres.



Figure 1: North-East Perspective - Comparison between Original Design and Revised Design



Figure 2: North-West Perspective - Comparison between Original Design and Revised Design

Part 1: Urban Design Review Panel Comments

As the property is located within a Design Priority Area by virtue of its location along a Traditional Mainstreet, the design requires review by the Urban Design Review Panel. The design was presented to the panel in December 2017, following which a number of comments were provided to the applicant. The comments from the panel are written below in italics. Responses to the comments are provided below each comment.

General Comments:

- / *The Panel is appreciative of this well designed, Scandinavian inspired proposal on an important site in the heart of Chinatown. The Panel further commends the applicant for the high quality renderings of the project, particularly those depicting the Lebreton Street streetscape.*
- / *It is the opinion of the Panel that some improvements to the ground floor and with careful attention paid to the public realm, the project can be a very positive addition to Somerset Street.*

Acknowledged.

Street Level Comments:



Figure 3: Revised Streetscape Rendering

- / *Revisions to the Somerset ground floor are required, as it reads as too chaotic. The Panel suggests introducing a clean, streamlined design; perhaps entirely glass, as this would provide a very contemporary looking and clearly articulated base to the building.*

Given the Chinatown context in which the site is located, it was deemed important that the Somerset Street ground floor façade contain red brick, which is a colour featured prominently in Chinatown. The façade does contain a significant amount of ground floor glazing, providing pedestrian views into the commercial units, while maintaining a level of privacy for the residential entrance.

The ground floor is intended to have clear and distinctive commercial and residential entrances, which are marked by black awnings for the commercial units and a gabled roof feature for the residential entrance.

The site is subject to a significant grade change along Somerset Street. The streetscape design responds to the grading in a manner that provides barrier-free access to each of the entrances and minimizes the number of steps required. The streetscape design resourcefully incorporates planters and seat walls to identify a logical path for pedestrians, ensure barrier-free access, and also incorporates additional landscaping and seating within the public realm.

- / *The Panel is appreciative of the intent of the gable-end features. Consider introducing these design elements to the Lebreton Street ground level, in order to relate the building to nearby gable roofed brick houses. More gable features could also be introduced on Somerset to help define the grade changes.*

Additional gable-end features were contemplated but were deemed to over-complicate the Somerset streetscape. The gable form is meant to be a 'residential cue', and to repeat it elsewhere on the ground plain would confuse this intention. These forms are repeated again on the rooftop amenity space. The Lebreton Street frontage is also subject to a substantial grade change which limits opportunities for additional gable-end features. This façade will include glazing and a combination of red brick and white panel. The southerly portion of this frontage serves an important function for access to the parking garage.

- / *At the street level, the Panel recommends utilizing bollards and appropriate paving treatments. Ensure that existing transformers are identified in order to ensure the creation of a cohesive pedestrian environment.*

Broom finish concrete is proposed at the street level. It is unclear how bollards would enhance the street level.

- / *Avoid using steps when possible, despite the grade change along Somerset Street.*

In order to minimize the use of steps, a planter is proposed at the north-west corner of the site. The planter will prevent pedestrian access where the grade change would require the use of steps or the necessity to create level barrier free landings at commercial and residential entrances. Pedestrians will be able to walk along the existing sidewalk which is free of steps and access each entrance to the building without needing to navigate any stairs. In order to treat the slope at each entrance, a series of retaining walls and steps are provided close to and parallel with the building. The retaining walls, aside from mediating the grades of the sloped sidewalk and level entrances, double as planters and seat walls and provide a secondary pedestrian route.

- / *Enlarge proposed planters in order to sustain the plants shown in the renderings. The Panel further advises adding trees to the Lebreton Street streetscape.*

The planters along the Somerset Street frontage have been modified to sustain the size of the plants proposed. Four (4) small trees have been located along Lebreton Street North.

- / *Due to the continuous rise of the sidewalk, the Panel advises finding one access point to the building on the north façade.*

The design of the street level manages the continuous rise of the sidewalk without limiting access to one access point to the building on the north façade, as discussed in the above responses.

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- / *It is the Panel's opinion that the bus shelter should remain in its current location.*

Acknowledged. No changes are proposed to the siting of the bus shelter.

- / *Access to the garbage room needs revision in order to ensure practicality and accessibility for tenants and workers.*

Each commercial unit will have a designated garbage and recycling room that is directly vented to the building exterior. Commercial garbage will be picked up along Somerset Street.

Residential garbage is separate from the commercial and located within the P1 level. Residents will have access to a garbage chute/compactor. Pick-up for residential garbage will occur from Lebreton Street North.

Massing and Architectural Detailing:

- / *The Panel recommends that the top floors of the building (Floors 7 – 9) are stepped in on the east façade, after clearing the adjacent building.*

The building has been stepped back on the east façade after clearing the adjacent building.

- / *Gable features on the roof could become garden or rooftop patios, and the Panel recommends adding colour, perhaps red and blue, to these architectural elements.*

Two (2) gable features are proposed for the roof. The westerly feature constitutes covered outdoor spaces, providing shade for the outdoor roof amenity area. The easterly gable feature will house mechanical and electrical machinery in line with a typical rooftop mechanical penthouse.

The gable features are intended to feel organic and residential in nature. The wood material proposed is less jarring than a red or blue or colour and is based on feedback received from the community for a design that exhibits temperance.

- / *Ensure all materials used are durable and of high quality to increase longevity and make a positive impact on this important streetscape.*

All materials proposed are durable and of high quality.

- / *The Panel advises paying careful attention to the building's infrastructure, and, as an example, ensure exhausts are hidden from public view.*

Where possible, the building's infrastructure will be hidden or screened from view.

Part 2: Expanded Design Analysis

In accordance with the revisions made to the design and in order to respond to feedback received on the proposal, a supplementary analysis of relevant design policies is provided. The design of the site considers the urban design and compatibility policies of the Official Plan as well as Council-approved urban design guidelines.

Official Plan (2003, as amended)

Section 3.6.3 – Mainstreets

Streets designated as ‘Mainstreets’ in the Official Plan offer opportunities for intensification. The Official Plan generally supports building heights of up to six (6) storeys on Traditional Mainstreets; however, greater building heights may be considered in accordance with policies 8 through 14 of Section 4.11. The site was considered through a previous development proposal as appropriate for additional building height. The current zoning permits nine (9) storeys in building height.

Sections 2.5.1 and 4.11 – Urban Design and Compatibility

Section 2.5.1 establishes design objectives and principles to guide development with respect to how buildings, landscapes and adjacent public spaces look and function together. Introducing new development in existing areas requires a sensitive approach and respect for a community’s established characteristics; however, the Official Plan allows for flexibility and variation for new development to complement those characteristics. Compatible development is therefore development that may not be the same as or even similar to existing buildings in the vicinity, but it nonetheless enhances the existing community and coexists without causing undue adverse impacts to surrounding properties. This flexibility is essential to successfully implementing the Official Plan’s intensification policies throughout the city.

Section 2.5.1 contains a set of broadly stated design objectives to influence the built environment. The proposed development meets these objectives, as discussed in bolded lettering below.

- / Enhances the sense of community by creating and maintaining places with their own distinct identity. **The design responds to this objective by reflecting a sensitive understanding of place, context and setting, particularly with respect to the neighbourhood’s Chinatown identity. The design replicates some of the place-making initiatives that have appeared throughout Chinatown. For example, the streetscape has been designed to include seating, landscaping, and Chinese characters which respond to the characters located under the Chinatown Gateway. By creating a larger ground floor setback on Somerset Street West, a privately-owned public plaza space emerges, providing the opportunity to create a unique seating area.**

The building materials also respond to the cultural context and prevailing colour palette of the area through the use of red brick and white panel. Gable roof features have been added to the building as a playful response to many of the existing buildings in the neighbourhood.

- / Defines quality public and private spaces through development. **As discussed above, the building has been designed to have a strong relationship with the street, creating a unique and connected private-public space. It is anticipated that this space, and the manner in which the building relates to it, will enliven this corner of Chinatown.**
- / Creates places that are safe, accessible, and are easy to get to, and move through.

Particular attention has been paid to the grading along the front of the building. Each entrance to the building will have barrier-free access from the street.

A bus shelter has been provided within the city right-of-way. The shelter is enhanced with nearby seating and landscaping along the Somerset Street frontage.

The underground parking access on Lebreton Street North is situated to avoid pedestrian conflicts and the potential for vehicular collisions as compared to a location on Somerset Street West. A corner sight triangle has been provided to ensure appropriate sight lines for vehicles turning right or left onto Somerset Street from Lebreton Street.

Both building frontages have a substantial number of windows for natural surveillance. This will be enhanced by lighting and commercial activity on the ground floor.

- / Ensures that new development respects the character of existing areas.
New stepbacks have been incorporated into the building to better integrate the development with its surroundings. Floors 7 to 9 are now stepped in on the north, east and west façades, after clearing the adjacent building. The stepbacks at the north and east maintain the horizontal reference line of the adjacent building to the east, which has six (6) storeys with minimal stepbacks, and provides an overall appearance of a six (6) storey building from the street. In response to feedback on the appearance of the building from the corner, it is intended that the new stepbacks will reduce the massing on the corner. The façade material of the 7th, 8th and 9th floor has been replaced with red brick to blend with the rest of the building. The building was previously stepped back at the 5th floor at the south side of the building, which is continued with the revised version of the proposal. This stepback along the frontage creates transition to the residential areas to the south.

The proposal completes an architectural narrative for this block, along the Somerset St. frontage. It begins with the Anglican Church on the NE corner (ca. 1922), continues to the centre building (ca. early 1990s) and culminates with the subject building. The buildings share character through material types and themes while nonetheless exhibiting the dominant architectural conventions of their respective era.

- / Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
The proposal achieves a compact form of development and will provide additional rental housing to the existing housing stock in the area. The proposal also includes commercial areas which can be adapted to support numerous distinctive uses, thereby permitting long-term adaptability as the market evolves.
- / Understands and respects natural processes and features in development design.
The development provides landscaping on a property where there is currently next to no vegetative cover.
- / Maximizes energy-efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
The development maximizes opportunities for sustainable and active transportation modes through the use of active, pedestrian entrances and safe, easily-accessible bicycle parking. Furthermore, residents will have direct access to a bus shelter and stop directly in front of the building.

Section 4.11 provides a set of objective criteria which are used to evaluate compatibility of new development, particularly for development that may not be the same as or similar to existing development. These criteria evaluate issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climactic conditions to assess the relationship between new and existing development to determine whether any undue adverse impacts are anticipated.

Policies 8 to 14 are evaluated for development proposals that seek to increase the permitted building height. Although an increase in building height is not being sought, it is acknowledged that the design of building redistributes the as-of-right massing such that these policies can be looked to for guidance. The applicable policies are discussed below.

Policy 10: Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in particular locations, which are listed in the policy. The list includes locations within 600 metres of a rapid transit station.

The property is located within 600 metres of the Lebreton Station. Other considerations for the built form proposed include the site's location on an arterial road, at a strategic corner lot, and in proximity to a transit stop. The property is presently permitted a building height of nine (9) storeys as a result of a previous Zoning By-law Amendment.

Policy 12: Integrating taller buildings within an area characterized by a lower built form is an important urban design consideration, particularly in association with intensification. Development proposals must address issues of compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development profile. Transitions in built form will serve to link proposed development with both planned, as well as existing uses, thereby acknowledging that the planned function of an area as established through Council-approved documents such as a secondary plan, a community design plan or the Zoning By-law, may anticipate a future state that differs from the existing situation. Transitions should be accomplished through a variety of means, including measures such as:

a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);

The L-shape of the building creates space for an open courtyard to the rear of the building, thereby reducing the massing impact to the lower profile neighbourhood to the south as compared to the as-of-right zoning permissions.

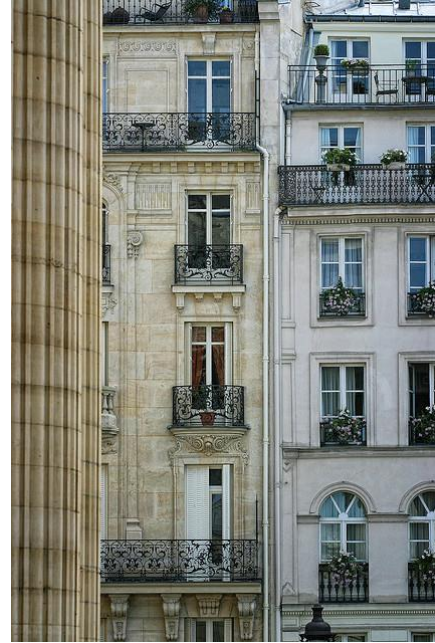
b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);

The ground floor height and material respects the existing street-fronting commercial along Somerset Street and the building provides a minor setback at the ground floor. This setback is useful for mediating grade changes and provides additional space for public realm improvements in front of the building.

At the second floor, the building profile steps forward by approximately two (2) metres and incorporates a white panel material for a unified building frontage over multiple levels. This design brings residents of the upper units in closer proximity to the street, which is enhanced with proposed Juliette balconies, and provides an assured built form that resembles successful mid-rise architecture in Europe. Examples are shown in the photos below.



Figure 4: European Examples of Similar Building Frontages



The setbacks along the front and west of the building reduce the massing visible from the public realm. The setbacks are strategically placed to reference the height of adjacent built form and are complemented with materiality that further breaks up the massing.

c. Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);

As discussed in previous sections of this addendum, the character of the area is respected in a number of ways:

- / **Use of materiality that is appropriate to the cultural context and respectful of existing building materials of the street block.**
- / **The white panel portion of the building mirrors the height of the building to the east and respects the scale and rhythm of the street.**
- / **The building contains gable roof features and the street “plaza” space incorporates Chinese characters for a unique architectural expression of the area’s history and context.**

d. Architectural design (e.g. the use of angular planes, cornice lines); and

For the reasons already mentioned and as confirmed through review by the Urban Design Review Panel, the building is a well-designed and thoughtful addition to an important corner of Chinatown.

e. Building setbacks.

Setbacks along both street edges strike a balance between providing additional public realm space while ensuring a strong street presence. A 0 metre rear yard setback is used for a portion of the building, which is consistent with the current zoning permission, with the rest of the rear yard carved out for a private courtyard space. The courtyard reduces the impact of the building to the stable, lower profile areas to the south as compared to the transition in building height currently prescribed by the as-of-right zoning.

Policy 13: The need to provide transitions in built form may be offset or reduced where natural buffers and features or changes in grade and topography exist, or through the orientation of buildings and the arrangement of land use patterns.

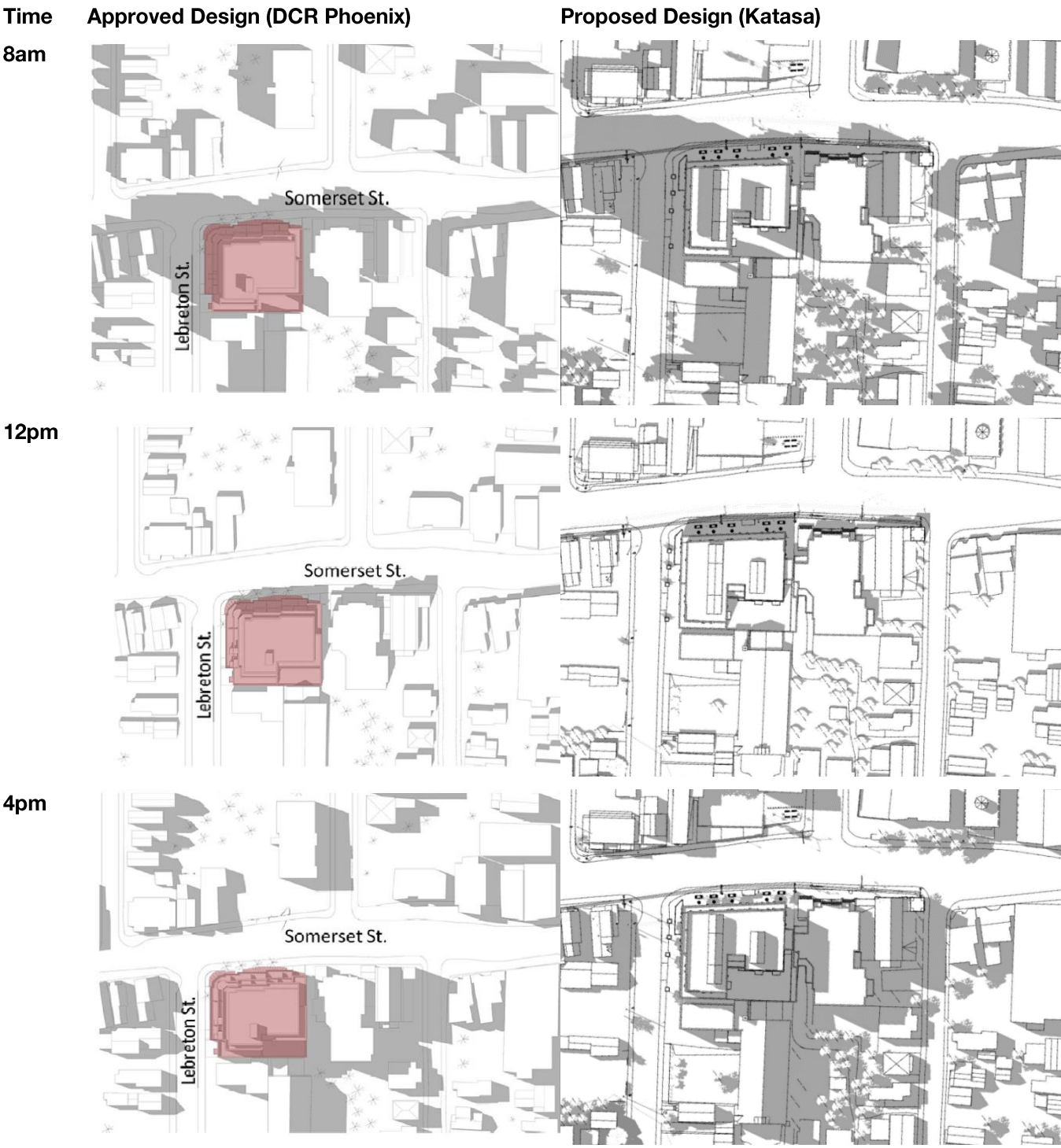
Further to the description above, the orientation of the building and rear courtyard improves upon the transition in building height required by the as-of-right zoning schedule.

Section 4.11 further builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the evaluative criteria listed in the table below. The criteria are used to evaluate whether a development proposal is compatible.

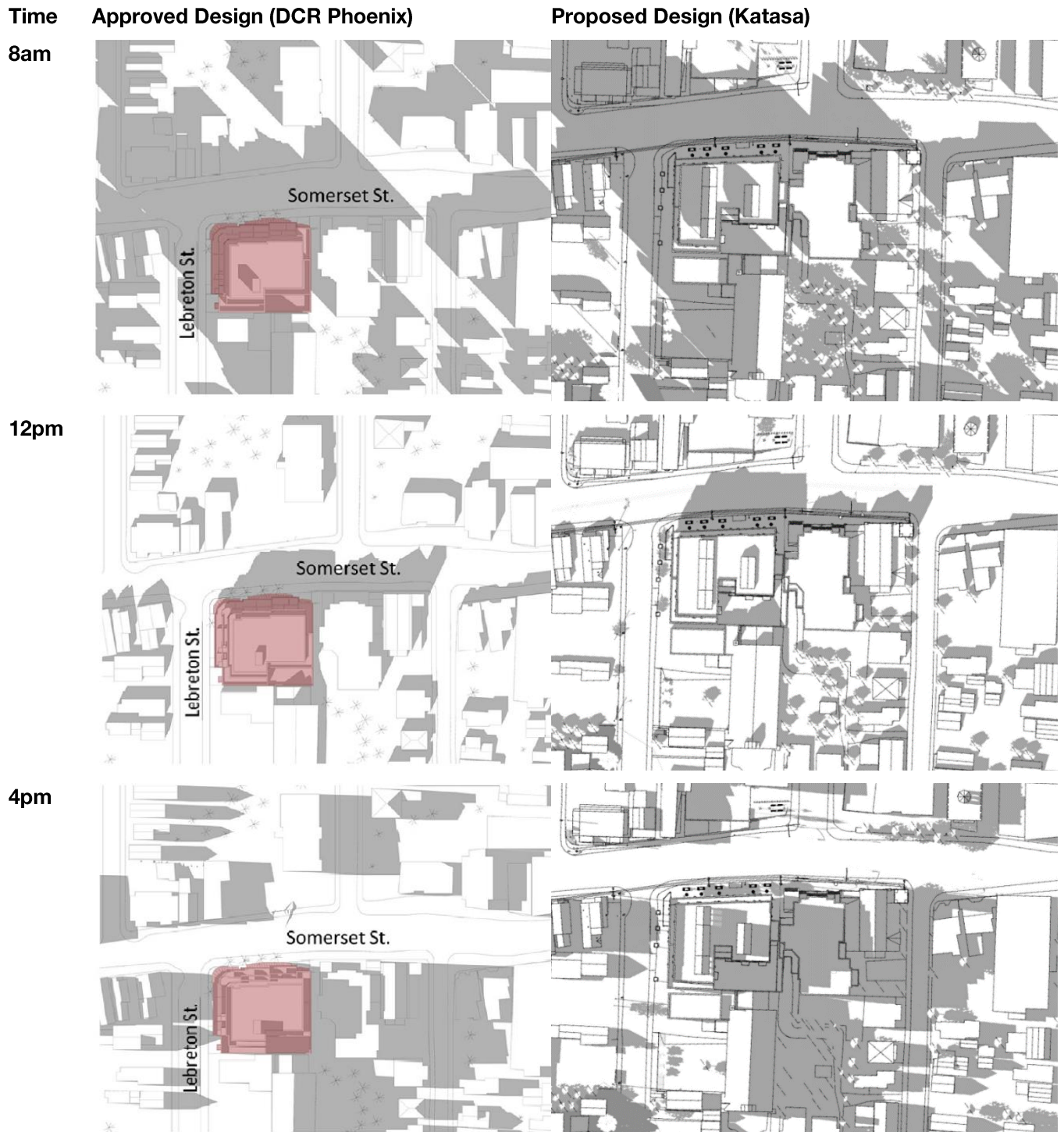
COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
Traffic	As confirmed in the Transportation Impact Assessment prepared by Parsons, the surrounding transportation network has the capacity to absorb the minor increase in vehicular traffic. Vehicular access for this site is projected to generate a peak of fewer than 30 single direction trips, which is not considered to be a significant amount of vehicular traffic.
Vehicular Access	Vehicular access to the underground parking garage can be gained from Lebreton Street North. Given the amount of traffic anticipated, this location is appropriate for vehicular access. Furthermore, access from Lebreton Street North minimizes potential conflicts with the proposed transit stop and potential impacts to the pedestrian environment. The underground parking access is located along a portion of Lebreton Street that is primarily commercial, so negative impacts from noise, headlight glare and loss of privacy to adjacent residential development on the local street is not anticipated.
Parking Requirements	The number of parking spaces has been reduced from the originally proposed 89 spaces to 62 vehicle parking spaces in order to strike a balance between recognizing that the proposed development would be well served by transit and providing adequate parking to ensure that the development does not place additional strain on the existing on-street parking in the area. To compare, the Zoning By-law only requires a total of 10 parking spaces for this development given the property's location on a Traditional Mainstreet and its proximity to rapid transit.
Outdoor Amenity Areas	The majority of overlook potential is to the place of worship to the south, which does not contain significant outdoor amenity areas.
Loading and Service Areas, Outdoor Storage	No outdoor storage is proposed and a designated loading space is not required by the Zoning By-law. Although a loading space is not required, it is recognized that small deliveries will be needed by the commercial units. These

	<p>deliveries will occur on Lebreton Street, adjacent to the development. This location is appropriate to minimize potential conflicts with the intersection of the streets and the required bus stop. As this section of Lebreton Street is mainly commercial, it is presumed that “unofficial” loading is already occurring in this manner and that impacts to adjacent development will be minimal.</p> <p>Garbage will be stored within the building and picked up curb-side. Commercial garbage will be picked up on Somerset Street and residential garbage will be picked up on Lebreton Street.</p>
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting requirements for avoiding light spillover or glare to light-sensitive areas.
Noise and Air Quality	The uses proposed are not anticipated to generate significant amounts of noise, odours or emissions.
Sunlight	<p>As confirmed in the Sun Shadow Study comparisons below, shadow impacts produced by the proposed development will move quickly across the surrounding area and no undue adverse shadowing impacts are anticipated.</p> <p>In order to determine whether there is an increase in shadowing impacts as compared to the design that could be realized through the as-of-right zoning, the current Sun-Shadow Study was compared with that of the previous DCR Phoenix proposal below. The comparison illustrates that the impact is overwhelmingly similar despite the change in design.</p>
Microclimate	No significant microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is located in close proximity to several neighbourhood amenities including transit, schools, parks, and a community centre. Somerset Street West has a wide variety of commercial services available. The density and uses proposed will support transit, neighbourhood amenities and the local economy.

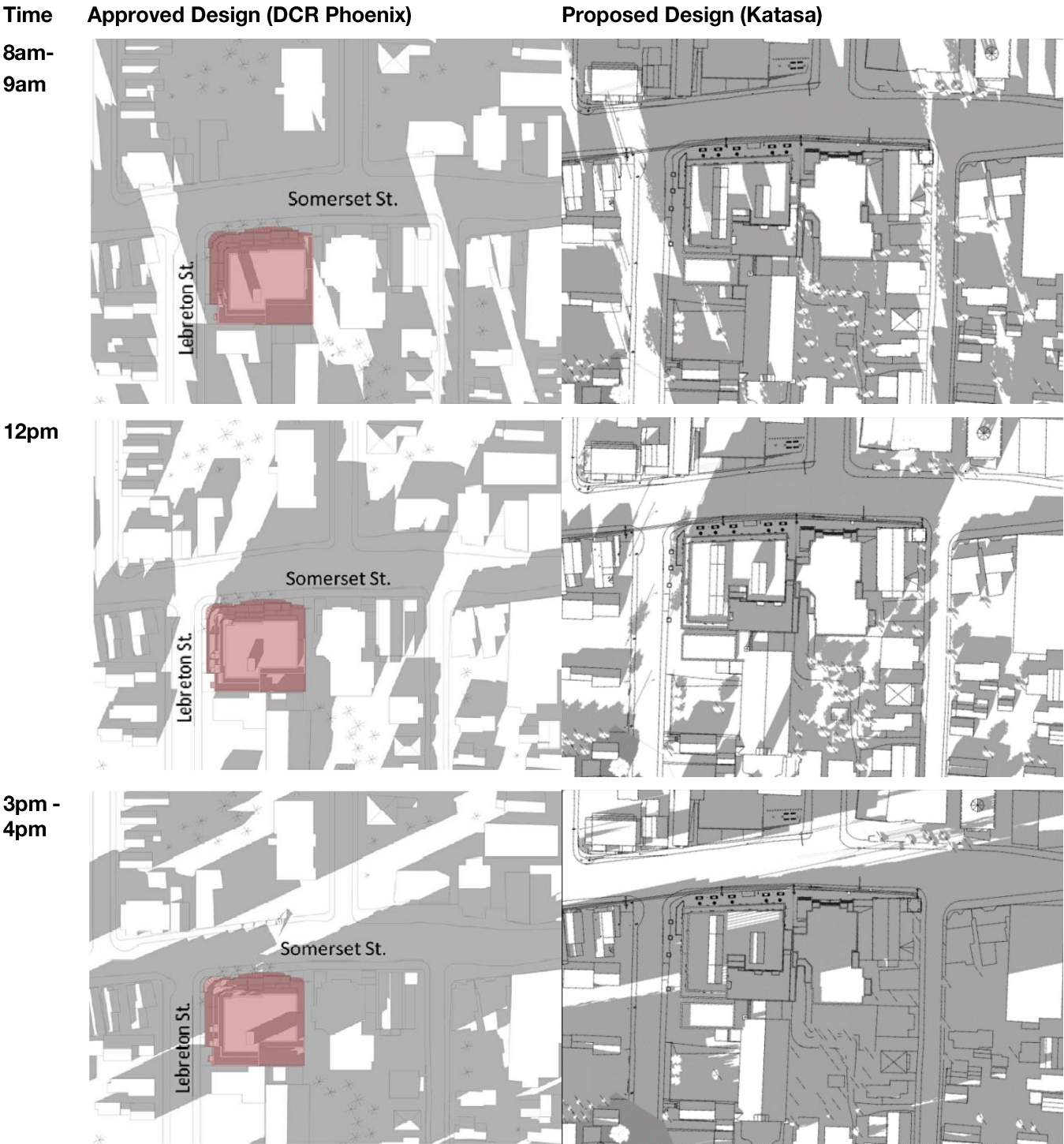
Shadow Study Comparison – June 21



Shadow Study Comparison – September 21



Shadow Study Comparison – December 21



City of Ottawa Official Plan Amendment No. 150

Section 4.11 has been revised by Official Plan Amendment No. 150 in order to address a variety of new policy objectives. Although many of the policies of Official Plan Amendment No. 150, including the revised sections of Section 4.11, are under appeal and not in full force and effect, an analysis of the proposed policies is provided below.

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
Views	<p>The property is not subject to regulated view corridors to protect public views. As the development is not a high-rise building, it is not anticipated to contribute to the city's skyline in a significant way; however, the building design highlights an important corner of Chinatown which is currently used for surface parking. As such, it will enhance the view along Somerset Street, particularly when looking towards the east.</p>
Building Design	<p>The Scandinavian-inspired building exhibits a simple design expression with playful cultural and contextual elements that fit well with the existing character of the surroundings. The facades of the buildings interact well with the pedestrian environment and the setback on Somerset improves the pedestrian experience.</p> <p>The revised policies of Section 4.11 seek to evaluate how a development fits within the existing desirable character and planned function of the area in the context of the following:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements, including windows, doors and projections; / Pre- and post-construction grades on site; and, / Incorporating elements and details of common characteristics of the area. <p>All of the above elements have been thoughtfully considered, as illustrated in previous sections of this addendum.</p> <p>The revised policies stipulate that mechanical equipment should be incorporated into building design, which is achieved by containing the mechanical equipment within the gable roof feature on the rooftop.</p>
Massing and Scale	<p>The proposal maintains the nine (9) storey building height currently established in zoning Schedule 310. The building is consistent with the planned function of Traditional Mainstreets, proposing additional height on a corner lot within walking distance to rapid transit.</p> <p>The massing and scale better defines and enhances the public street with a continuous street frontage and a colonnade for additional sidewalk width, weather protection, landscaping and a pedestrian access.</p>

	<p>As shown in Figure 6 below, which represents a similar and successful example of the proposed built form approach in Ottawa, a more engaged streetscape is possible when structures include a unified wall and at-grade retail as compared to the “Wedding Cake” massing approach, which disengages upper floors from the human scale.</p>
Outdoor Amenity Areas	<p>As already discussed, immediately adjacent land uses are primarily mixed-use, commercial or institutional and do not contain outdoor amenity areas with potential for overlook impacts.</p> <p>The building contains a dedicated courtyard amenity area on the ground floor and a rooftop amenity space for use by residents. The total amenity space area provided is in accordance with the Zoning By-law requirements.</p>
Design Priority Areas	<p>The site is located in a Design Priority Area. The proposal recognizes the importance for design excellence and is designed to meet a high design standard.</p> <p>In accordance with the new policies of Section 4.11 for Design Priority Areas, the design responds as follows:</p> <ul style="list-style-type: none"> / Ensures that the portion of the building adjacent to the public realm is held to the highest building design standards; / The front building façade is located parallel to the street with minimal interruption for a continuous building façade; / A large proportion of the ground floor façade is comprised of transparent glazing for views into and out of the building; / Architectural elements such as the ground floor setback, awnings, and the gable-roof entrance feature are used to soften the interface between the building and the public realm and also provide weather protection; / Sufficient lighting will be provided to accentuate and animate the building; / Different façade treatments have been used to accentuate the transition between floors; / Where possible, street trees and landscaping are proposed; / Wider sidewalks are achieved through the ground floor building setback; and, / Planters and seat walls are proposed along the street to provide respite for pedestrians and additional seating for transit riders.

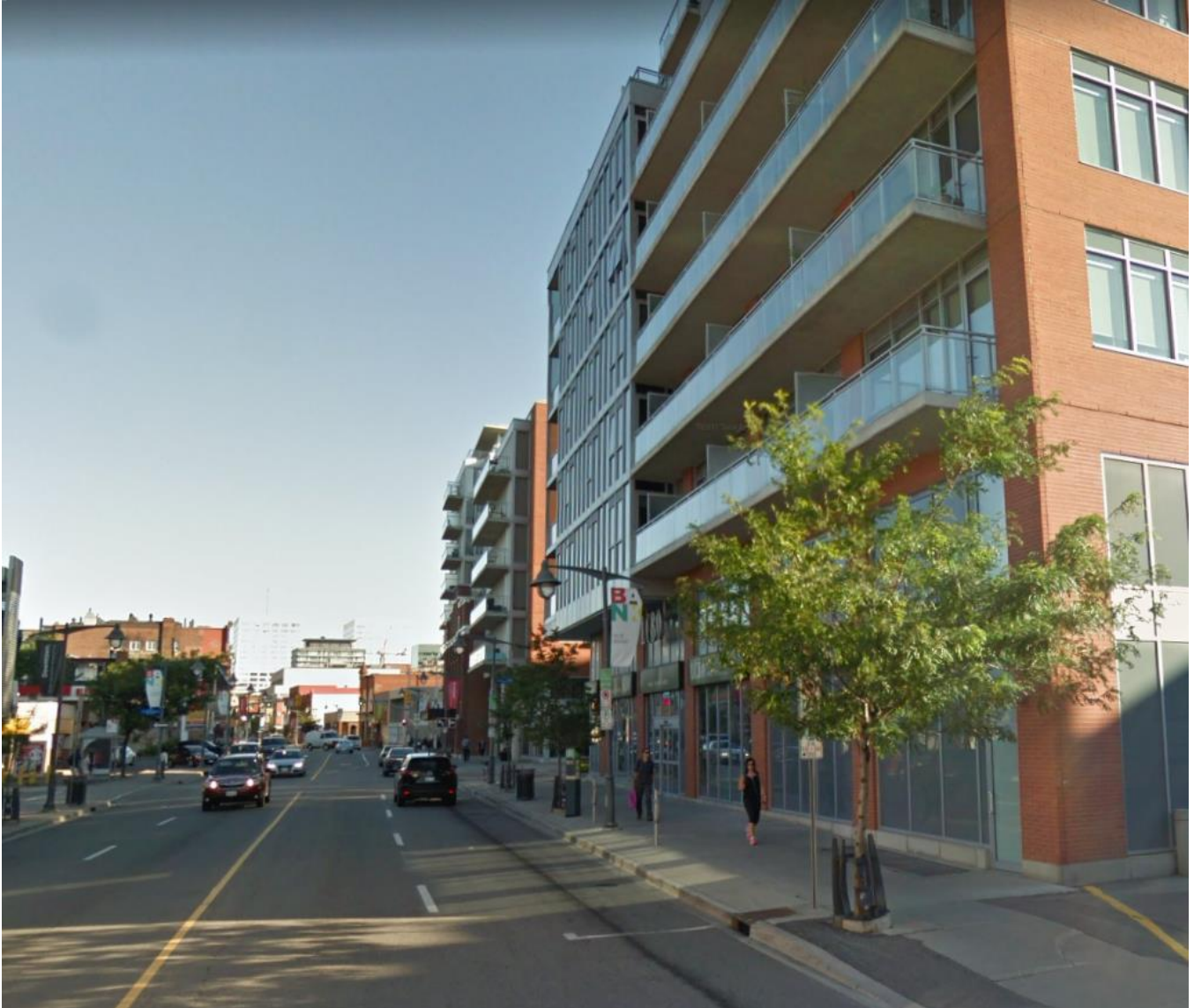


Figure 5: Buildings along Bank Street with a Unified Front Wall

Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets are intended to provide urban design guidance at the planning application stage. The guidelines are not intended to be interpreted as policy and should be reviewed in the context of the development and the surrounding area. The submitted Planning Rationale discusses broad adherence to these design guidelines. As the purpose of the Zoning By-law Amendment is to redistribute the massing of the building, the guidelines pertaining to massing and scale are listed below.

Guideline 4: Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.

Guideline 8: Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.

Guideline 9: Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.

Guideline 12: Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.

Guideline 14: Locate mixed-use development by concentrating height and mass at nodes and gateways.

Guideline 15: Ensure adequate sunlight for sidewalks by building within a 45-degree angular plane measured from the opposite sidewalk curb.

The proposal, including its revisions, broadly adheres to the Urban Design Guidelines. Where the proposal deviates from the guidelines, the design responds in an alternative manner, which has been described in earlier sections of this Addendum.

Conclusion

It is our professional planning opinion that the proposed structure, as revised, represents high quality and context sensitive design that is consistent with the applicable policy framework. The building has been designed in accordance with the permitted building height; however, it proposes to develop in a different manner than what would be required by the as-of-right zoning permissions. Through this addendum, the revised design has been analyzed with respect to potential impacts to the surrounding area. Through the choice of materials, strategic setbacks and enhanced public realm, the development makes a positive design contribution to the neighbourhood without creating undue adverse impacts to the surrounding neighbourhood. Overall, an improved pedestrian experience and a human-scaled development has been treated as the central design priority for the development, which is reflected in the design.

Sincerely,



Stephanie Morris-Rashidpour, MCIP, RPP
Senior Planner