

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
27 August 2020 / 27 août 2020**

**and Council
et au Conseil
9 September 2020 / 9 septembre 2020**

**Submitted on 14 August 2020
Soumis le 14 août 2020**

**Submitted by
Soumis par:
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Ward: SOMERSET (14)

File Number: ACS2020-PIE-PS-0082

SUBJECT: Zoning By-law Amendment – 339-343 Gloucester Street

OBJET: Modification du *Règlement* de zonage – 339-343, rue Gloucester

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 339-343 Gloucester Street to permit a 21-storey high-rise apartment building, as detailed in Document 2.**

2. That Planning Committee 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 September 9, 2020", 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 l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant les 339-343, rue Gloucester, afin de permettre la construction d'un immeuble résidentiel de 21 étages, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation, 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*, à la réunion du Conseil municipal prévue le 9 septembre 2020 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommend Approval

This report recommends that Council approve an amendment to Zoning By-law 2008-250 for 339-343 Gloucester Street. The amendments will facilitate the demolition of the existing two-and-a-half-storey townhouse and construction of a new 21-storey apartment building with 115 dwelling units.

The Zoning By-law amendment application seeks to create a site-specific exception to allow for reduced interior side yard setbacks, driveway/driving aisle width, and parking space length.

Applicable Policy

The proposed development is consistent with the Official Plan (OP) and Central Area Secondary Plan.

The OP designates the site as Central Area in Schedule B – Urban Policy Plan of the City of Ottawa OP. This designation encourages a broad range of land uses and day/night, year-round activities. This aim is supported by the protection of residential neighbourhoods in and near the Central Area and by increasing the number of dwelling units in the downtown area.

The subject site is also located in the Upper Town Character Area of the Central Area Secondary Plan. The predominant use and built form envisioned for this Area is housing and medium and high-rise development.

Public Consultation / Input

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.

A public information session was held on September 23, 2019.

From the circulation the main concerns expressed related to the form of the development, loss of view and privacy, sun obstruction, increased traffic, and waste collection on Gloucester Street.

RÉSUMÉ

Approbation recommandée par le personnel

Dans le présent rapport, on recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant les 339-343, rue Gloucester. Cette modification permettra la démolition de l'habitation en rangée existante de deux étages et demi, et la construction d'un nouvel immeuble résidentiel de 21 étages abritant 115 logements.

La demande de modification du Règlement de zonage a pour objet de créer une exception propre à l'emplacement permettant une réduction des retraits de cour latérale intérieure, de la largeur de l'entrée de cour/allée et de la longueur des places de stationnement.

Politique applicable

L'aménagement proposé est conforme aux dispositions du Plan officiel et du Plan secondaire de l'Aire centrale.

L'annexe B – Plan de politique urbaine – du Plan officiel de la Ville d'Ottawa désigne l'emplacement comme appartenant à l'Aire centrale. Cette désignation encourage une variété d'utilisations du sol et d'activités diurnes et nocturnes, toute l'année durant. Cet objectif est favorisé par la protection des quartiers résidentiels dans le secteur central et autour, et par le nombre croissant de logements au centre-ville.

L'emplacement visé se trouve par ailleurs dans le secteur à caractère pittoresque de la Haute-Ville du Plan secondaire de l'Aire centrale. L'utilisation et la forme bâtie prédominantes envisagées pour ce secteur sont le logement et les immeubles de hauteur moyenne ou élevée.

Consultation publique et commentaires

Un avis public a été donné et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil municipal pour les modifications du Règlement de zonage.

Une séance d'information publique a eu lieu le 23 septembre 2019.

Par suite de cette consultation, il s'est avéré que les principales réserves émises avaient trait à la forme de l'aménagement, au vis-à-vis, à la vue et à la lumière du soleil bloquées, à l'augmentation de la circulation et à la collecte des ordures dans la rue Gloucester.

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

339-343 Gloucester Street

Owner

Issa Hamzo, Upscale Homes

Applicant

Rob Verch, RLA Architecture

Architect

Same

Description of site and surroundings

The subject site is located within the Centretown Neighbourhood, on the north side of Gloucester Street, between Bay Street and Lyon Street. The site currently contains a two-and-a-half-storey townhouse with rear-yard parking. It has a frontage of approximately 20.0 metres on Gloucester Street and a depth of 30.0 metres, with a lot area of 608.0 square metres.

Directly to the north, is a 23-storey high-rise apartment building fronting onto Laurier Avenue. To the east is a five-storey private parking garage associated with the 23-storey high-rise apartment. To the south, across Gloucester Street are three high-rise residential buildings. To the west is an eight-storey apartment building with a parking garage access ramp on the western limit of the property, directly adjacent to the subject site.

Summary of requested Zoning By-law amendment proposal

The subject property is zoned residential fifth density, Subzone Q, with a height limit of 64.0 metres, which accommodates the 21-storey building proposed (R5Q H(64)). This zone allows for a wide mix of residential building forms ranging from detached to mid-high-rise apartment dwellings.

The applicant wishes to create a site-specific exception zone as provided below:

- 2.6 metres front yard setback, whereas 3.0 metres is required;
- 1.2 metres interior side yard setback, whereas 1.5 metres is required for the first 21.0 metres and 6.0 metres thereafter;
- 3.0 metres wide single driveway, whereas 3.6 metres is required;
- 3.15 metres wide single drive aisle, whereas 3.6 metres is required for a double lane; and
- 4.8 metres length for up to 50 per cent of the visitor parking spaces, whereas 5.2 metres is required.

Brief history of proposal

The applicant is proposing to demolish the existing townhouse and construct a new 21-storey apartment building with 115 dwelling units. The proposed development has an approximate Gross Floor Area of approximately 5,242.0 square metres (56,423.0 square feet). A landscaped amenity area will be provided in the rear-yard of the building and another internal amenity space will be provided on the sixth floor. A total of 12

underground parking spaces will be provided, two of which will be for visitors. A total of 149 bicycle parking spaces will be provided on site, 126 of which will be underground.

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.

A public information session was held on September 23, 2019. The main concerns expressed related to overdevelopment, loss of view and privacy, sun obstruction, increased traffic, and waste collection on Gloucester Street.

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

Official Plan designations

The subject property is designated Central Area in Schedule B – Urban Policy Plan of the City of Ottawa OP. This designation encourages a broad range of land uses and day/night, year-round activities. This aim is supported by the protection of residential neighbourhoods in and near the Central Area and by increasing the number of dwelling units in the downtown area.

Sections 2.5.1 and 4.11 of the OP provide policy direction for urban design and compatibility. Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, and respecting the character of the community. Section 4.11 references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities and service areas, and podium design.

Other applicable policies and guidelines

The property is also located in the Upper Town Character Area of the Central Area Secondary Plan. The predominant use and built form envisioned for this Area is residential and medium and high-rise development. The objective of the Plan is to strengthen and protect the Upper Town Character Area as a predominantly residential neighbourhood, which contributes to the vitality of the Central Area.

Urban Design Guidelines for High-Rise Buildings

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

The design guidelines are applied wherever high-rise residential and mixed-use buildings are proposed.

Urban Design Review Panel

The property is located within a Design Priority Area. The applicant presented their proposal to the Urban Design Review Panel (UDRP) at a formal review meeting held on December 6, 2019.

The Panel's recommendations from formal review are provided in Document 6.

The Panel was successful in having the following changes made to the proposed development:

- The design of the base of the proposed building was adjusted so that the first two floors are now all curtain wall. This more transparent two-story glazed portion of the building differentiates itself from the remainder of the upper brick-clad storeys and refers to the two-storey datum established by the Gotham Building across Gloucester Street.
- The units have been adjusted to provide more livable space. There are now two different typical floor plate types: a six-unit floor with studios and one-bedroom units. The other floor type is reduced to five units and contains one two-bedroom unit. The total units for the building was reduced to 115.
- The separation distance from the existing tower to the north was increased to more than 20.0 metres.

Planning rationale

The subject site is located within the Centretown Neighbourhood, on the north side of Gloucester Street, between Bay Street and Lyon Street. Directly to the north, is a high-rise apartment building fronting onto Laurier Avenue. To the east is a five-storey private parking garage. To the south, across Gloucester Street are three high-rise residential buildings. To the west is an eight-storey apartment building with a parking garage access ramp on the western limit of the property, directly adjacent to the site.

The site currently contains a two-and-a-half-storey townhouse with rear-yard parking. It has a frontage of approximately 20.0 metres on Gloucester Street and a depth of approximately 30.0 metres, with a lot area of approximately 608.0 square metres.

The applicant is proposing to demolish the existing townhouse and construct a new 21 storey apartment building with 115 dwelling units. The proposed development has an approximate Gross Floor Area of approximately 5,242.0 square metres (56,423 square

feet). A landscaped amenity area will be provided in the rear-yard of the building. Further internal amenity space will be provided on the sixth floor. A total of 12 underground parking spaces will be provided, two of which will be for visitors. A total of 149 bicycle parking spaces will be provided on site, 126 of which will be underground.

Official Plan

Section 2.5.1 and 4.11 of the OP provides policy direction for urban design and compatibility. Documents 4 and 5 provides a Site Plan and rendering of the proposed design.

Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, and respecting the character of the community. The proposed development will provide several private and communal amenity areas, including an outdoor, at-grade amenity space in the rear yard. The rear yard patio will be enclosed so as to provide a clear demarcation between the private and public realms. The base of the proposed building was designed so that the first two floors are all curtain wall. This transparent two-story glazed portion of the building differentiates itself from the remainder of the upper brick-clad storeys and refers to the two-storey datum established by the Gotham building across Gloucester street. A 2.6-metre front yard setback will also contribute to a sense of human scale. The proposed development will help provide a more active and continuous frontage along the street, which will contribute to a sense of safety and provide more “eyes on the street”. Finally, the proposed high-rise development will complement the surroundings, which are characterized by several other high-rise buildings.

Section 4.11 references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities and service areas, and podium design. As previously mentioned, the base of the proposed building differentiates itself from the remainder of the upper storeys and refers to the two-storey datum established by the Gotham building across Gloucester street. The 2.6-metre front yard setback will contribute to a sense of human scale. Finally, the proposed high-rise development will complement the surroundings, which are characterized by high-rise buildings.

Central Area Secondary Plan

The proposed high-rise development is in keeping with the Upper Town Character Area of the Central Area Secondary Plan as the predominant use and built form envisioned for this Area is residential and medium and high-rise development. The additional 115 residential units aligns with the objective of the Plan to strengthen and protect the Upper

Town Character Area as a predominantly residential neighbourhood which contributes to the vitality of the Central Area.

Section 1.10.1 of the Secondary Plan states that new residential buildings will be sensitively designed to contribute to an enjoyable pedestrian streetscape and a liveable environment, through design features which avoid overpowering effects, minimize shadowing and wind, enhance the urban forest and provide usable indoor and outdoor amenity areas. The current zoning permits a height of 64.0 metres (21 storeys) this application does not increase the permitted height. The proposed footprint of about 375.0 square metres is relatively slender, and the shadows cast will move quickly across other buildings. In addition, the setbacks from neighbouring buildings and limited use of windows in the side lot lines help to limit privacy and would allow for potential high-rise development on neighbouring properties without the need for a limiting distance agreement.

Minimum Front Yard Setback

Staff has no issues with the proposed reduction from 3.0 to 2.6 metres for the front yard setback. It will increase the existing 2.2-metre front yard while remaining consistent with the pattern along both sides of this segment of Gloucester street, which has setbacks that vary from zero to 4.0 metres.

Minimum Interior Side Yard Setback

The reduced interior side yard setbacks of 1.2 metres will not result in any adverse impacts on abutting outdoor amenity areas as the proposed development will be abutting a five-storey parking garage to the east and an underground parking ramp and surface parking to the west. The proposed development will be located 13.5 metres away from the existing eight-storey apartment building to the west.

Minimum Driveway Width

Given that only 12 parking spaces will be provided, the proposed 3.0 metres wide double traffic lane aisle and driveway should not result in an unorderly vehicle circulation. Specific measures can be enforced through site plan approval to ensure safe and orderly vehicular circulation. This type of relief and measures have recently been supported for similar development applications.

Minimum length for visitor parking space

Staff has no issues with reducing the minimum parking length to 4.8 metres for up to 50 per cent of the visitor parking spaces as this leaves sufficient depth for a regular size vehicle to park.

Building relationship with adjacent properties

As previously mentioned, the subject property is abutting a five-storey above ground parking garage to the east. This parking garage is accessory to the condominium building located at 470 Laurier Avenue, just north of the proposed development. Given the nature of the ownership at 470 Laurier, where an extensive number of condominium owners depend on the parking structures, the property to the east of the proposed development is unlikely to be redeveloped. As well, given that this property is approximately 40.0 metres in width, should it be redeveloped in the future, there is the opportunity to provide a tower on that property while still maintaining the intent of the separation distances found in the high-rise design guidelines.

The subject property is also abutting an underground parking ramp and surface parking to the west, both of which are accessory to the mid-rise apartment building at 235 Bay Street. Like the parking structure to the east, should this property be redeveloped, given it is 40.0 metres in width (along Gloucester Street) and approximately 30.0 metres deep, sufficient space would be available to achieve considerable separation distance from the proposed tower while allowing for a tower.

The separation distance between the proposed development and the existing tower to the north (470 Laurier Avenue West) will be over 20.0 metres and the separation distance to the nearest tower to the south will be approximately 25.0 metres. The overlap between the proposed development and the existing tower to the north will be approximately 25 per cent. The applicant had initially sought reduction to the rear yard setback from 7.5 metres to 6.0 metres, which relief was withdrawn following staff request to augment the separation distance from 470 Laurier Avenue. This also addresses the Ward Councillor concerns.

The proposed tower floor plate will be 374.6 square metres, which is in keeping with the guidelines for high-rise buildings, which encourages a maximum of 750.0 square metres.

Given the foregoing, the proposal can be constructed with separation distances that are generally in keeping with the intent of the guidelines for high-rise buildings.

Transit

The subject site is within 500.0 metres of the new Confederation Line. The proposed development will provide density and contribute to ensure a full range and choice of housing types in close proximity to transit.

Recommendation

Given the above, and the limitations that presents the subject property in terms of lot area, it is the department's position that the proposal represents appropriate development for the site.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement of 2014 and 2020.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor McKenney provided the following comments:

"I support intensification in the downtown area as a means of preventing continued urban sprawl and creating more compact and efficient neighbourhoods. This site is also within 500 metres of the new Confederation Line and provides density in close proximity to transit.

However, this development is not sympathetic to the surrounding built environment and current residents who live in the area. This area has seen increased intensification and high-rise development in recent years, and any new development must appropriately integrate into the existing built form.

I do not support the request to reduce the rear yard setback from 7.5 metres to 6.0 metres. Allowing this building to extend 1.5 metres farther than is permitted by the Zoning By-law will negatively impact the residents of the building to the north, as well as the future residents of the proposed building. Keeping the 7.5-metre rear yard setback would allow for more amenity space for future residents and increased separation from the building to the north. I am concerned that the separation between the existing tower and the proposed tower is not sufficient and will negatively affect both properties."

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting zoning by-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a three day hearing will result. It is anticipated that this hearing can be conducted within staff resources. In the event that the zoning application is refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no direct asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the zoning application is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated. Proper accessibility will be ensured through Site Plan Control Approval and Building Code review.

ENVIRONMENTAL IMPLICATIONS

Environmental implications will be assessed through the Site Plan Control Approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification: Encourage economic growth and diversification by supporting business investment and expansion, talent attraction and retention, showcasing the city's bilingual and multicultural character, and branding Ottawa as a place to be.
- Thriving Communities: Promote safety, culture, social and physical well-being for our residents.

APPLICATION PROCESS TIMELINE STATUS

This application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to Staff first presenting concerns with the separation distances.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Site Plan

Document 5 Proposed Elevation

Document 6 Urban Design Review Panel Recommendations

CONCLUSION

Staff is of the opinion that the proposed development should be approved by City Council as it will contribute to ensure a full range and choice of housing types in the community, will support the use of alternative forms of transportation and satisfies the intent of OP policies related to intensification, as well as the high rise development guidelines.

DISPOSITION

Office of the City Clerk, Council and Committee Services, to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services department (Mail Code: 26-76) of City Council's decision.

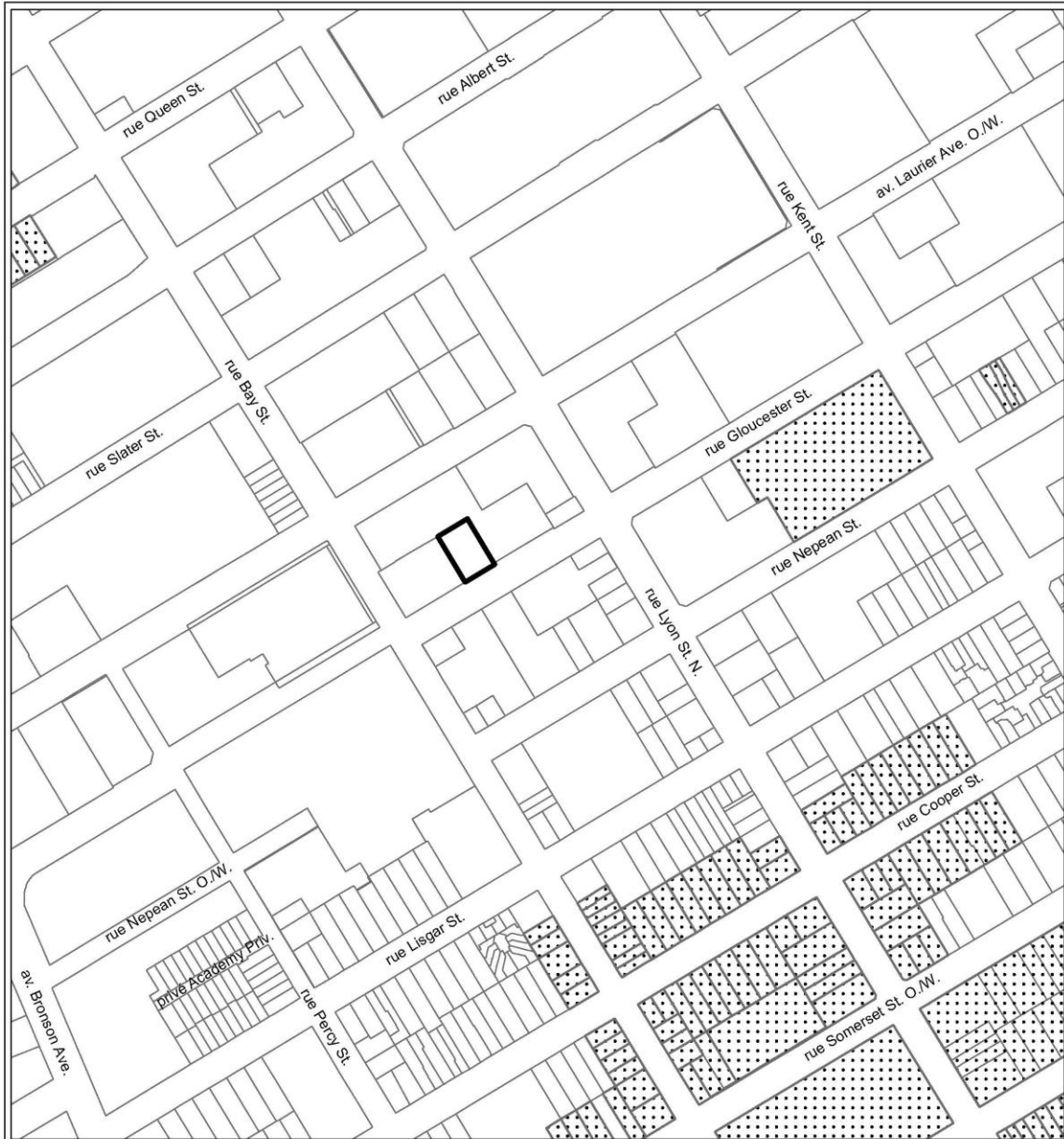
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department, to forward the implementing by law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

This map shows the property, which is located on the south side of Scott Street, just west of West Village Private.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN D'EMPLACEMENT	
D02-02-19-0088 D07-12-19-0140	19-0925-Y	 339, 341, 343 rue Gloucester Street	
I:\CO\2019\Zoning\Gloucester339		 Heritage (Section 60) Patrimoine (Article 60)	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
REVISION / RÉVISION - 2019 / 08 / 20		 NOT TO SCALE	

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 339-343 Gloucester Street:

1. Add a new exception, [XXXX], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) Add to Column II the text R5Q[XXXX] H(64)
 - b) Add to Column V, Provisions, the text:
 - “minimum interior side yard setback: 1.2 metres;
 - minimum front yard setback: 2.6 metres;
 - minimum length for up to 50 per cent of the required visitor parking spaces: 4.8 metres;
 - minimum width of a double traffic lane driveway providing access to a parking garage: 3.0 metres;
 - minimum width of a double traffic lane aisle providing access to parking spaces in a parking garage: 3.0 metres.”

Document 3 – Consultation Details

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.

A public information session was held on September 23, 2019.

The main concerns expressed related to the form of the development, loss of view and privacy, sun obstruction, increased traffic, and waste collection on Gloucester Street.

Public Comments and Responses

- This project will affect view and shade and create intrusion of privacy issues for 470 Laurier.

Response

The applicant agreed to reduce the building footprint in order to meet the required rear yard setback, which will help minimize the impact on adjacent properties.

- This project will further congest traffic and parking. Gloucester and Bay are both one-way single-lane streets. This block already has several large apartments garage accesses. Moving trucks, delivery trucks, garbage collection and on street parking already congests this block immensely.

Response

This development is going to provide only 12 parking spaces and as such, will have a minimal vehicular impact on the surrounding streets. It encourages the use of alternative forms of transportation.

- This proposed building would add garbage bins on the north side of the street, turning Gloucester into an obstacle course for cars, bicycles and pedestrians.

Response

Issues related to garbage collection will be addressed through the Site Plan Control process.

- The proposed parking ratio is inadequate for the area where parking is already extremely limited.

Response

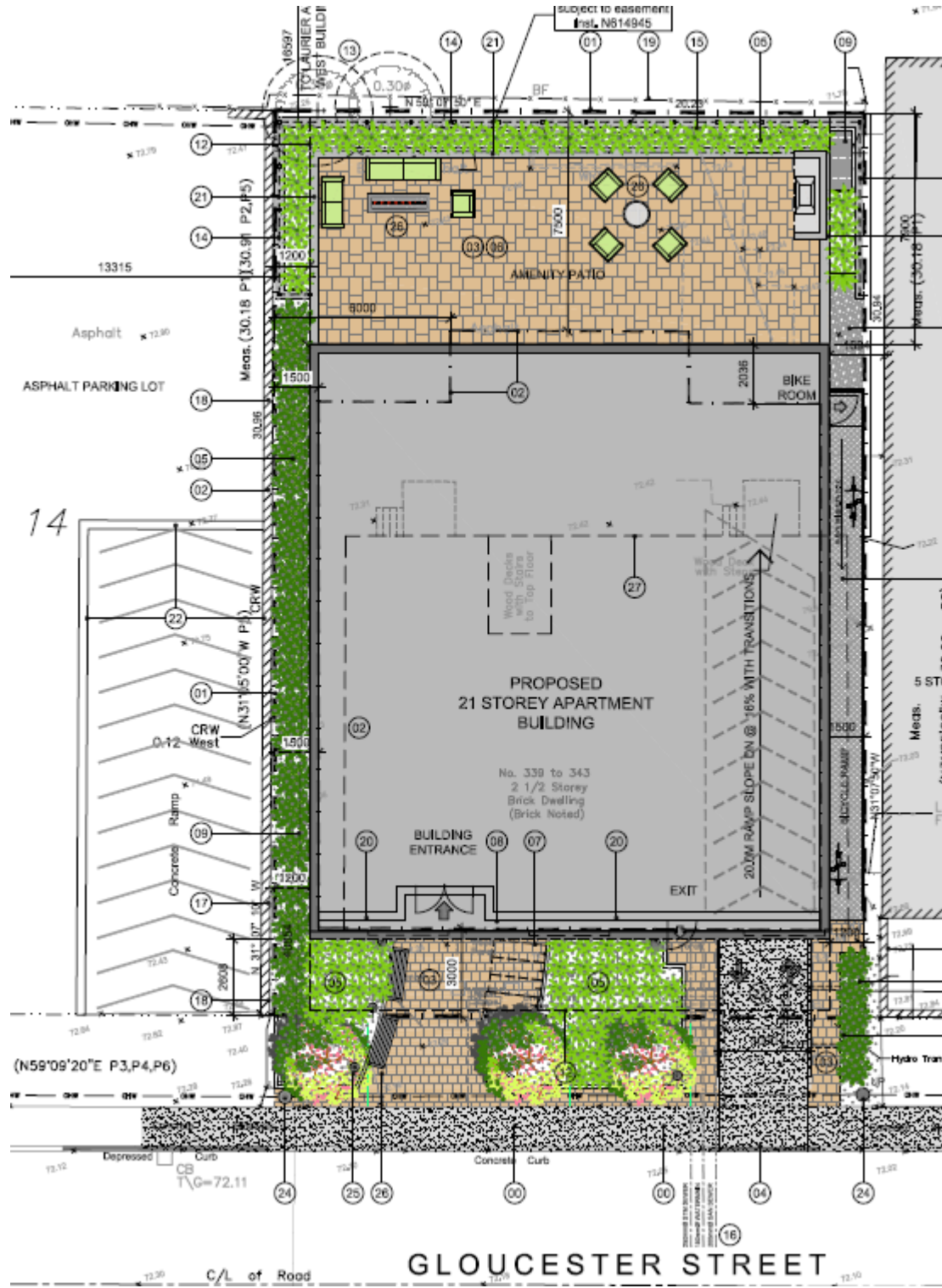
This development, which is located in the Central Area, encourages the use of alternative forms of transportation and provides people who do not have or need the use of a private automobile the opportunity to live within an area where amenities are located within walking distance.

- The single driveway does not provide sufficient space for opposing traffic. This imposes a safety risk to both motor vehicles and bicycle users.

Response

With only 12 parking spaces to be provided on site, the relief sought is not expected to result in on site vehicle conflicts.

Document 4 – Proposed site plan



Document 5 – Proposed elevation



Document 6 – Urban Design Review Panel

Summary

- The Panel expressed general support for the architectural expression of the proposal but felt very strongly that without accompanying legal agreements with neighbouring properties, the scale of the building will establish problematic relationships and is not a building typology that should be encouraged in Ottawa.
- Several suggestions were offered to finesse the architecture and to strengthen the base of the building.

Building Mass and Contextual Considerations

- The Panel expressed serious concerns with the scale of the proposed building and the poor relationship that it establishes with adjacent properties. In the event that the neighbouring properties should redevelop with a similar typology, the result would be narrow tower separation distances that would result in poor living conditions.
- It is recommended that the proposal demonstrate greater adherence to the City's high-rise guidelines or secure legal agreements with neighboring properties to ensure adequate separation distances will be achieved in the future.

Building Design

- The base of the building appears too squat and lacks presence at the street level. Explore means of strengthening its expression as more of a true podium, perhaps by increasing its height to two storeys.
- The Panel expressed general support for the strong parti diagram presented and the “pinwheel” approach to alternating light and dark materials in the front façade.
- Achieving the desired effect of the “pinwheel” design will be dependent on creating a change in planes between the two tones. A minimum 1.0-metre pane change is recommended.
- It is recommended that the location of the balconies be adjusted, so that the underside of the balconies and the edge of the pinwheel planes are not aligned. The boarder of the pinwheel should be visible all around its edge.
- The Panel supports the prominent, yet light design of the top of the building. Explore the possibility of showcasing the blank white space as an illuminated lantern element.

- Consider exploring alternatives to the black and white colour palette. It may not be the most appropriate fit for the context. The black also encourages heat gain and may not age well.
- The Panel expressed concern over the proposed size of the units, which appear to be very compact.