

Date: April 29 2025

File: 073124 - 45 Oak Street

To: Solé Soyak,
Development Review All Wards

URBAN DESIGN REVIEW PANEL REPORT - 45 OAK STREET

The following is an abbreviated Urban Design Review Panel (UDRP) Report in response to the Urban Design Review Panel Recommendations provided for the proposed Official Plan and Zoning Amendments (OPA/ZBA) for the 1010 Somerset Community Hub Concept. Part of the overall concept includes the proposal of a 4-storey french public elementary school, Louise Arbour 45 Oak Street that is the subject of a separate Site Plan Control Application.

While many of the URDP recommendations were specific to the OPA and ZBA for the overall Community Hub Concept, some recommendations were specific to the proposed school and related SPC application. The following report provides responses to the school-specific recommendations.

A full UDRP Report will be provided through the OPA and ZBA process.

(1) Urban Design Review Panel Meeting Details:

UDRP Meeting Date: April 4 2025

UDRP Meeting Time: 11 a.m

Attendance: UDRP Panel: David Leinster, James Parakh, Heather Rolleston, Nigel Tai, Alex Taranu, Emmanuelle van Rutten, Colin Berman, Philip Evans. City of Ottawa: Edith Tam, Erin O'Connell, Solé Soyak, Karanpreet Kaur, Christopher Moise. Hobin Architecture: Rheal Labelle, Melanie Lamontagne. Stantec: Eric Bays, Aditi Mane. Project Paysage: Serge Gallant

(2) Response to School Specific Recommendations:

Key Recommendations

(4 of 25) The Panel supports the urban school model and integration of playgrounds, describing it as precedent-setting not only in Ottawa but from a Canadian perspective.

[As this is an urban setting in a hub designation, it remains important to have thoughtful synergy between planned spaces. Having the school utilize park space as part of the playground is not entirely uncommon and there are already existing examples of this in Ottawa, including Manordale Public School.

(5 of 25) The Panel raised concerns regarding the school entrance, bus drop-off, and vehicular integration, and encouraged the design team to continue exploring solutions.

- A suggestion was made to consider placing school buses further away from the school to allow for a short walk, referencing traditional school arrival experiences that could benefit the morning routine and enhance the public realm.

[The recommendation is appreciated and various options have been reviewed for the bus route and safe drop off and pick up of students. The proximity of the bus drop off space to the school is important to address safety concerns with primary school-aged children and minimizing the distance they must walk. Further, demarcation of the school bus zone may provide future opportunities for useable amenity space for school and/or park events in off-school times and seasons.

Site Design and Public Realm

(11 of 25) The Panel highlights the importance of well-designed pedestrian connections and outdoor rooms framed by buildings, especially between the recreation centre, future school, and park.

[The area between the recreation centre and the future school has been designed with the inclusion of sidewalks and space for landscaping in the concept plan. While the space will be multi-purpose and able to accommodate access for deliveries, it will remain pedestrian friendly and will contribute to the overall pedestrian connectivity network throughout the community hub.

(13 of 25) The Panel has concerns with having the school surrounded by roads on three sides and recommends considering future phasing options to improve school connectivity and reduce vehicular adjacency for children safety.

[While the area to the north of school is traversable, it will not be a heavily trafficked area and further, it is not a main entrance for student use and as such will not be a factor for conflicts with students and vehicles at this location. The bus route on the east side of the school is for bus traffic only and will not be used by regular vehicles. It will be controlled specifically for student safety. When bus activity is absent, the section for bus drop off will function as a pedestrian connection to Plouffe Park. Some form of control will be in place to prevent vehicles from driving into the section of bus lane directly east of the school. Further, Oak Street to the south is separated from the school by a section of City park land that will create a suitable buffer during before and after school pickups and drop-offs. While there are roads in place around the school, their functions and the school entrances for students are designed in such a manner that conflict for students will be extremely minimal.

(14 of 25) The Panel supports a thoughtful approach to border conditions and stresses the need for safe and seamless connections between the school, adjacent streets, and the park.

[*Safety is always a primary consideration in the planning of school site and the position of sidewalks and connections to the park and the rest of the hub and surrounding neighbourhoods. The connections through the hub and around the school are designed to facilitate easy connectivity and design with the future park designs. Both planning teams will continue to work with staff moving forward to ensure that the area is designed and coordinated with seamless integration of design in mind.*

Built Form and Architecture

(20 of 25) The Panel appreciates the urban school typology and its potential to deliver a compact, multi-level education facility, but recommends refining the schools architectural expression to reflect its identify more clearly.

[*The recommendation is appreciated and the team will review the architectural expression as the details of the design evolve through the Site Plan Control process.*

(21 of 25) The Panel suggests reconsidering the neutral architectural language of the school, proposing a more playful and colourful palette that distinguish it from adjacent residential towers.

[*The recommendation is appreciated and the team will review the architectural expression as the details of the design evolve through the Site Plan Control process.*

Yours truly,

A handwritten signature in dark ink, appearing to read 'CM', is written over a light blue horizontal line.

Christine McCuaig, RPP MCIP M.PI
Principal Senior Planner + Project Manager

Appendix 1 – UDRP Submission

1010 SOMERSET

UDRP Presentation | 1010 Somerset | APRIL 4, 2025



OFFICIAL PLAN

City Of Ottawa

The site is within the Downtown Core Transect (Schedule A) which encourages development as healthy 15-minute neighbourhoods within a mixed-use environment.

As the site abuts Preston Street, majority of the site (within 220 m of the centreline of Preston Street) is designated Corridor with an Evolving Neighbourhood Overlay (Schedule B1).

The balance of the property is designated Minor Corridor and Hub.

The Corridor designation applies 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 service.

Despite the Corridor designations, the site's location within a Hub means that maximum building height are determined by the policies of the Hub designation.

Hubs encourage a large concentration of a diversity of functions, higher density of development, greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

The site is also identified as a Protected Major Transit Station Area (PMTSA) (Annex C1) which generally permits a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.



Left: Extract from Schedule B1 of the Official Plan. The site is designated Corridor, but subject to policies of the Hub designation and the Evolving Neighbourhood Overlay.



Right: Extract from Annex C1 of the Official Plan. The site is designated as a Protected Major Transit Station Area (PMTSA).

Key highlights:

- Mid-to-high density development
- Mixed-uses encouraged
- 15-minute neighbourhoods

Park and leisure areas as necessary elements of complete communities, provision of playgrounds, parks and sport fields for public use as an immediate contact with greenspace.

School buildings should be designed in a compact and land-efficient manner that prioritizes safety and multi-modal active transportation choices.

Proposal conforms to the policies of the Official Plan by making efficient uses of land and resources and allows the City and the school board to benefit from shared recreational amenity space.

Future mixed use development is allocated a substantial portion of the site for both affordable and market housing.

SECONDARY PLAN

Corso Italia Secondary Plan

4.1.2.4 Mixed-use development may be permitted at 1010 Somerset to a maximum FSI of 1.5. Additional FSI may only be considered with the dedication of a 1.0 hectare park

4.1.2.10 Vehicular access to parcels...primarily directed to underground and/or podium parking

4.1.4.1 The parcel f Somerset St, Oak and Preston St t the western edge of Plant Bath Recreation Centre shall continue to recreational uses and programming including Plouffe Park

5.1.7 Create places of interest, foster identity, and support neighbourhood recreation and commerce

5.4.4 If a school is built at 933 Gladstone or 1010 Somerset the City and the School Board will jointly review and develop the program spaces to maximize the shared use of the space

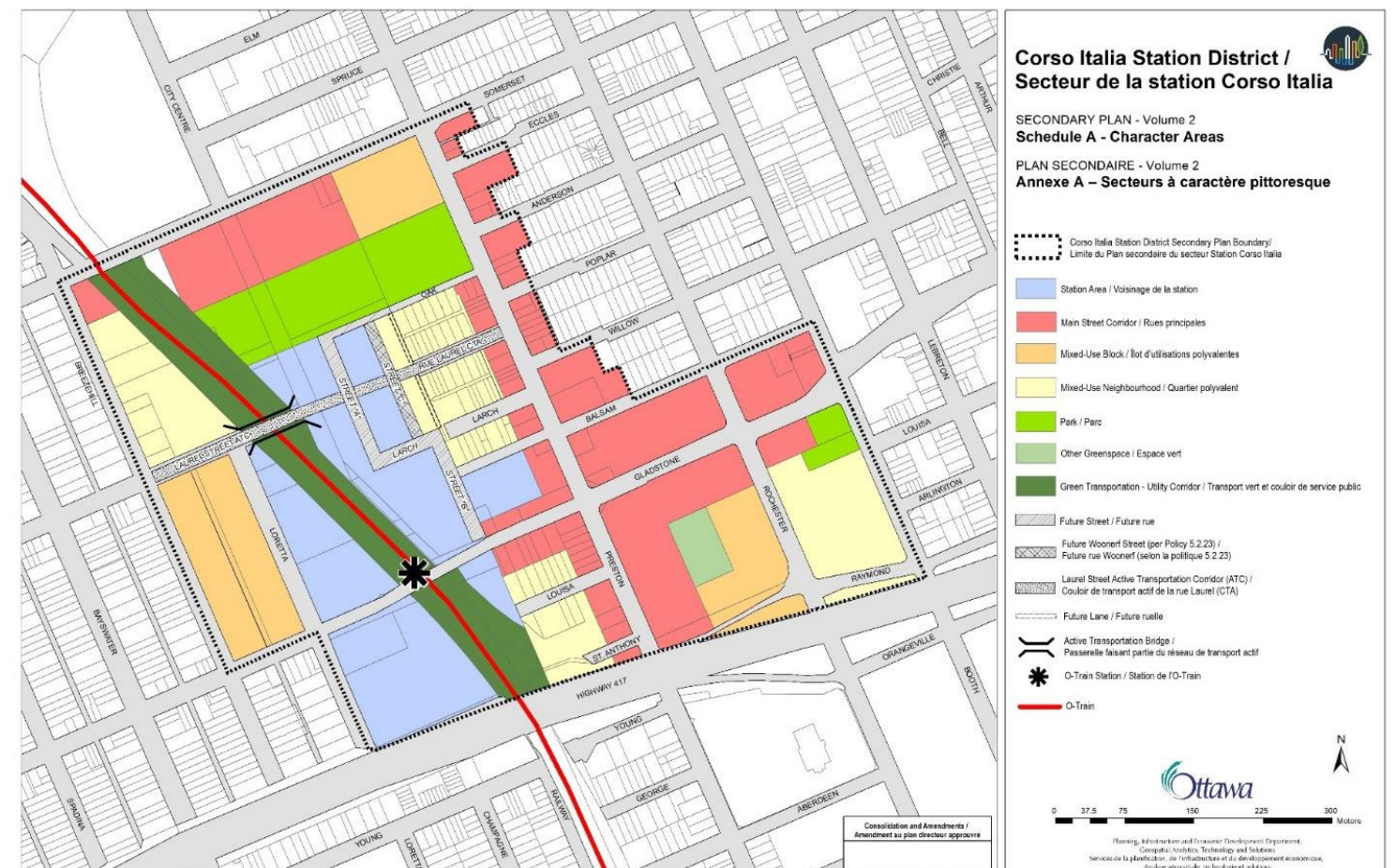
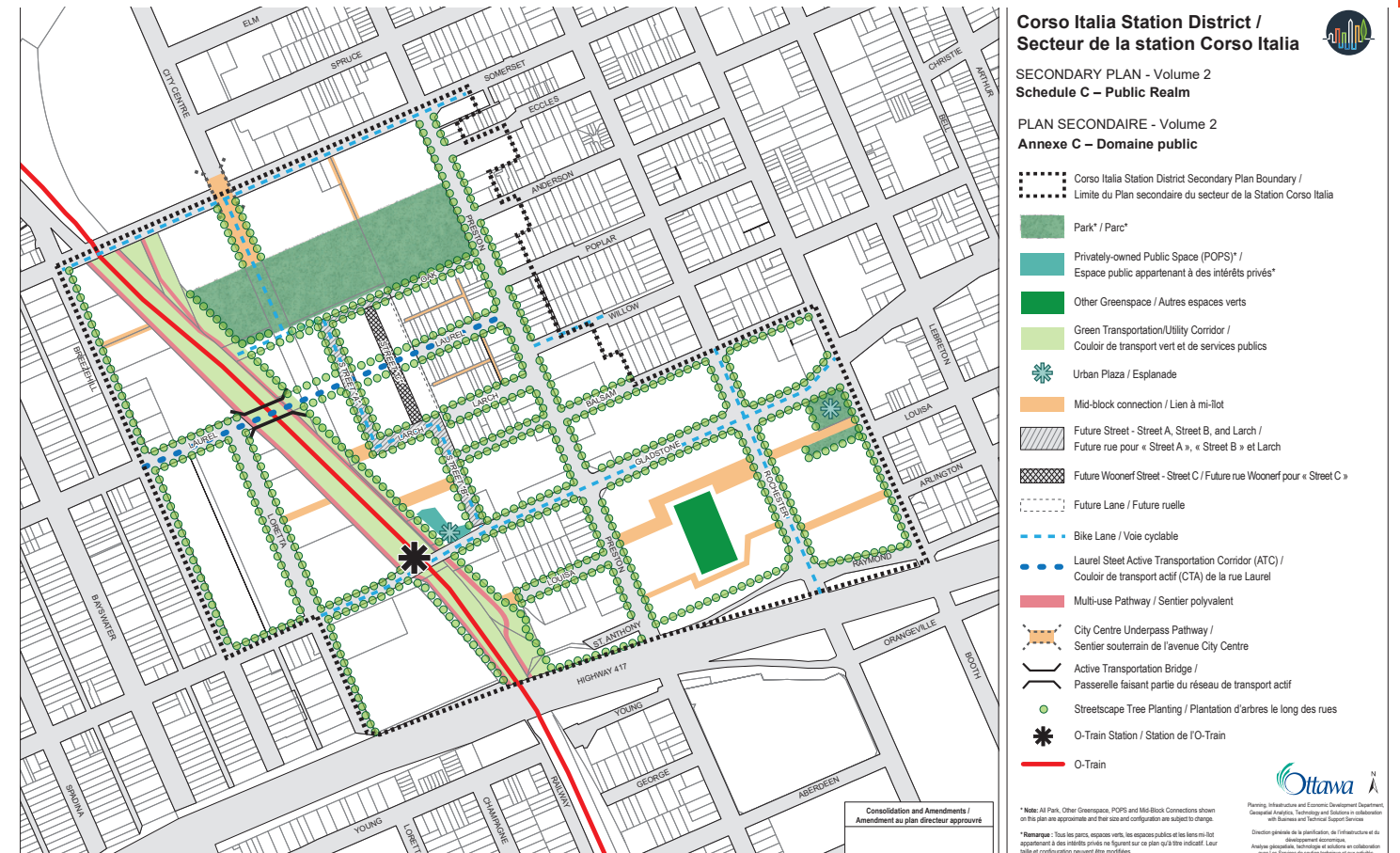
6.1 District Energy System

7.1 Underground storage, or non-traditional low impact development measures may be required to meet storm water control

8.2 A range of housing types and tenures are encouraged for residential uses (25% of rental and ownership should be affordable)

9.1.2.2 The development of an Arts Hub

CREO was involved in the Secondary Planning process - high level ideas were embedded in the Secondary Plan



SECONDARY PLAN

Bayview Station District Area A and B

1.3.2 Mixed use development, compact and transit oriented

4.1.2 Development fronting onto the Somerset Street West bridge shall extend the Somerset Street West Minor4 1.4.1.5Corridor west from City Centre Avenue, using the bridge deck as a publicly accessible active frontage

1.4.9.6 Smooth height and density transition between larger scale development near transit corridor and existing low-rise residential neighbourhoods

1.4.1.1 Residential or offices uses, mixed use development shall include active frontages with street related, publicly accessible shops

1.4.1.4Land uses shall be transit supportive and contribute to the positive generation and management of pedestrian and cycling movements associated with Bayview O-Train Station

1.4.1.3 Large format retail uses such as grocery stores are permitted

1.4.2 Existing superblocks shall incorporate a street size and pattern similar to those of existing communities

5.0 Broad range of housing types

1.4.6.1 Minimum and maximum parking requirements shall be reduced to reflect downtown urban conditions and rations that support high transit use



ACTIVE DEVELOPMENTS

5



951 Gladstone Ave. & 145 Loretta Ave. North ▲

1.001 hectares of land
849 high rise apartment units
1,640m² Retail space
18,443m² Office & studio space
Currently under site plan control review
Site recently rezoned from IG1 H(11) to MC[xxxx] Sxxx-h

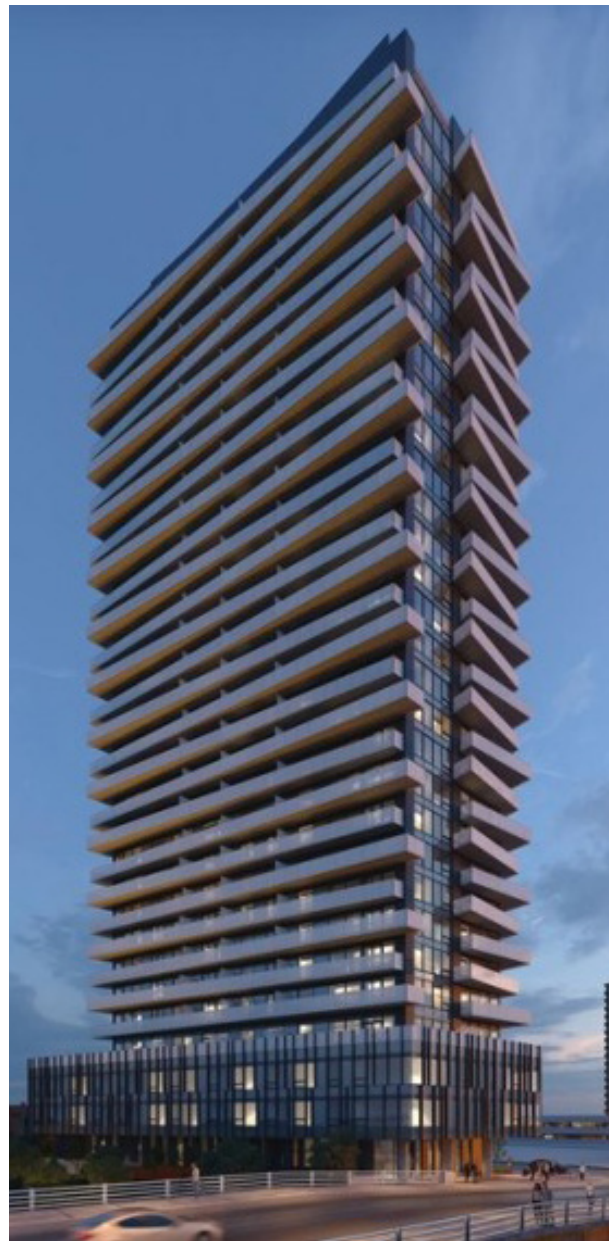


933 Gladstone Development (OCH) ▲

3.21 hectares of land
96 townhome units
1004 high rise apartment units
7,152m² floor retail, commercial and institutional space
9290m² office space
Buildout is anticipated for 2031
Involved in drafting of Secondary Plan so their subdivision concepts have been embedded into the plan
Current zoning is MCF(1.5) which we will rezone to MC17 R4T and a portion of it will be institutional

ACTIVE DEVELOPMENTS

6



◀ 1040 Somerset

0.13 hectares of land
338 high rise apartment units
Retail at Grade
Currently under site plan control review
Zoned Traditional Mainstreet Zone with a Height Restriction of 15 metres [TM H(15)] in the City of Ottawa Comprehensive Zoning By-law (2008-250). Recently Approved Minor Re-zoning includes a height cap of 119m.



989 Somerset Development ▲

.255 hectares of land
248 residential units
15 Storeys
Current zoning is MC(2036) SI69

SITE CONTEXT

7



DESIGN THEMES

**1 Placemaking Public & Private
Community Spaces: City of Ottawa,
CEPEO, Arts Community,**

2 Park Space (1 Hectare)

3 Site Access / Drop-off

4 Parking Access (Surface & P1 Level)

**5 Connection to Gladstone Village &
Surrounding Neighbourhood (Oak St)**

6 Connection to City Centre

**7 Expansion & Connection to
Plant Bath Community Centre**

8 Connection to LRT & MUP

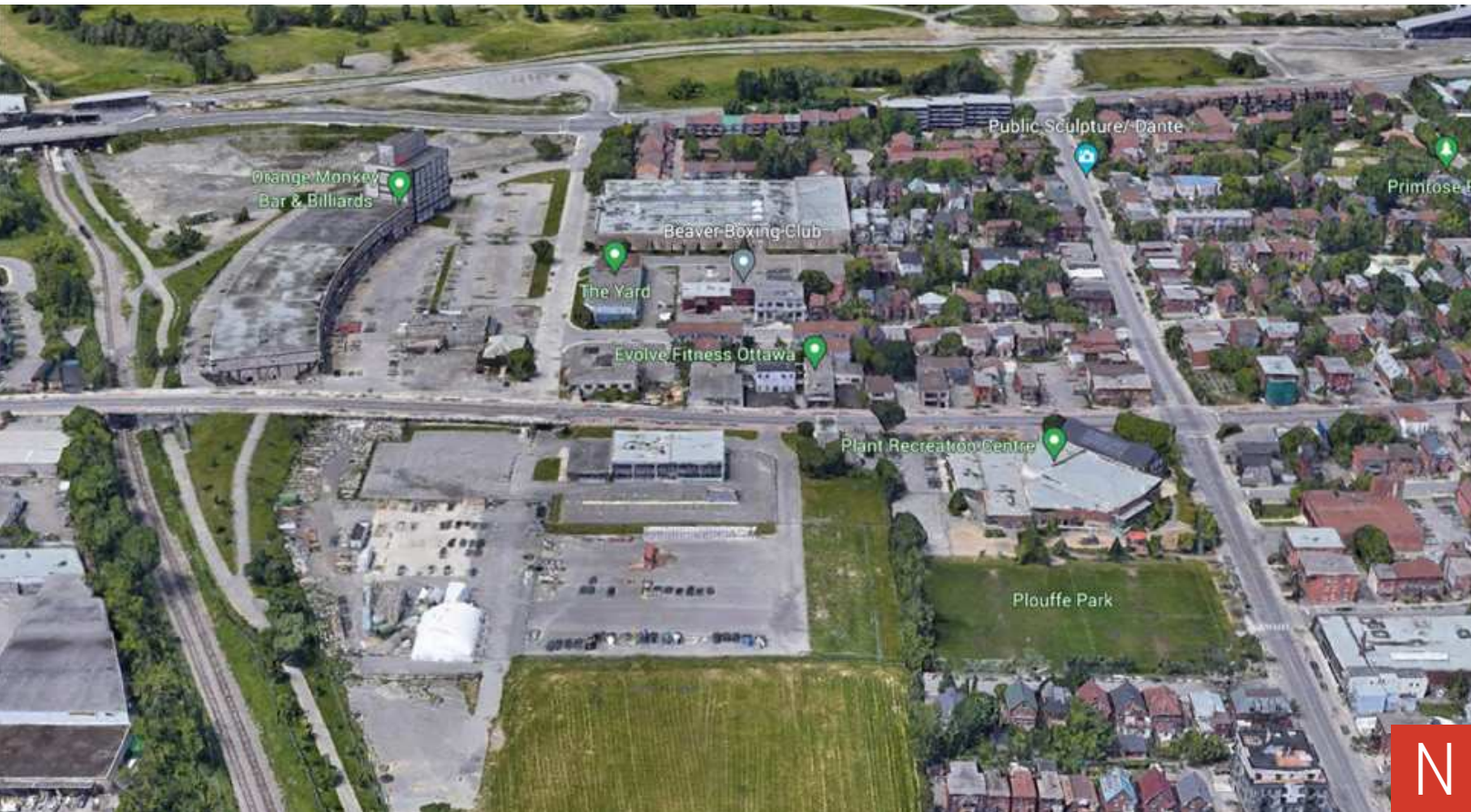
9 Preston Streetscape Animation

10 Somerset Streetscape Animation

11 Somerset Bridge Interface

**12 Residential Component
Profile & Connection**

SITE CONTEXT

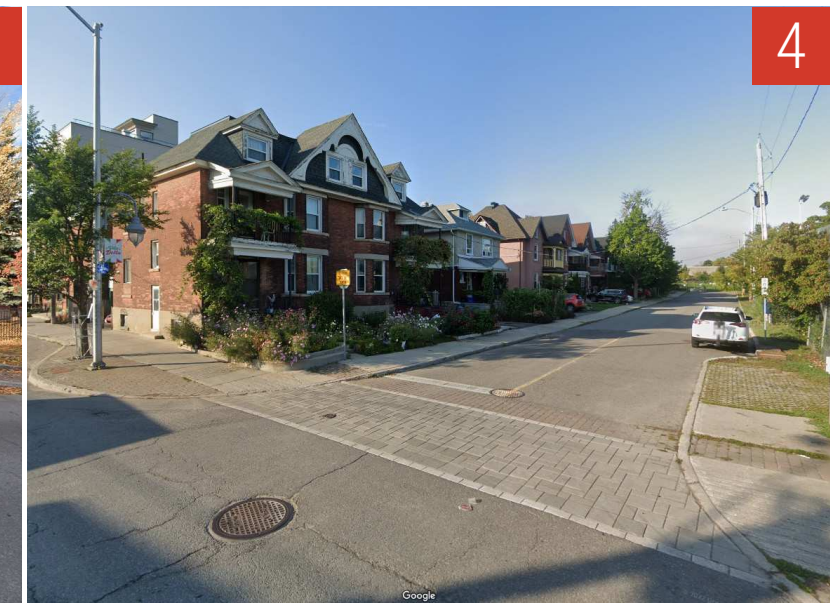
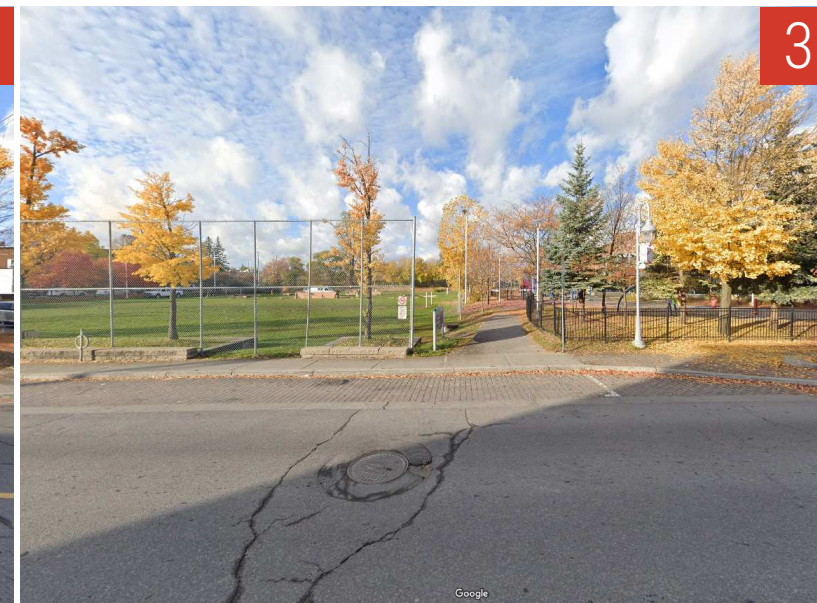


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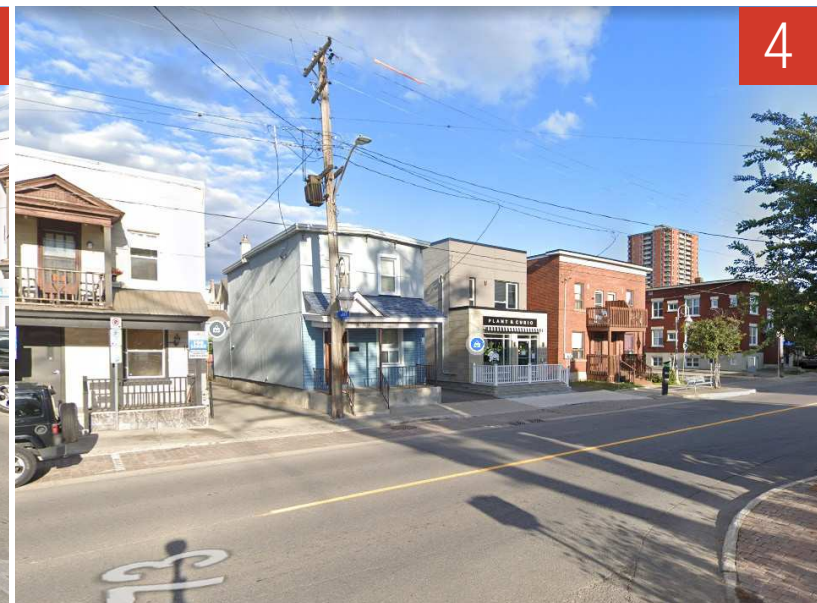
SITE CONTEXT

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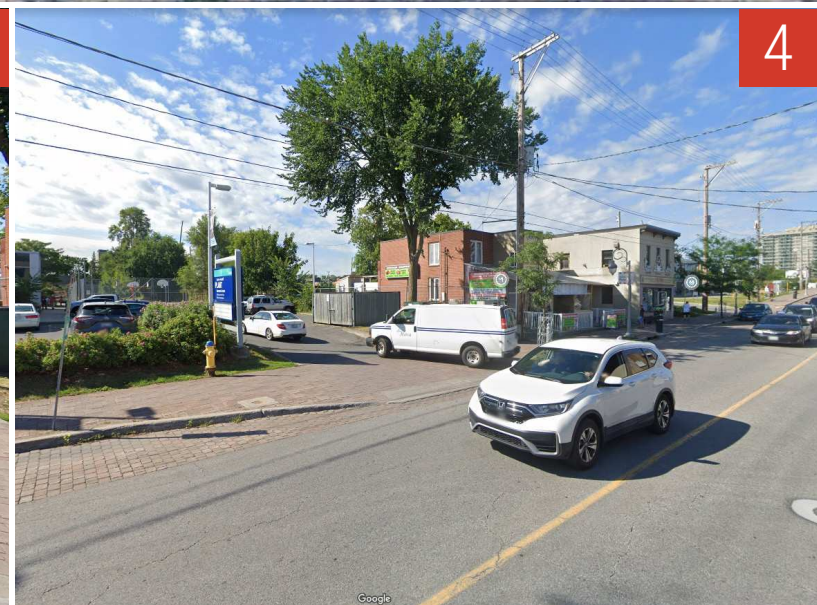
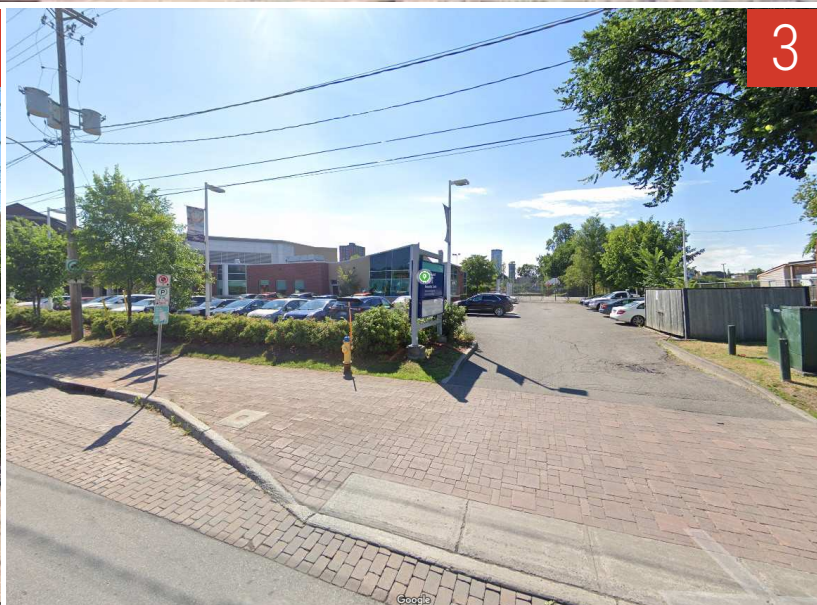
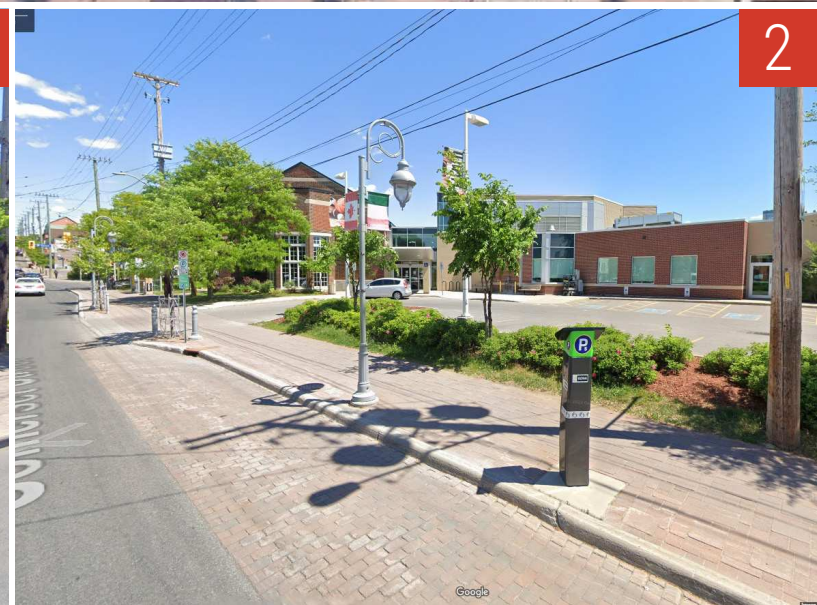
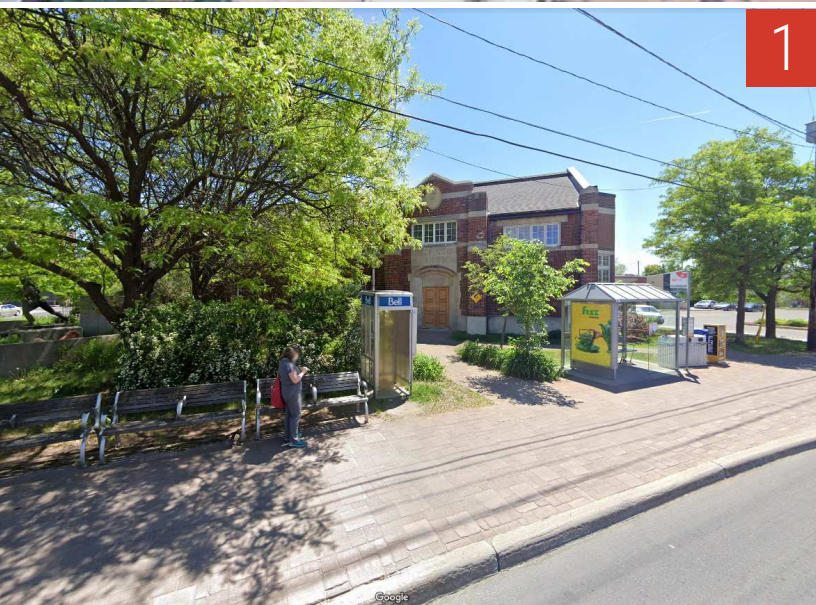
SITE CONTEXT

11



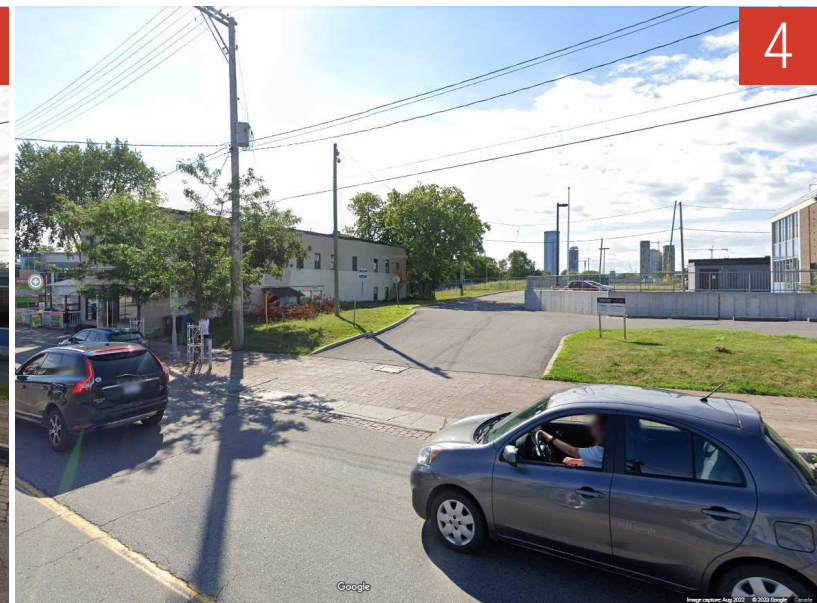
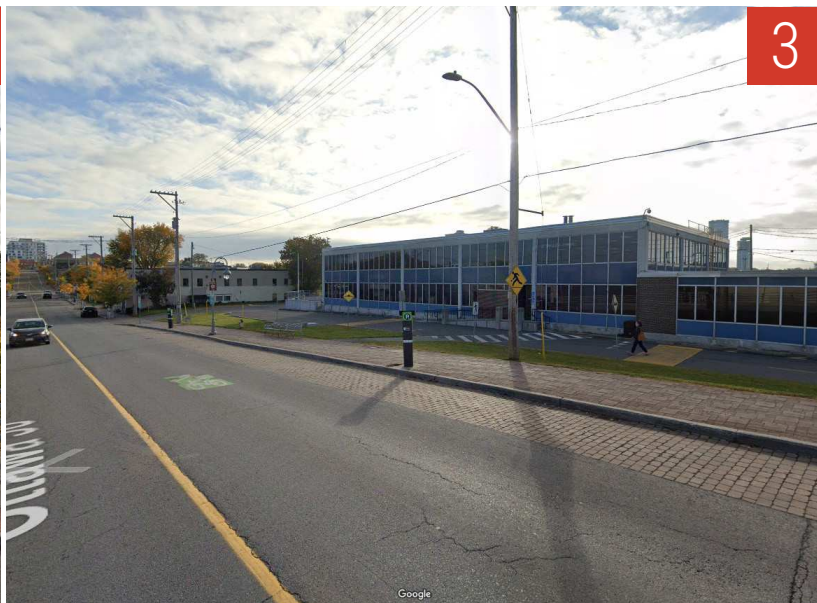
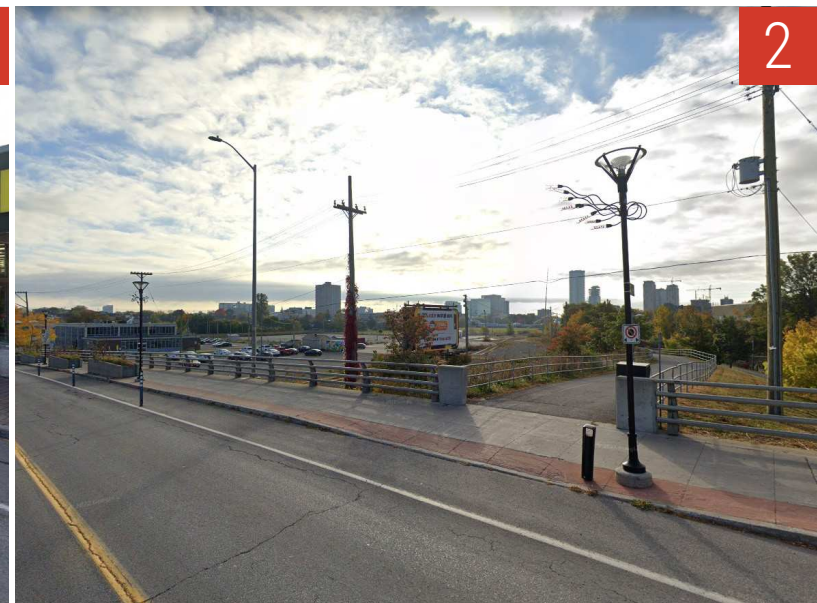
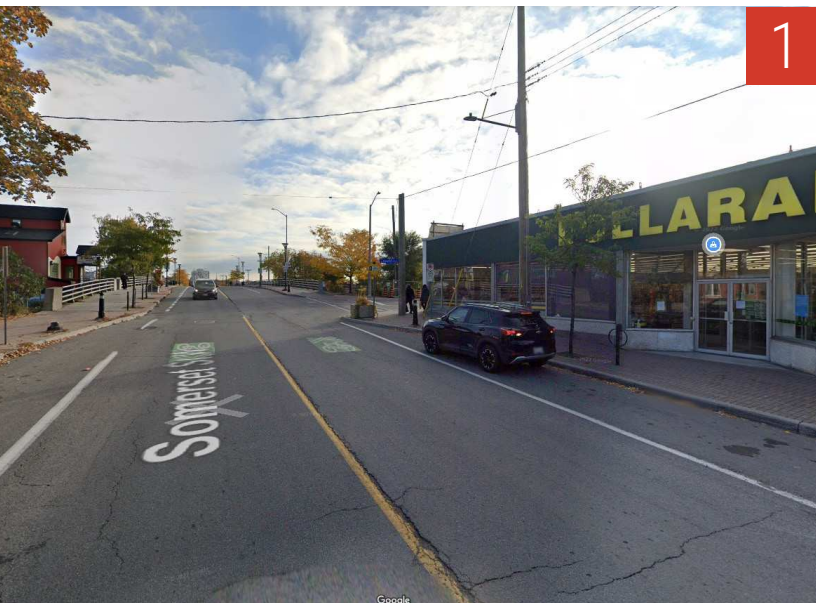
SITE CONTEXT

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SITE CONTEXT

13

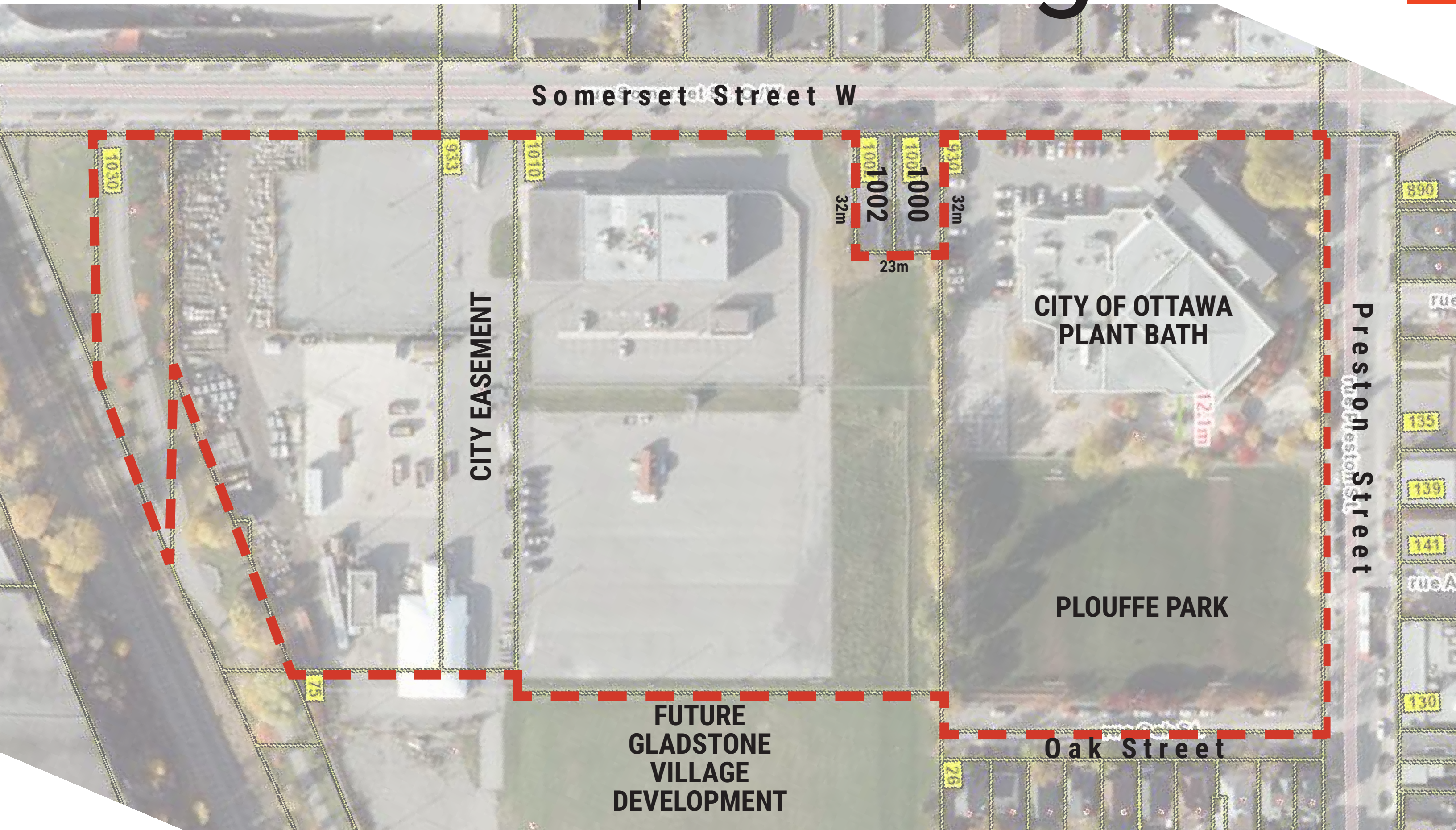


SITE CONTEXT

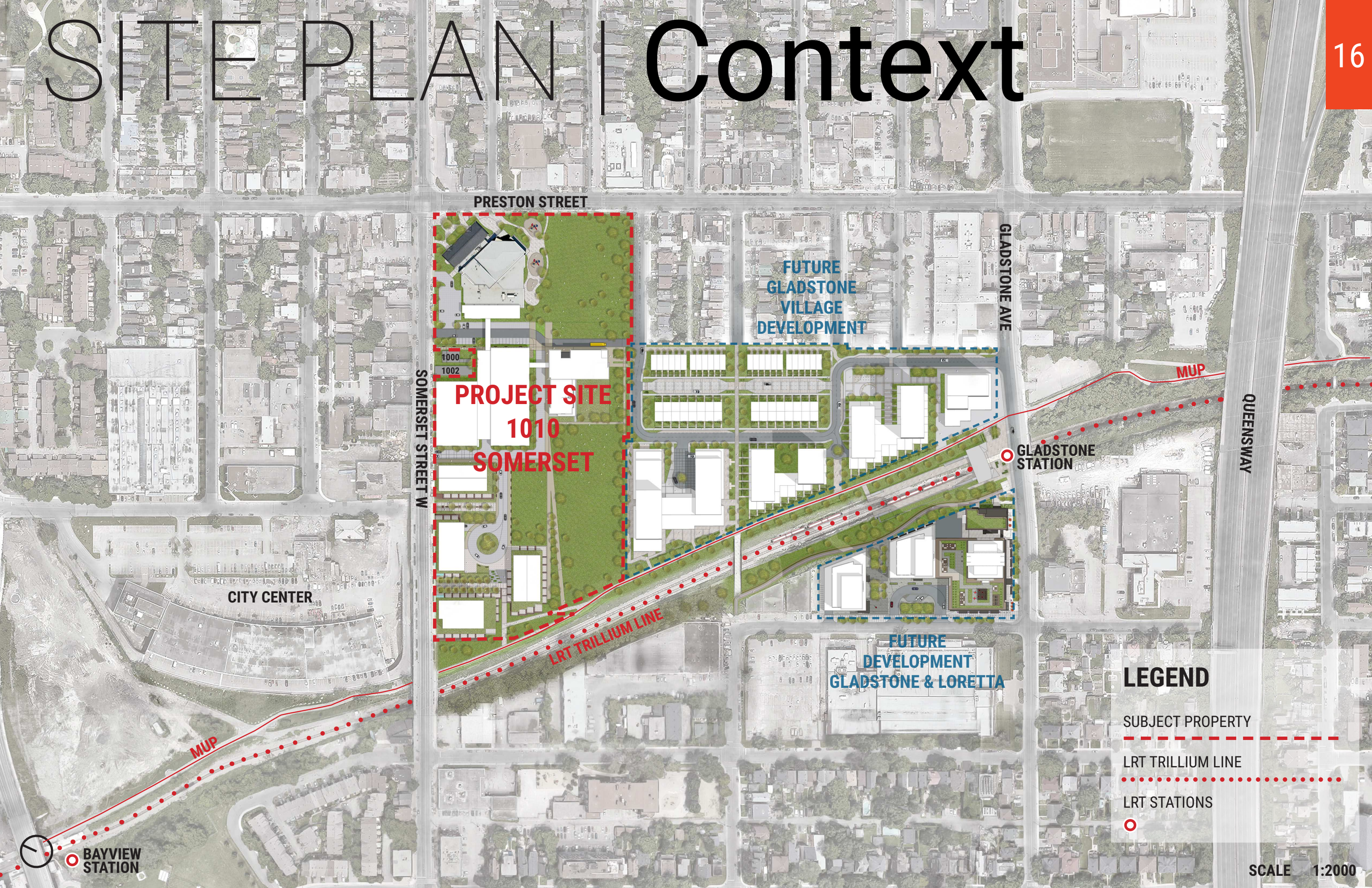
14



SITE PLAN | Existing



SITE PLAN | Context



PRESTON STREET

FUTURE
GLADSTONE
VILLAGE
DEVELOPMENT

PROJECT SITE
1010
SOMERSET

SOMERSET STREET W

GLADSTONE AVE

GLADSTONE
STATION

QUEENSWAY

CITY CENTER

LRT TRILLIUM LINE

FUTURE
DEVELOPMENT
GLADSTONE & LORETTA

LEGEND

SUBJECT PROPERTY

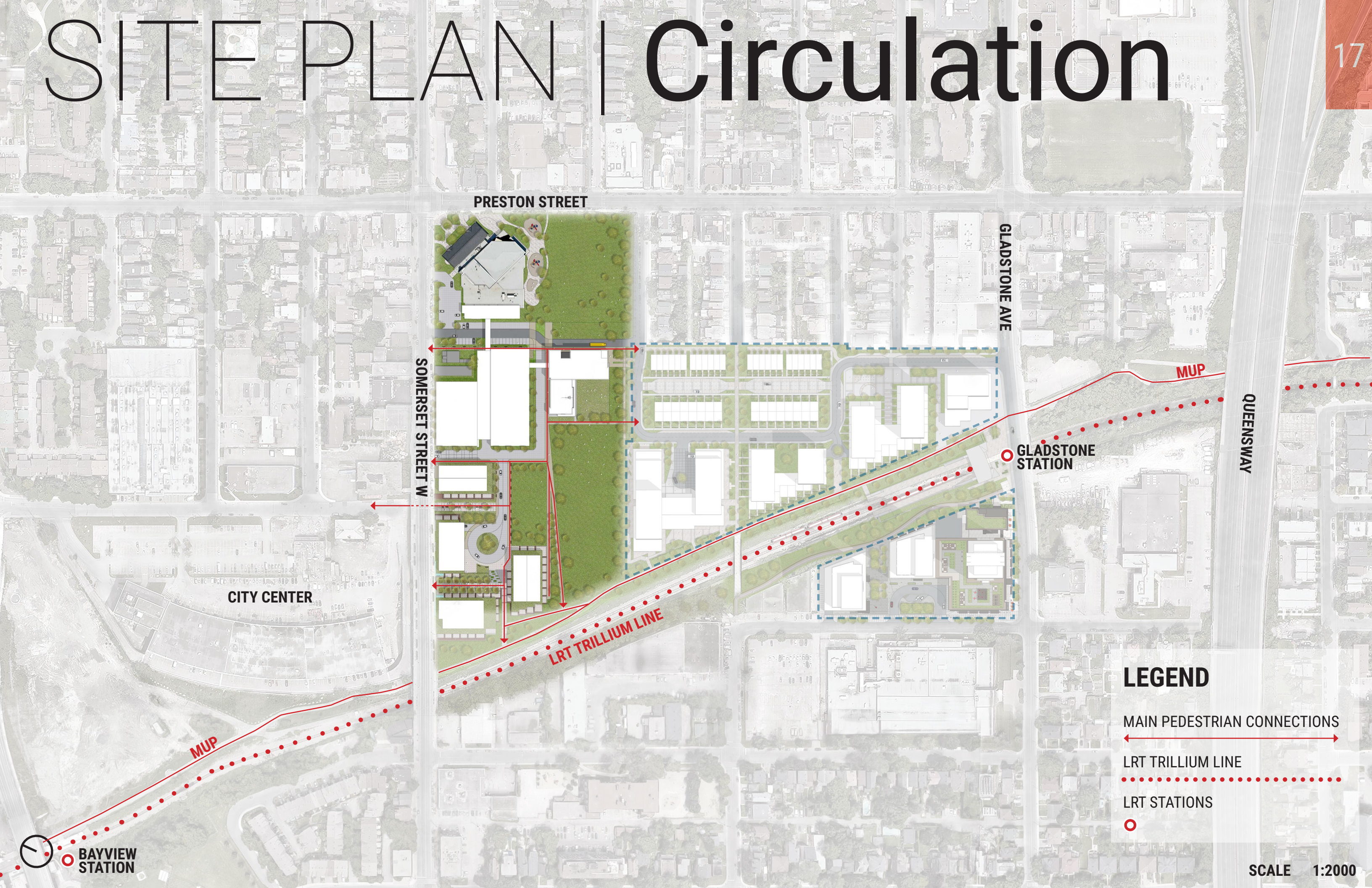
LRT TRILLIUM LINE

LRT STATIONS



SCALE 1:2000

SITE PLAN | Circulation



PRESTON STREET

GLADSTONE AVE

SOMERSET STREET W

CITY CENTER

GLADSTONE STATION

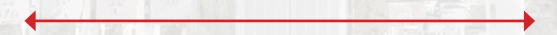
QUEENSWAY

MUP

LRT TRILLIUM LINE

LEGEND

MAIN PEDESTRIAN CONNECTIONS



LRT TRILLIUM LINE



LRT STATIONS

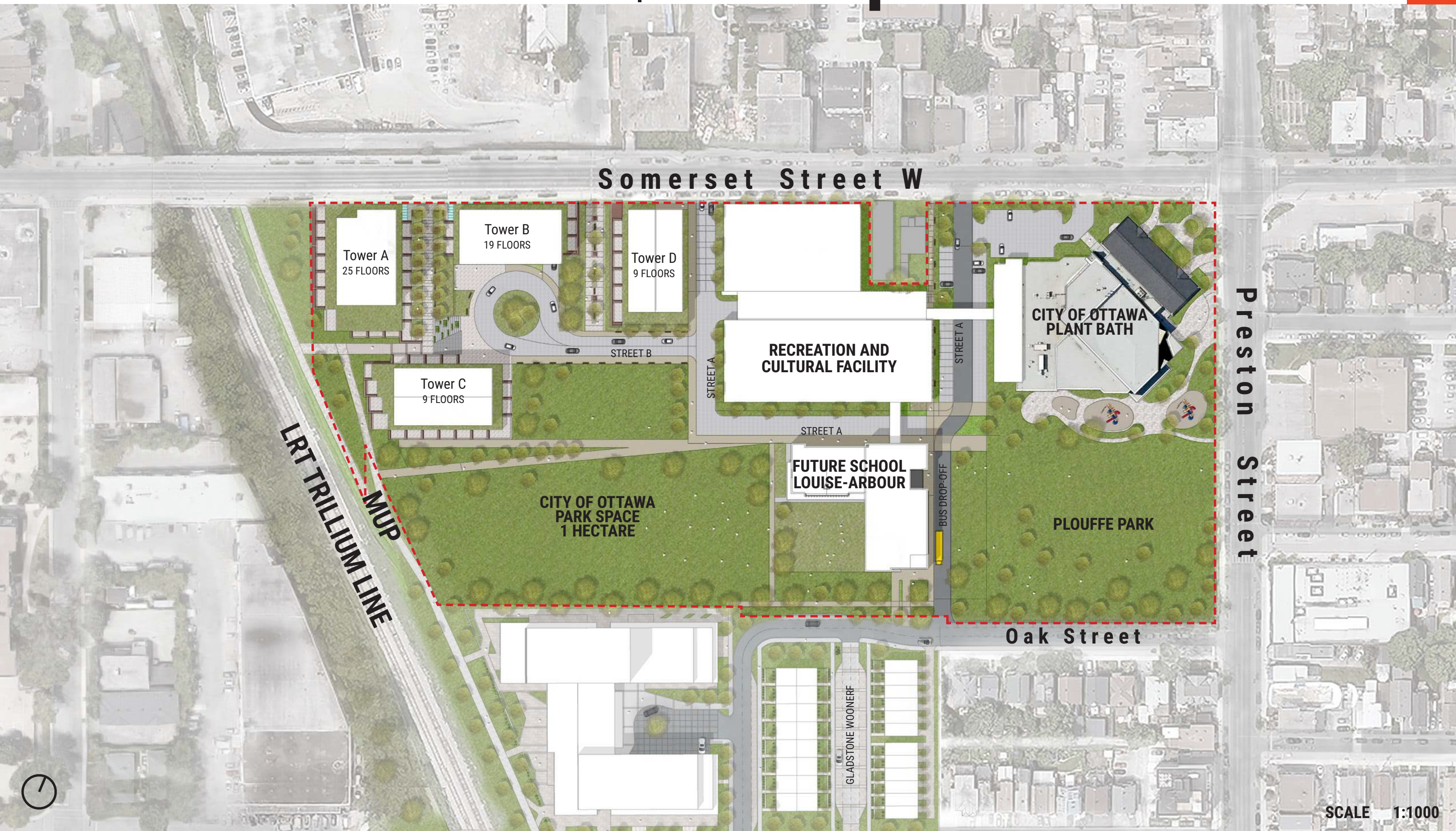


BAYVIEW STATION

SCALE 1:2000

SITE PLAN | Proposed

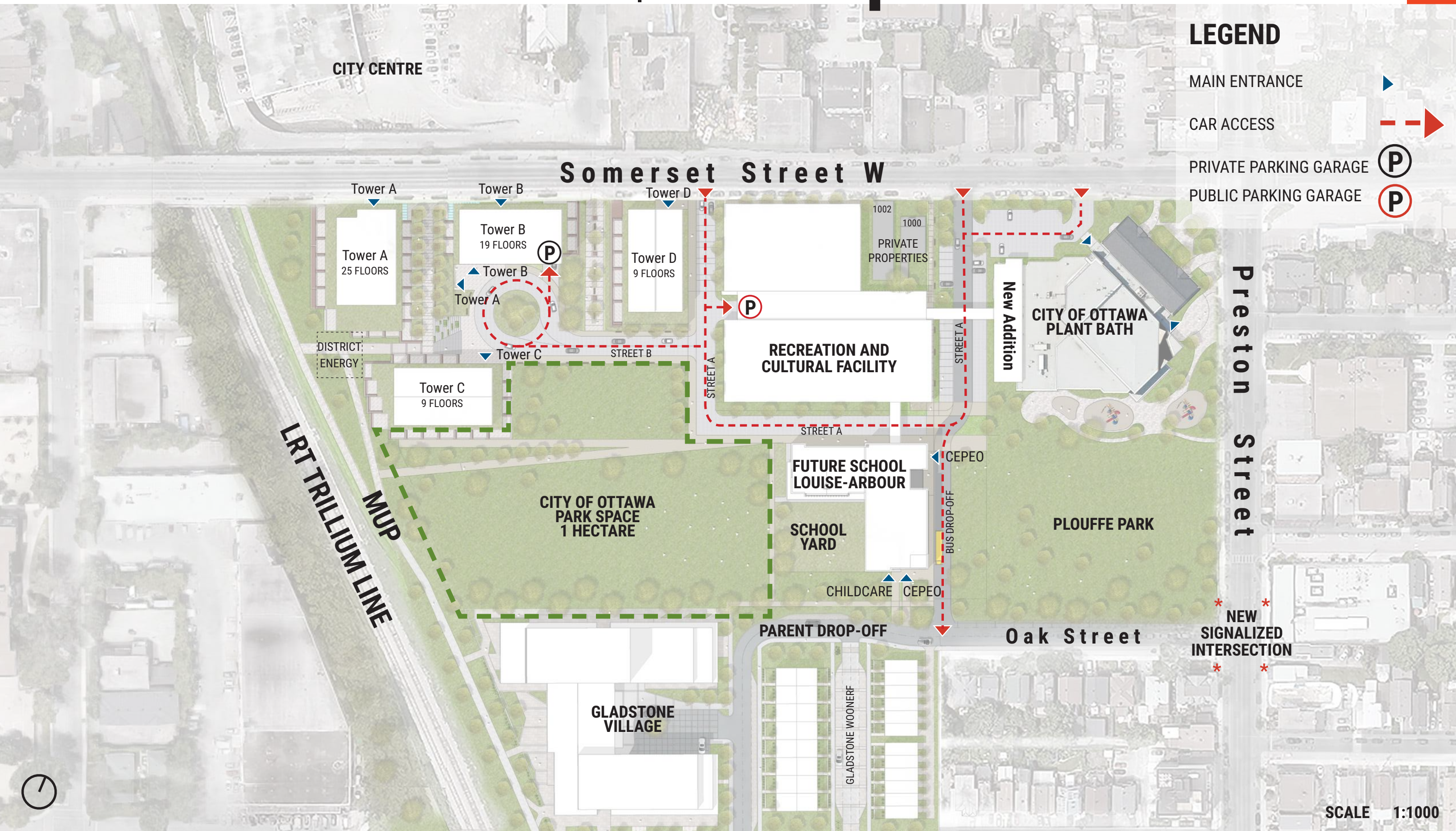
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SCALE 1:1000

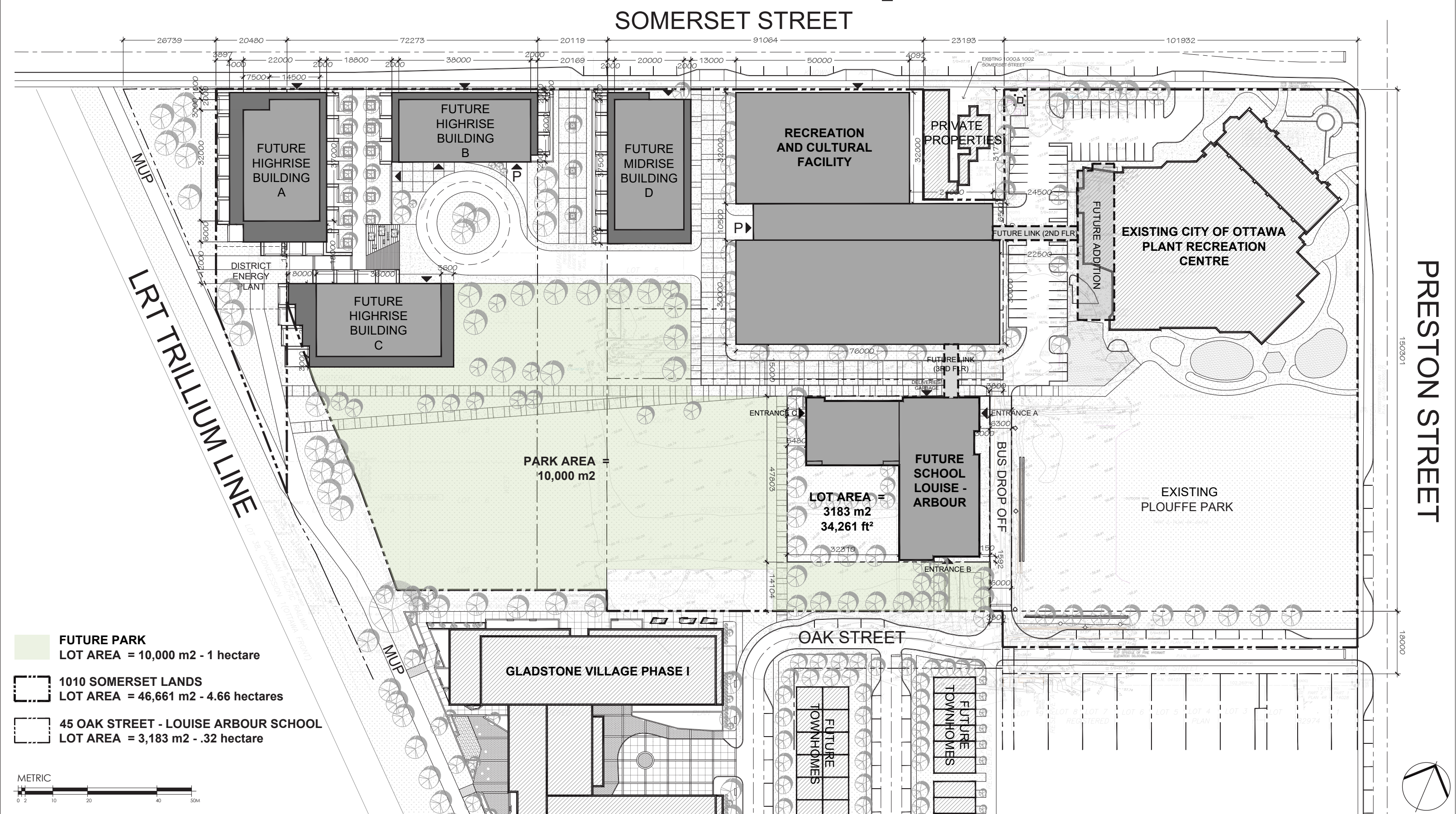
SITE PLAN | Proposed

19



SITE PLAN | Proposed

20



PLACEMAKING



PLACEMAKING & PUBLIC OPEN SPACE



PLACEMAKING

23

A combination of Public & Private Community Spaces:
City of Ottawa Recreational, Arts Community, CEPEO
School and Future Residential Development, Public
Realm organised around Public Parkland



PUBLIC PARK SPACE

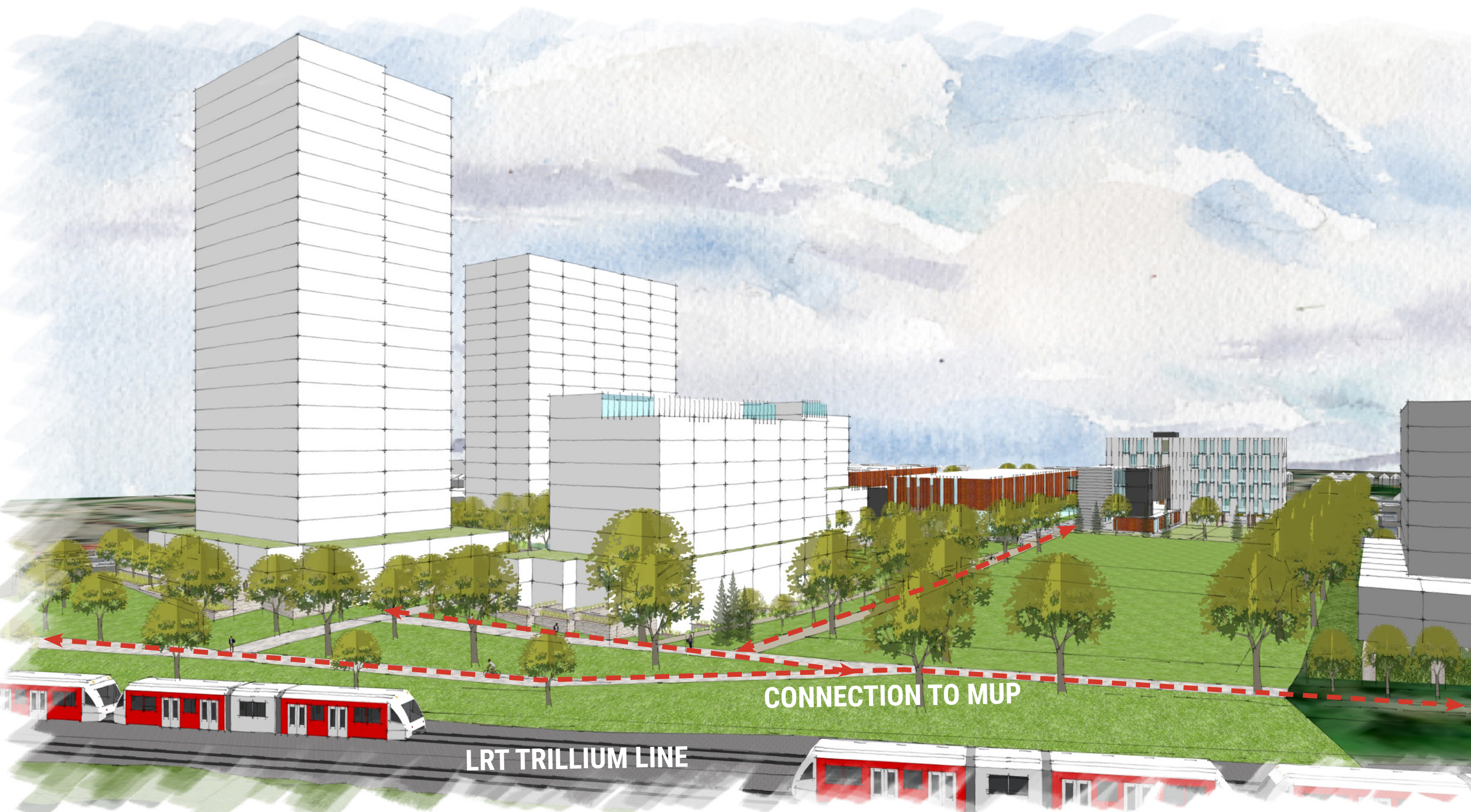
24



PUBLIC CONNECTION TO MUP AND CITY CENTRE

LRT TRILLIUM LINE

25



STREET ANIMATION





SOMERSET STREET

SOMERSET STREET



SOMERSET STREET

NEW STREET FRONTAGE | RESPONSE TO FEEDBACK

PREVIOUS VERSION



CURRENT VERSION



LEGEND

ACTIVE FRONTAGE

VEHICULAR CIRCULATION

SCALE 1:2000



SOMERSET ST

30



Somerset Street

Connection
to City Centre

ABOVE SOMERSET BRIDGE

SOMERSET BRIDGE

31

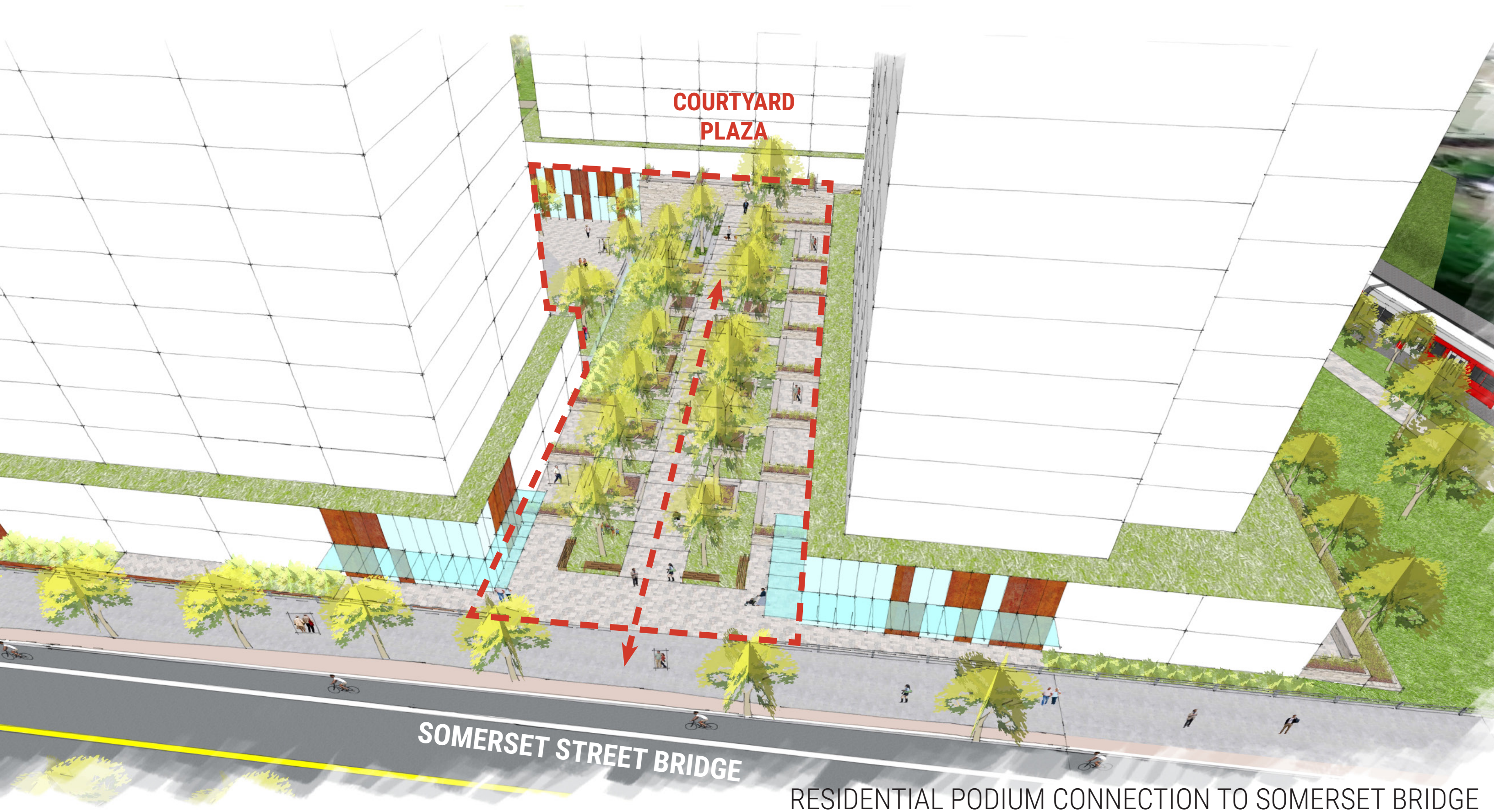
RESIDENTIAL COURTYARD PLAZA



RESIDENTIAL COURTYARD PLAZA

SOMERSET BRIDGE

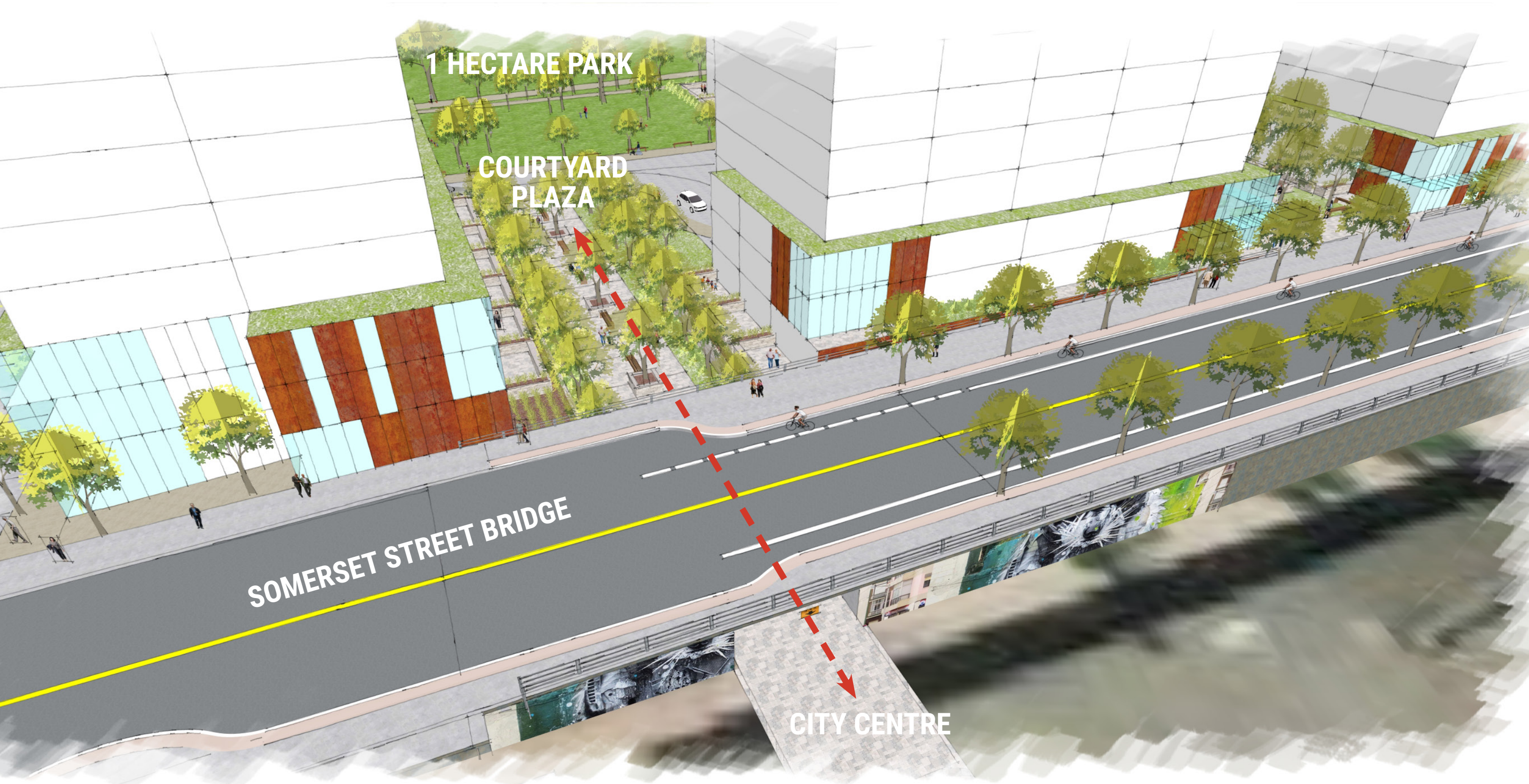
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SOMERSET BRIDGE

CITY CENTRE UNDERPASS PEDESTRIAN CONECTION

33



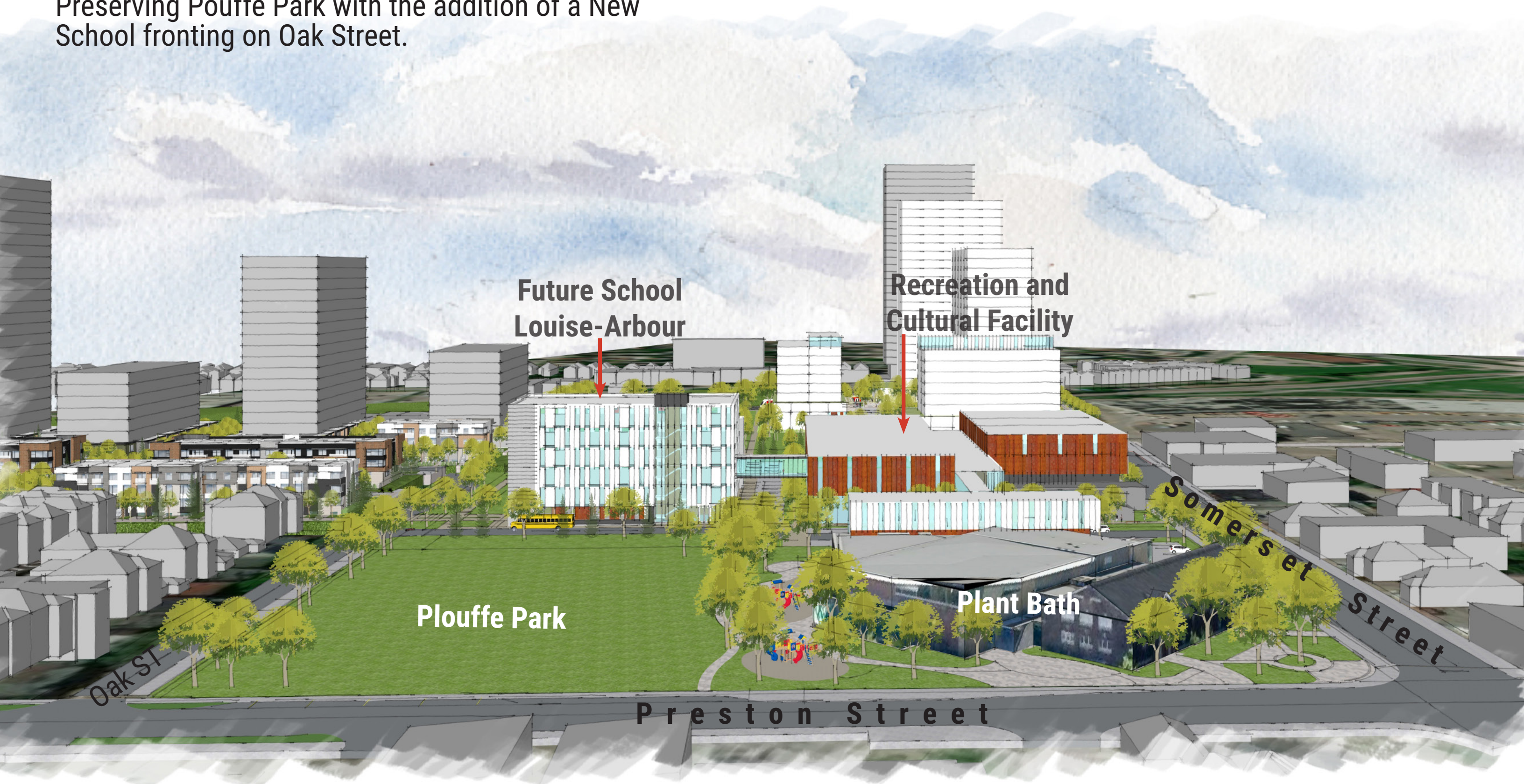
An aerial architectural rendering of a city street, likely Preston Street, showing a mix of building heights, street layout, and greenery. The image is overlaid with a semi-transparent red filter. The text "PRESTON STREET" is written in a large, white, sans-serif font across the center of the image.

PRESTON STREET

PRESTON STREET

35

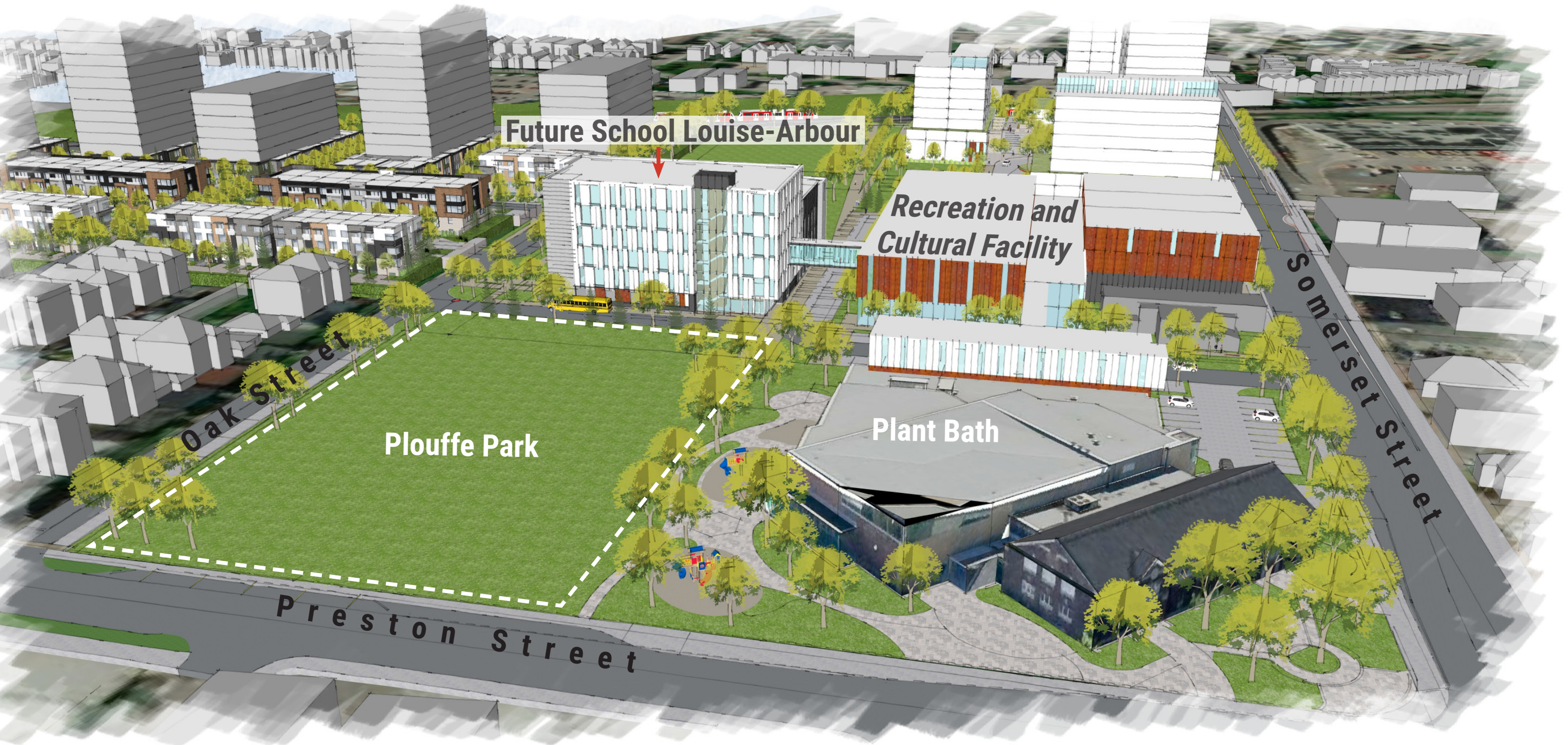
Preserving Pouffe Park with the addition of a New School fronting on Oak Street.



PRESTON STREET

PLANT BATH & PLOUFFE PARK

36



Preserving Plouffe Park with the addition of a New School fronting on Oak Street.



OAK STREET

OAK STREET

38



ABOVE OAK STREET

An aerial architectural rendering of a city, overlaid with a semi-transparent red filter. The image shows a dense urban environment with various building types, including tall skyscrapers and smaller residential or commercial structures. Green spaces, represented by clusters of small tree icons, are interspersed throughout the city blocks. The text "GREEN SPACE" is prominently displayed in the center in a white, sans-serif font.

GREEN SPACE

GREEN SPACE



CONNECTION TO MUP

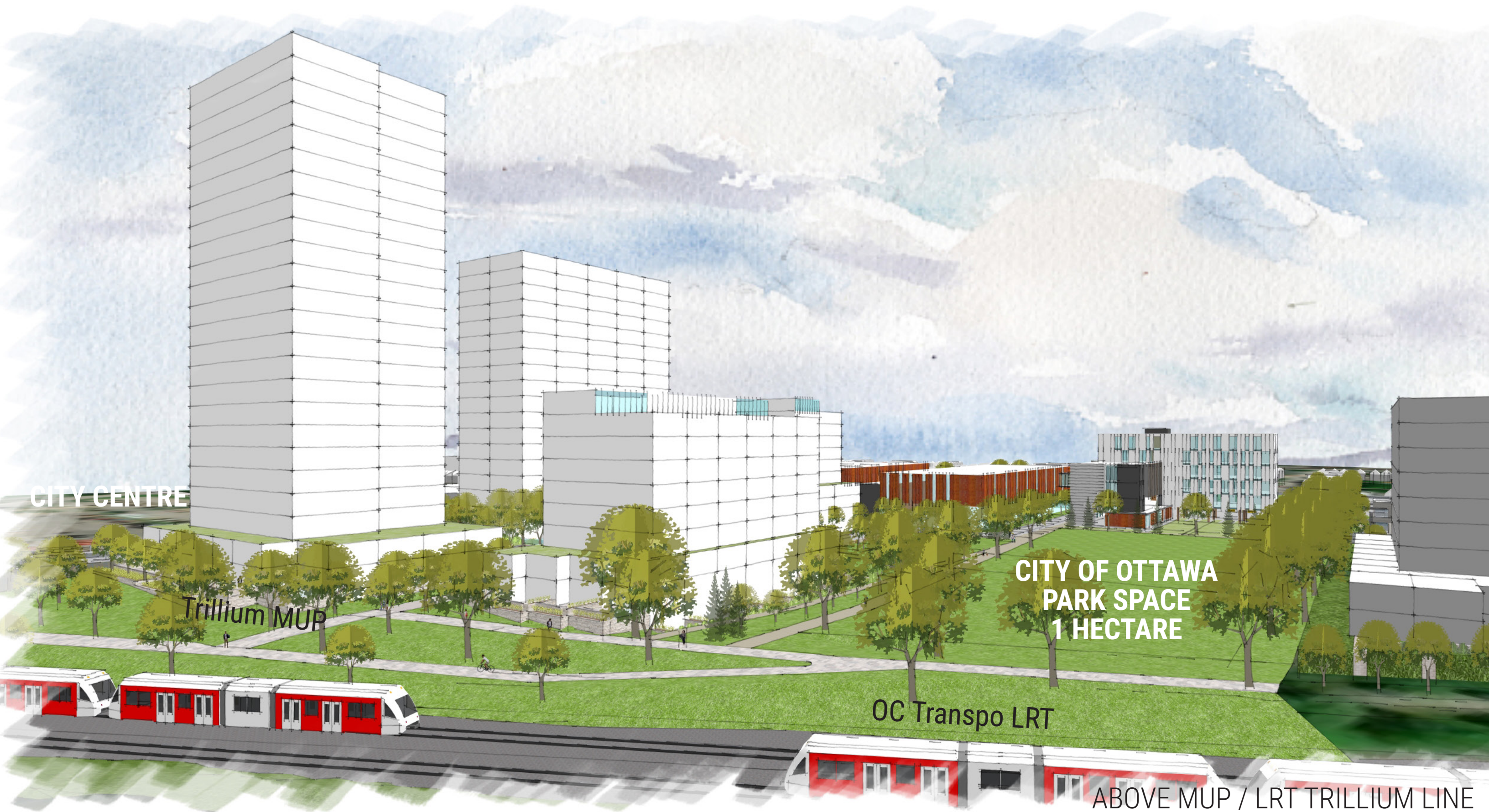
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PUBLIC CONNECTION TO MUP AND CITY CENTRE

CONNECTION TO LRT

42



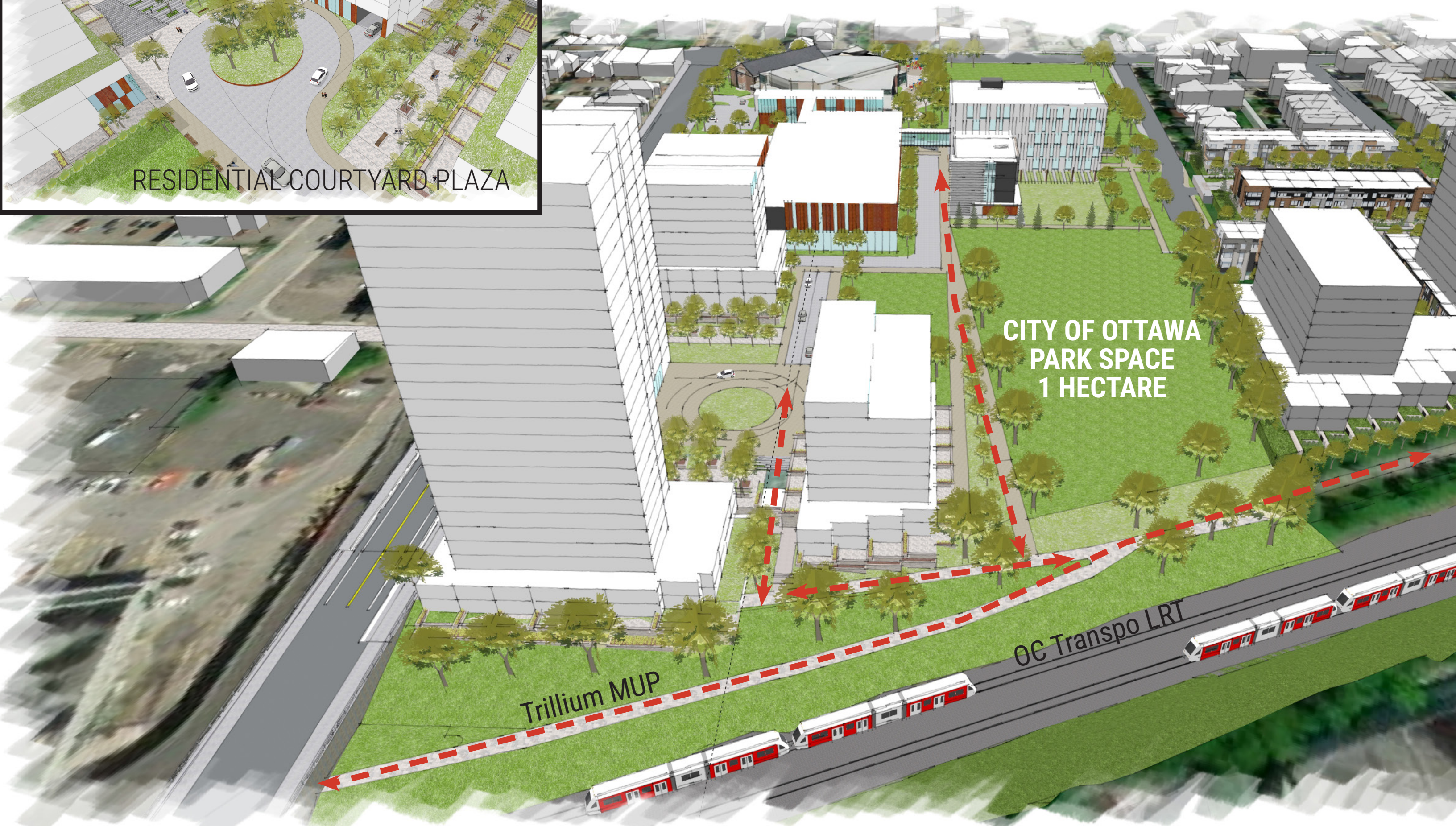
CITY CENTRE

Trillium MUP

CITY OF OTTAWA
PARK SPACE
1 HECTARE

OC Transpo LRT

ABOVE MUP / LRT TRILLIUM LINE



GLADSTONE VILLAGE

44



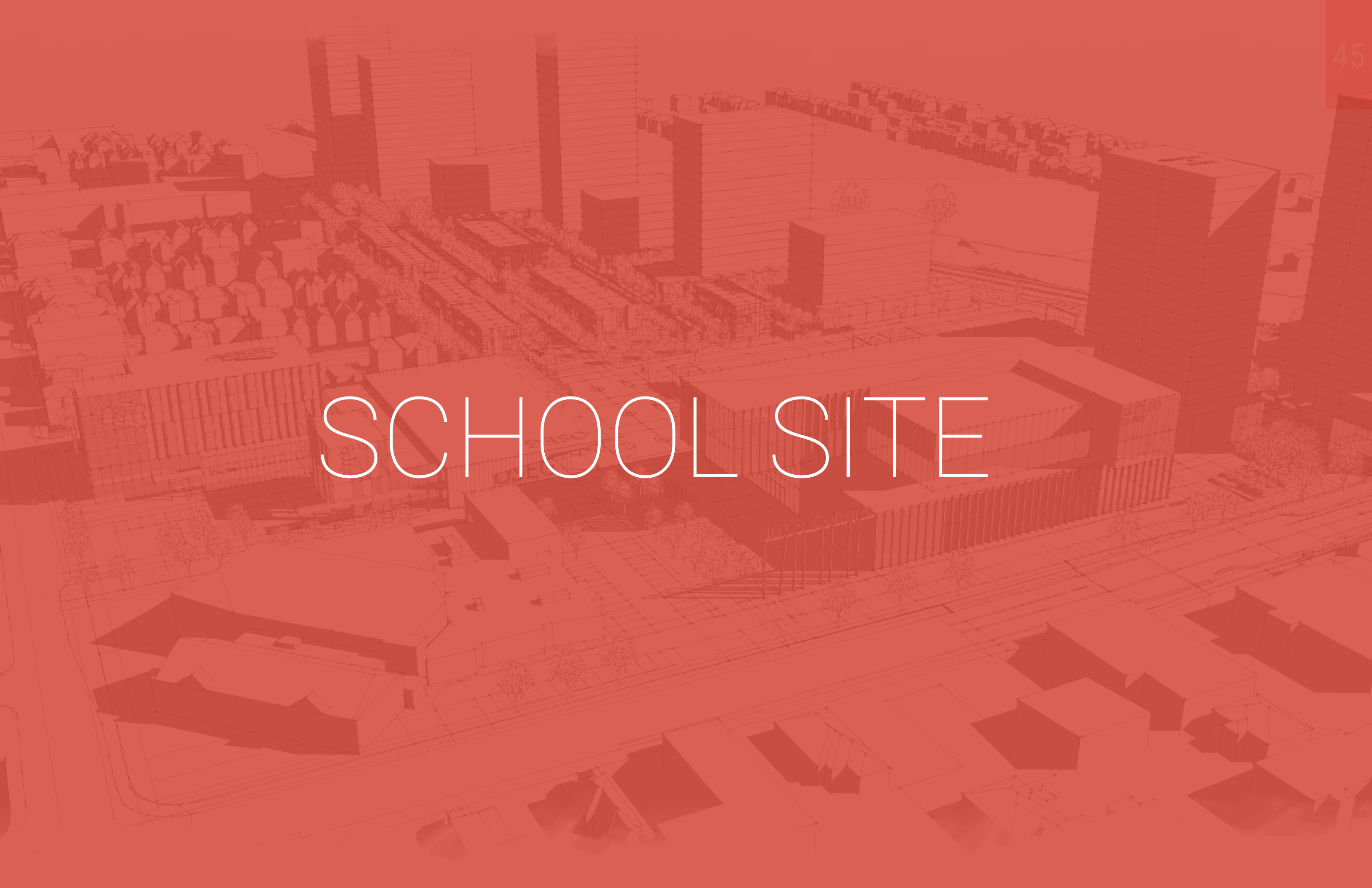
OAK Street

GLADSTONE
WOONERF

OAK Street

VIEW FROM OAK ST + WOONERF

SCHOOL SITE



CEPEO ÉÉP LOUISE - ARBOUR



CONTENT

- CONCEPT SITE PLAN
- CONCEPT ELEVATIONS
- FLOOR PLANS
- LANDSCAPE CONCEPT





LEGEND

VISITOR TRAFFIC FLOW

VEHICLE ACCESS TO UNDERGROUND PARKING

SERVICE TRAFFIC FLOW

SCHOOL BUS TRAFFIC FLOW (ONE-WAY)

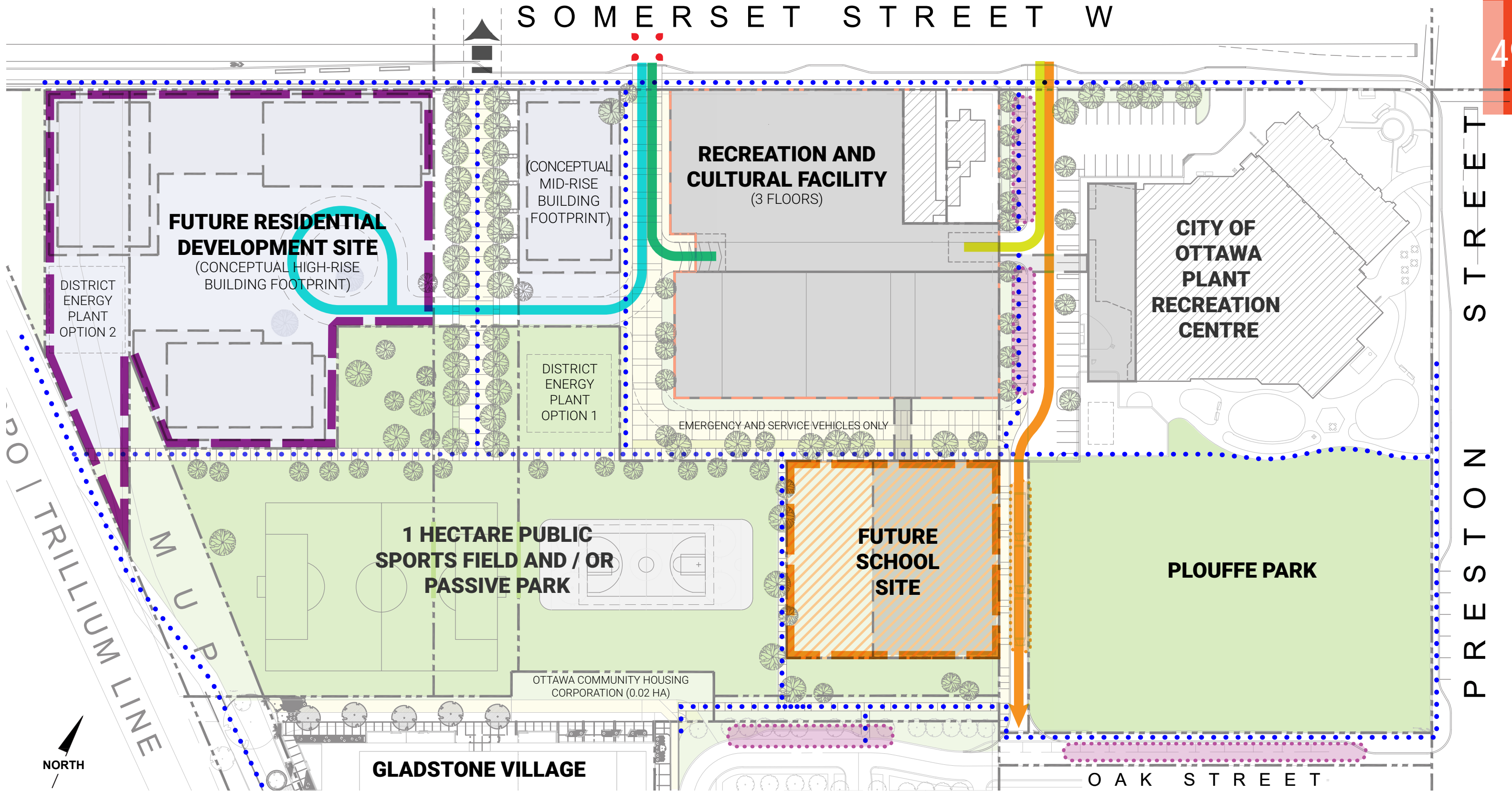
BUS LAY-BY

SHORT-TERM PARKING / DROP-OFF


POTENTIAL SIGNALIZED INTERSECTION


UNDERPASS

PEDESTRIAN TRAVEL ROUTE




LEGEND


 VISITOR TRAFFIC FLOW


 VEHICLE ACCESS TO UNDERGROUND PARKING

 SERVICE TRAFFIC FLOW

 SCHOOL BUS TRAFFIC FLOW (ONE-WAY)

 BUS LAY-BY

 SHORT-TERM PARKING / DROP-OFF

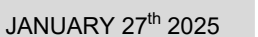
 POTENTIAL SIGNALIZED INTERSECTION

 UNDERPASS

 PEDESTRIAN TRAVEL ROUTE

930-1010 SOMERSET

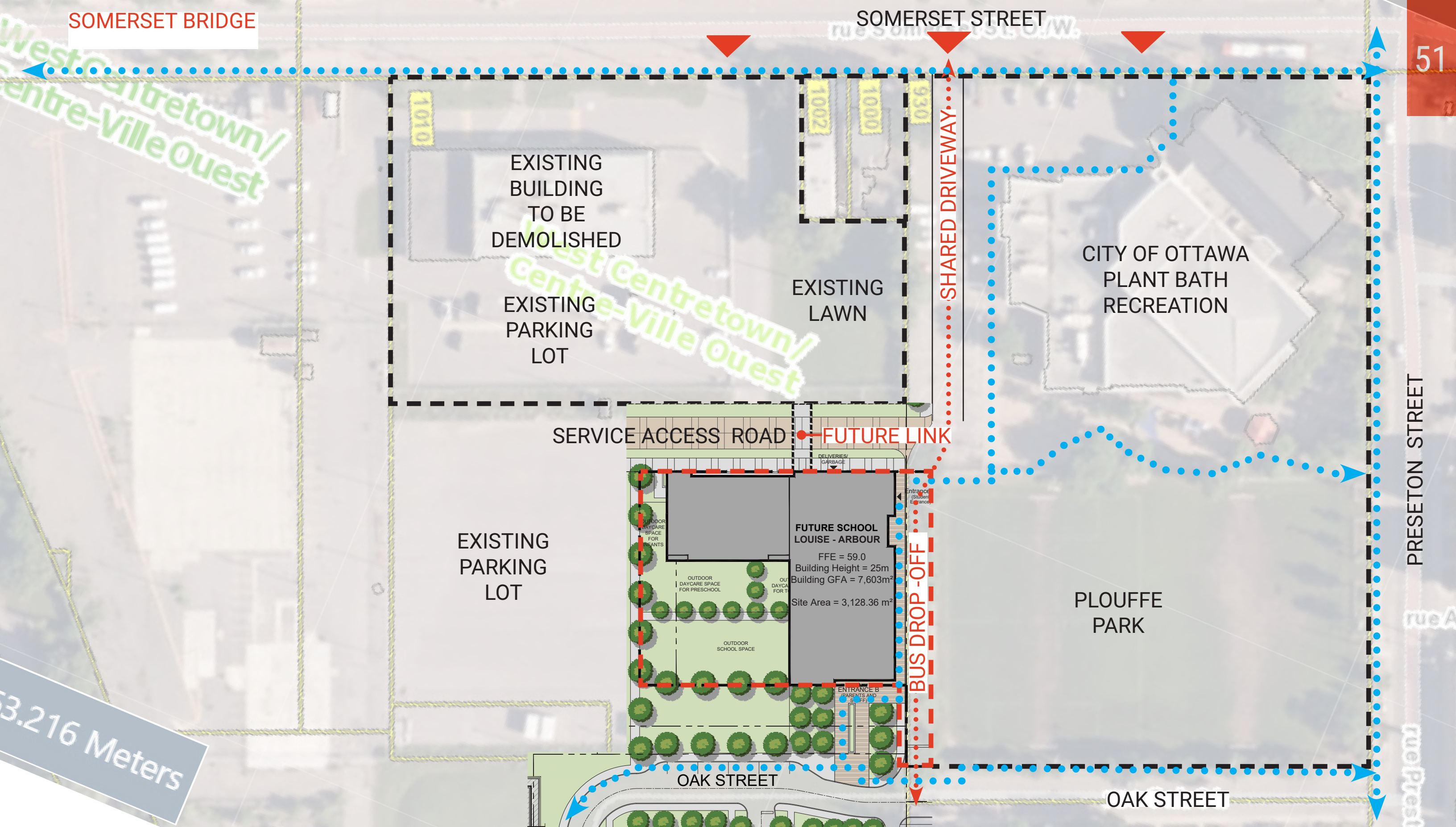
CONCEPT PLAN
SCALE 1:800
NOVEMBER 19, 2024



SOMERSET BRIDGE

SOMERSET STREET

51



3.216 Meters



ÉÉP LOUISE-ARBOUR

45 OAK STREET, OTTAWA, ON

Pedestrian Route **SITE PLAN - PHASE 1**
Bus Route
Project Site

SCALE 1 : 750
JANUARY 27th 2025



ÉÉP LOUISE-ARBOUR

45 OAK STREET, OTTAWA, ON

SITE PLAN

SCALE 1 : 750

JANUARY 27th 2025

CONCEPT ELEVATIONS



CEPEO É É P LOUISE - ARBOUR

Concept Elevations - 6 Floors





Elevation | East - Plouffe Park



Elevation | South - Oak Street



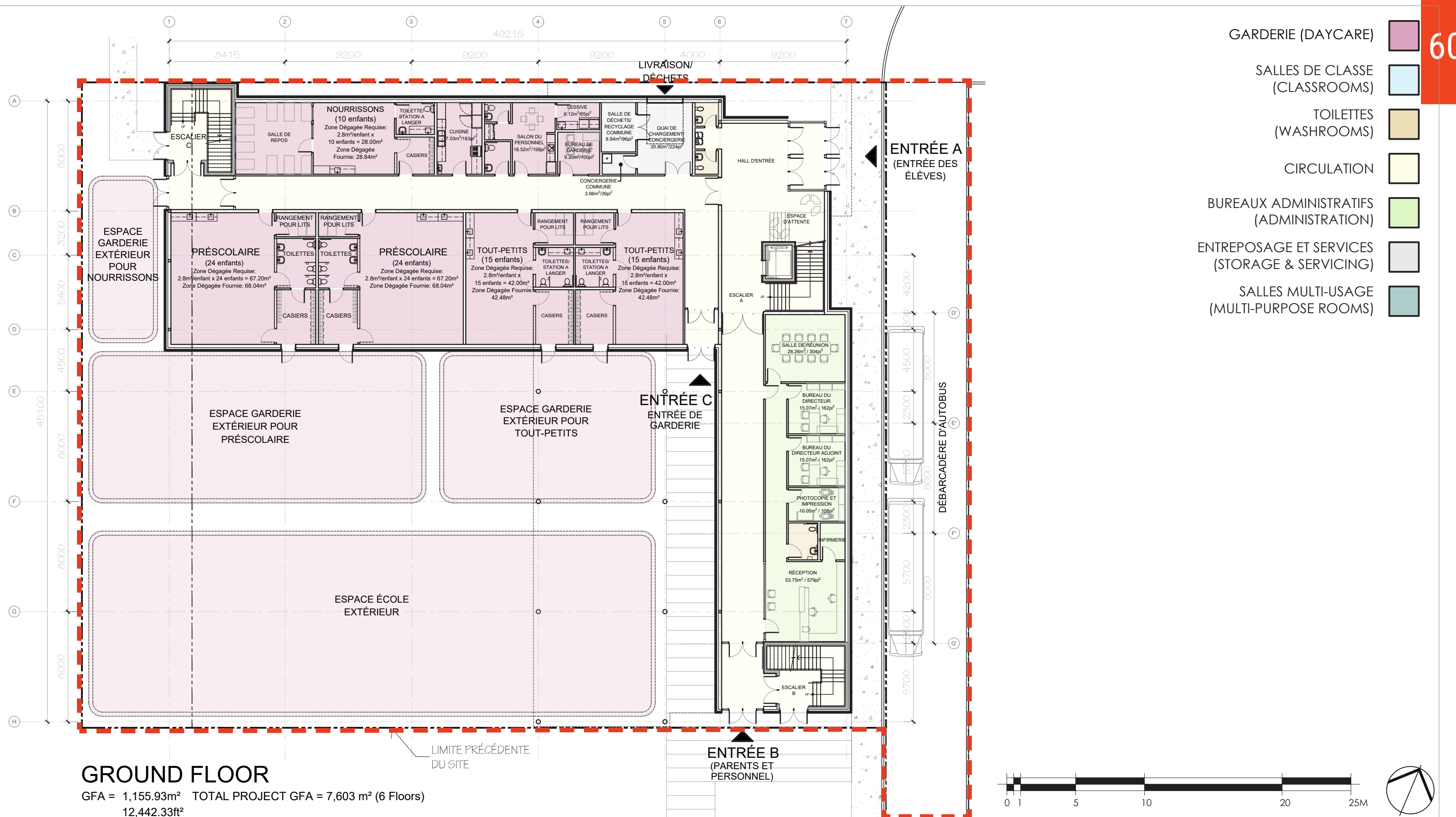
Elevation | South - Courtyard



Interior Concept - Multi-Purpose Room

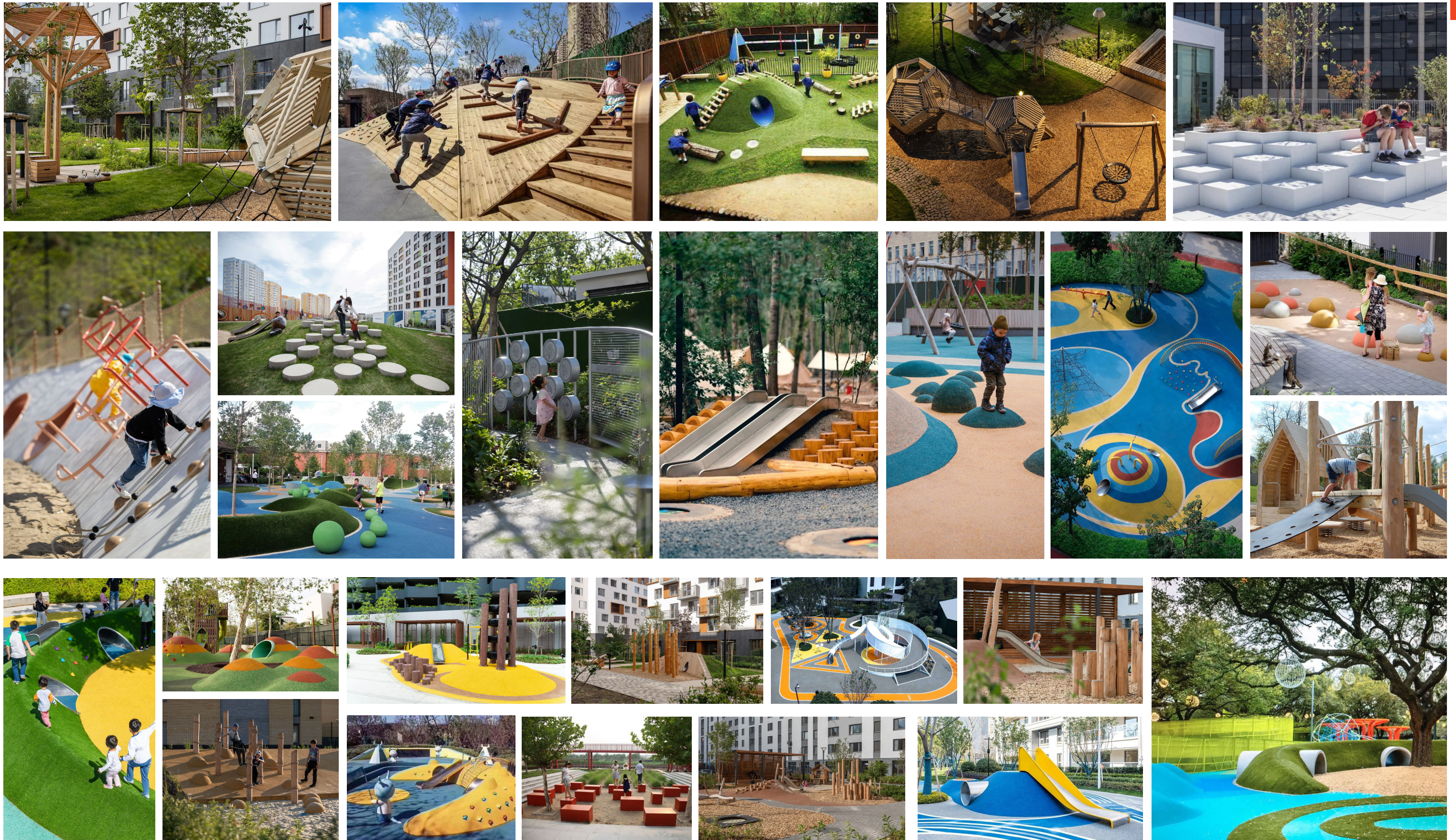
A detailed architectural rendering of a modern building, likely a residential or institutional structure. The building features a prominent grid-like facade composed of numerous rectangular panels, some of which are recessed, creating a complex, three-dimensional effect. A central vertical element, possibly a staircase or a core, is visible through the grid. The building is set against a clear sky, and the foreground shows a paved area with some landscaping elements like trees and a small structure. The overall style is clean and modern, with a focus on geometric forms and light/shadow play.

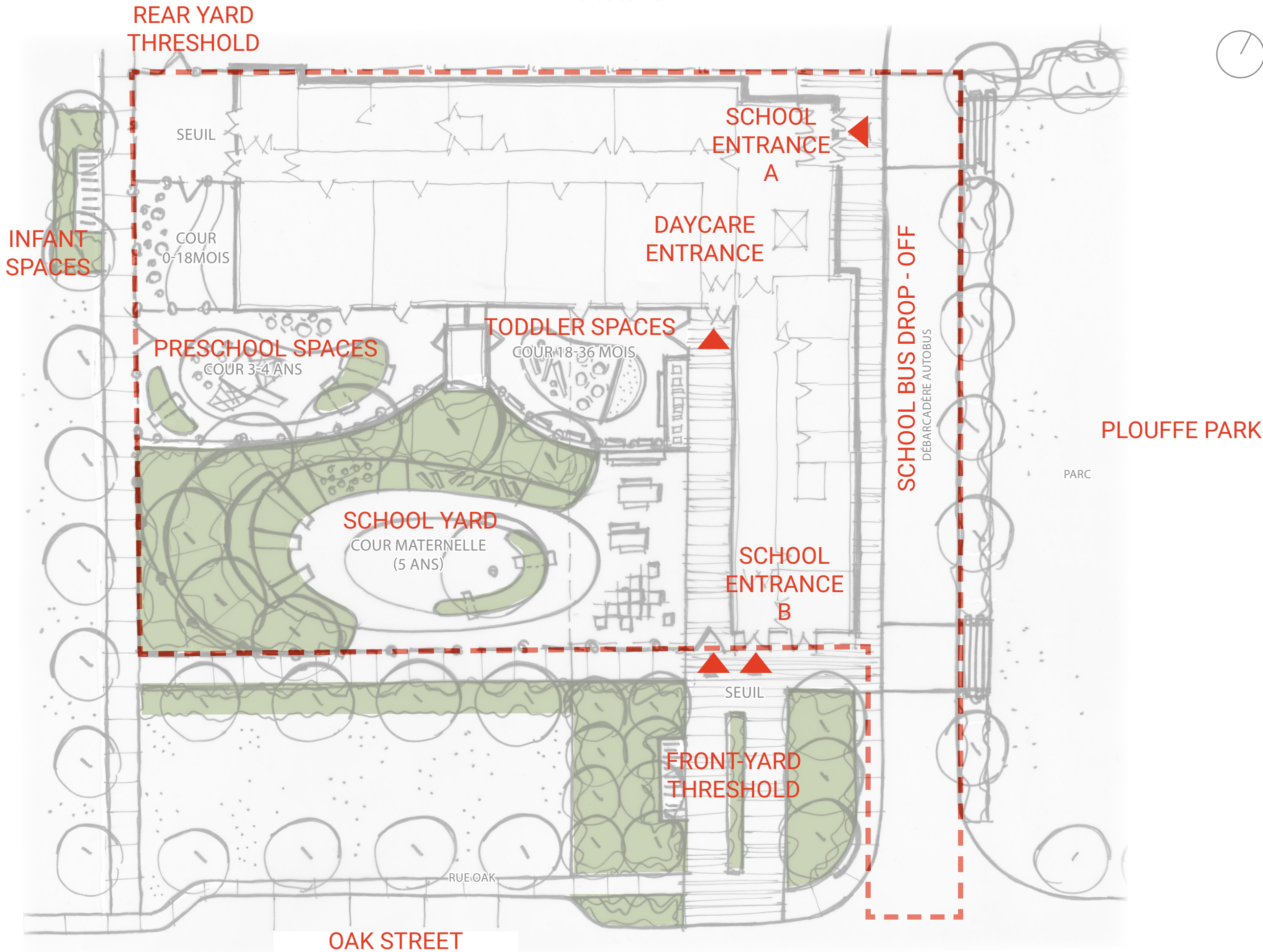
FLOOR PLANS

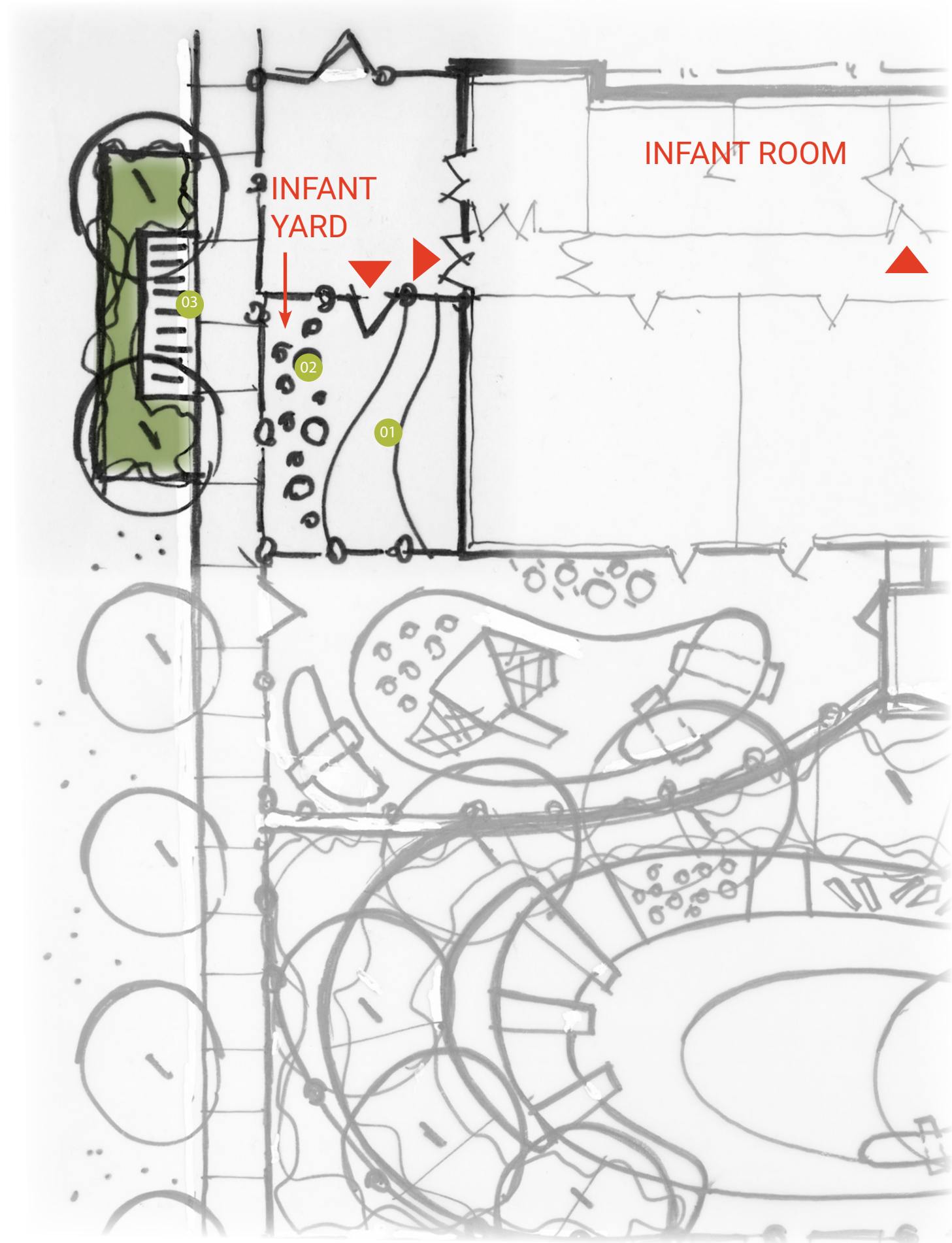




Images d'inspiration



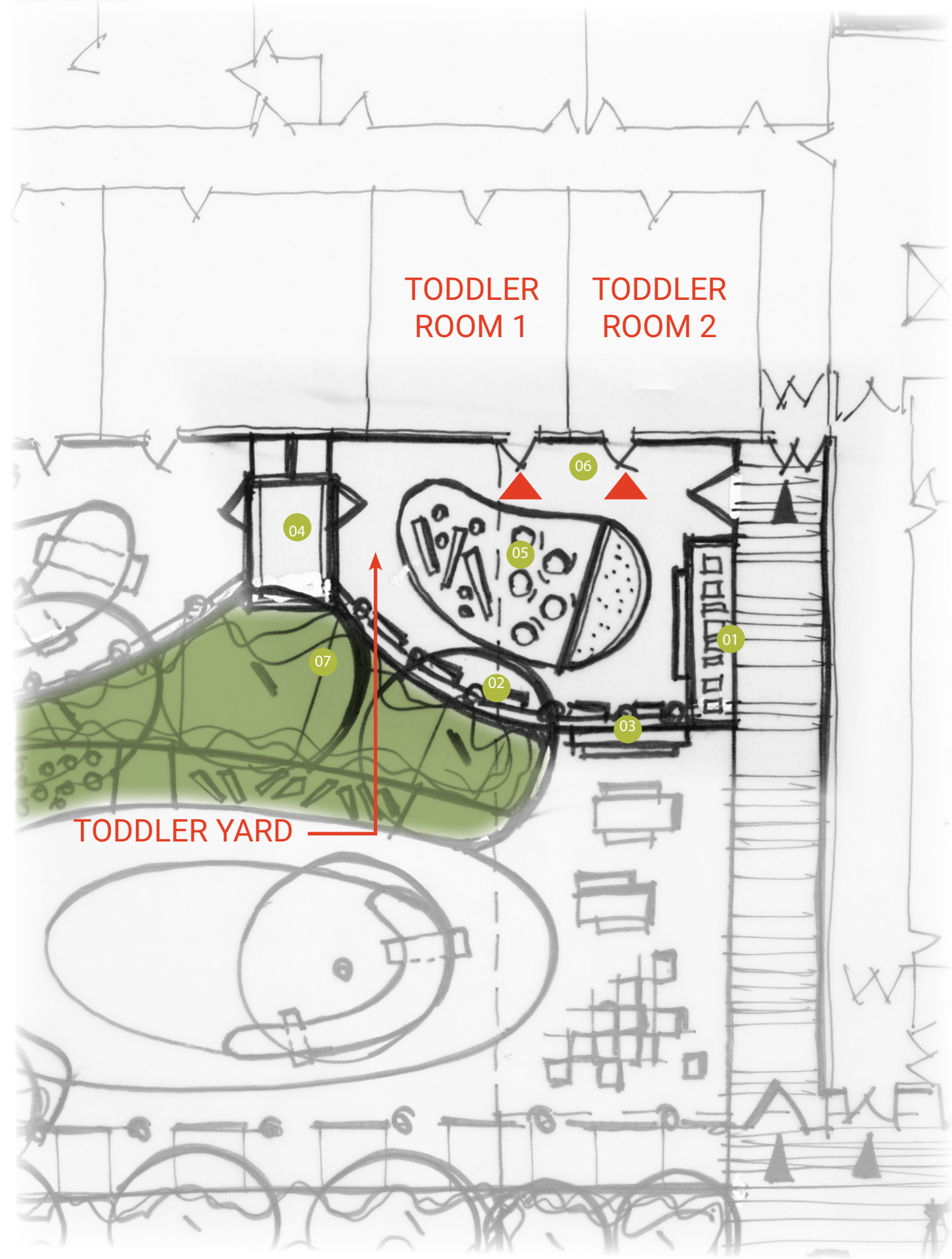




Cour 0-18 mois

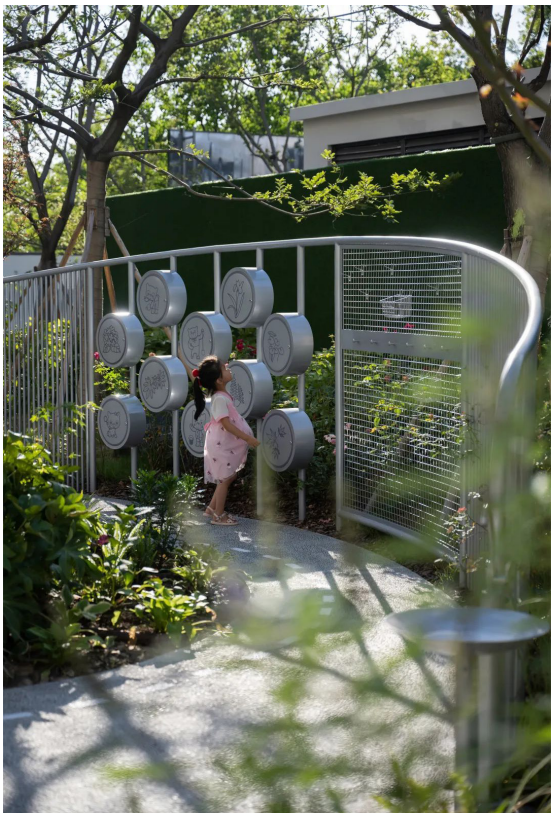
- 01 surface de caoutchouc
- 02 'pas' japonais
- 03 stationnement vélo

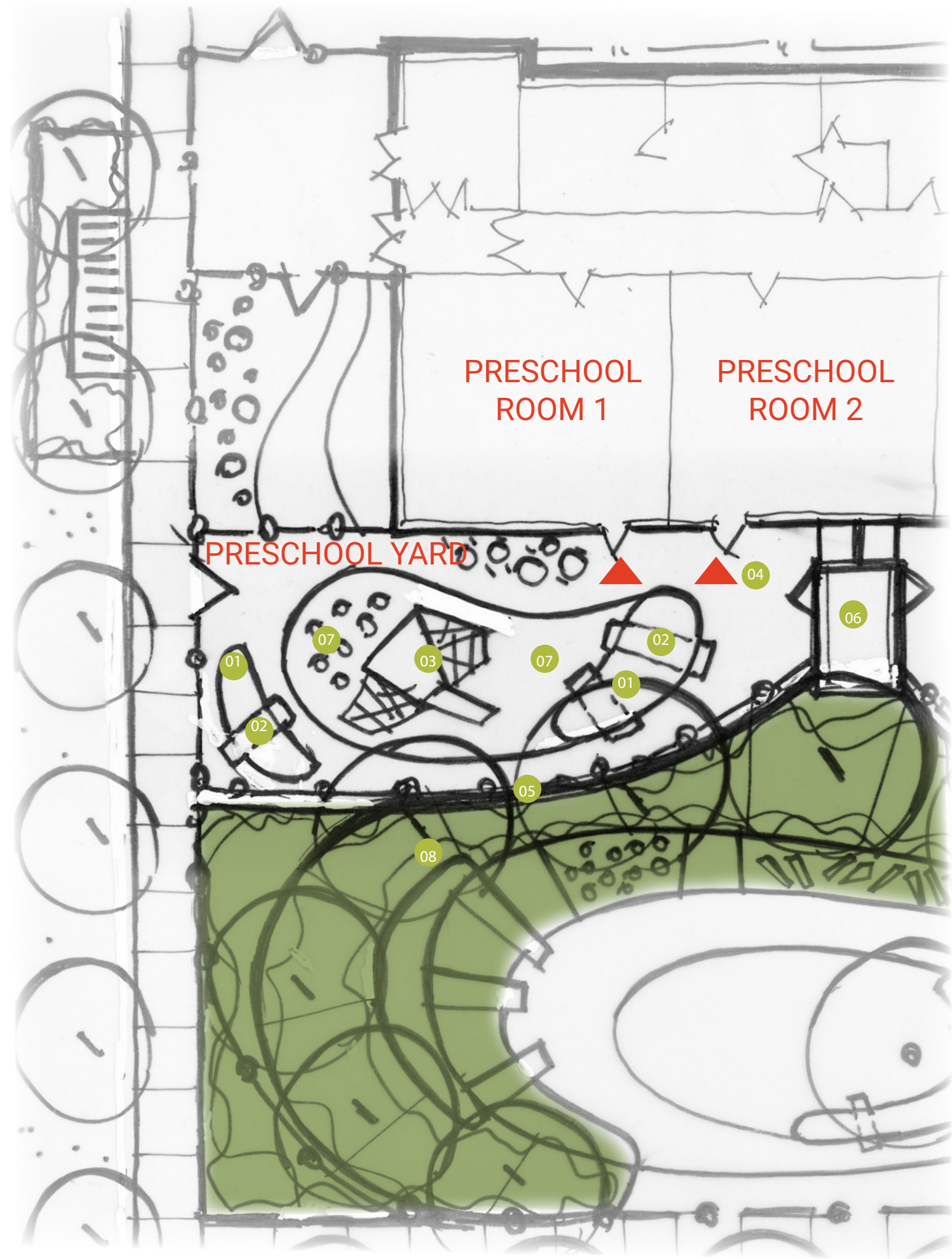




Cour 18-36 mois

- 01 stationnement poussette
- 02 clôture interactive
- 03 tableau
- 04 cabanon de rangement
- 05 bac à jeux
- 06 surface caoutchouc
- 07 butte 'verte'

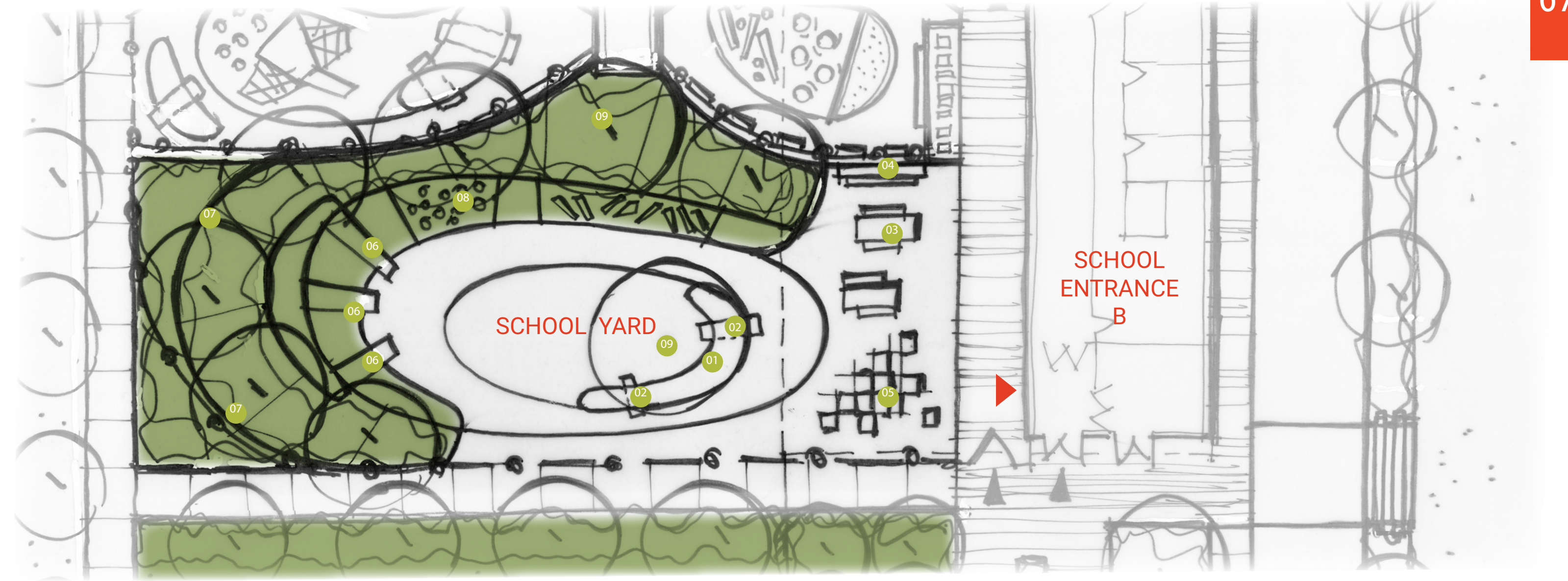




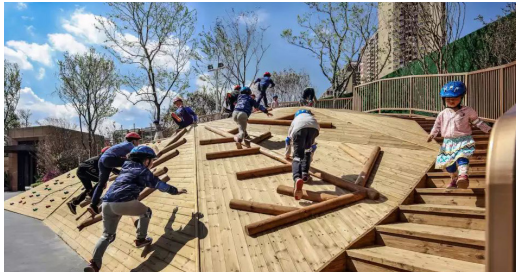
Cour 3-4 ans

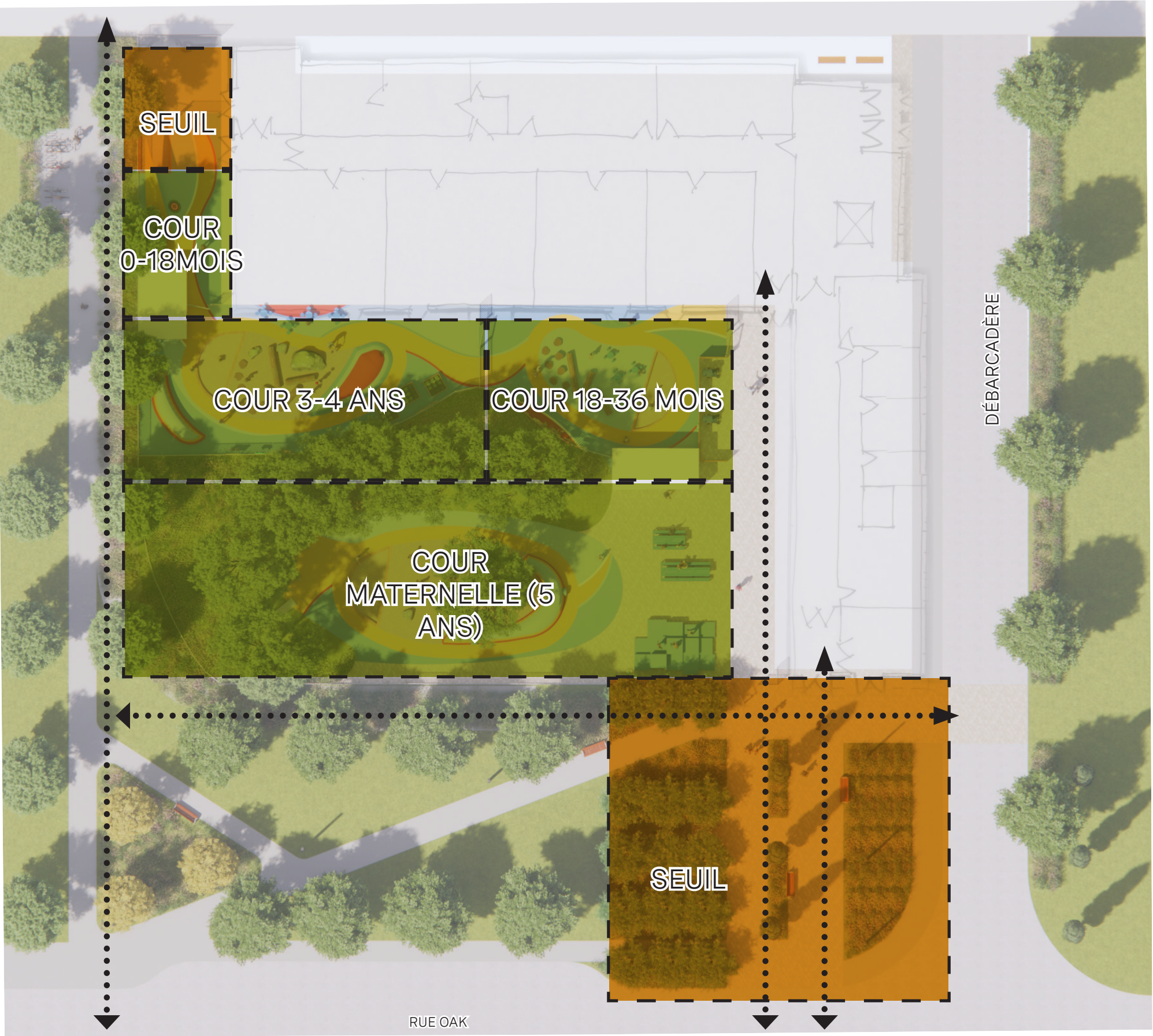
- 01 butte
- 02 tunnel
- 03 module de jeux
- 04 surface de caoutchouc
- 05 clôture interactive
- 06 cabanon
- 07 bac à jeux
- 08 butte 'verte'





- 01 butte
- 02 tunnel
- 03 tables (classe extérieure)
- 04 tableau
- 05 agora
- 06 glissade
- 07 butte 'verte'
- 08 escalade
- 09 arbre





Plan d'ensemble



Vue d'ensemble



Vue d'ensemble



Seuil



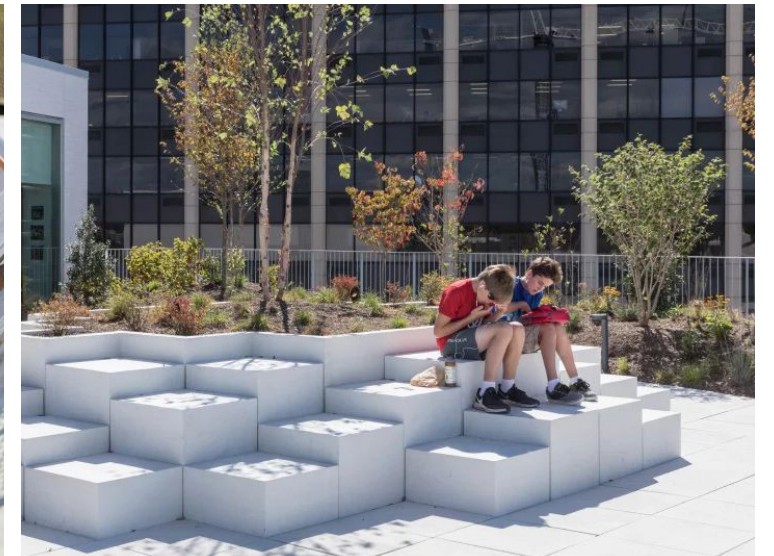
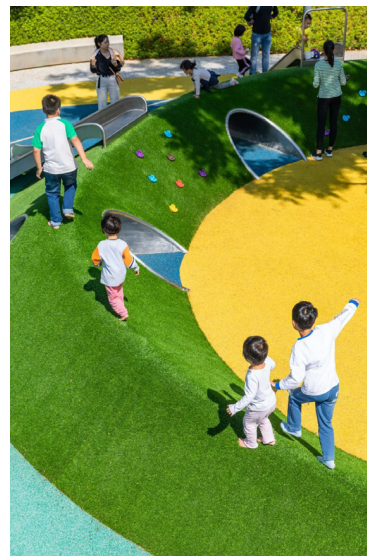




Plan d'ensemble - Cour maternelle (5ans)



- 01 butte
- 02 tunnel
- 03 tables (classe extérieure)
- 04 tableau
- 05 agora
- 06 glissade
- 07 butte 'verte'
- 08 escalade
- 09 arbre
- 10 Cabanon



Rendu - Cour maternelle (5ans)



Rendu - Cour maternelle (5ans)











- 01 surface de caoutchouc
- 02 'pas' japonais
- 03 stationnement vélo
- 04 bac à sable



THANK YOU



HOBIN
ARCHITECTURE

PROJECT STATS

GFA SUMMARY (sq.ft)

CITY OF OTTAWA

COMMUNITY ARTS HUB

CULTURAL FACTORY

CITY RECREATIONAL SPACE

TOTAL = 110,000 ft²

GREEN SPACE = 1 hectare

PUBLIC PARKING = 52,000 ft²/LEV

P1 LEVEL TOTAL = 140 spaces
= 140 spaces

SURFACE PUBLIC PARKING = Existing (Plant Bath)

CEPEO SCHOOL = 51,678 ft²

DAYCARE 1,200sq.ft (X3) = 7,395 ft²

TOTAL = 59,073 ft²

RESIDENTIAL DEVELOPMENT

TOWER A
25 FLOORS
(750/UNIT) = 205,800 ft²
= 236 units

TOWER B
20 FLOORS
(750/UNIT) = 167,258 ft²
= 181 units

TOWER C
9 FLOORS
(750/UNIT) = 88,653 ft²
= 98 units

TOWER D
9 FLOORS
(750/UNIT) = 82,097 ft²
= 93 units

RESIDENTIAL PARKING = TBD

* Parking rates as per zoning by-law requirements



Appendix 2 – UDRP Recommendations

930 & 1010 Somerset Street West | Formal Review | Official Plan & Zoning By-Law Application | City of Ottawa, Hobin Architecture and Projet Paysage

Panel Members in Attendance: David Leinster | James Parakh | Heather Rolleston | Nigel Tai | Alex Taranu | Emmanuelle van Rutten | Colin Berman | Philip Evans |



Key Recommendations

- The Panel support this beautiful proposal and expresses strong appreciation for the concept of a public realm fabric that ties the village together.
- The Panel acknowledges the complexity of the site and appreciates how the team has capitalized on these complexities—particularly the grading—to create a dynamic relationship between the development and Somerset Street, both at grade and below grade.
- The Panel highlights the value of the proposal's deliberate effort to connect neighborhoods and enhance integration with the surrounding street network.
- The Panel supports the urban school model and integration of playgrounds, describing it as precedent-setting not only in Ottawa but from a Canadian perspective.
- The Panel raised concerns regarding the school entrance, bus drop-off, and vehicular integration, and encouraged the design team to continue exploring solutions.
 - A suggestion was made to consider placing school buses further away from the school to allow for a short walk, referencing traditional school arrival experiences that could benefit the morning routine and enhance the public realm.

- The Panel encourages further exploration of accessibility, particularly within the residential neighborhood, given the grade changes across the site.
- The Panel has concerns with the application of a two-storey podium expression along the entire Somerset frontage and suggests additional study of the podium heights.
 - The Panel recommends evaluating where podiums might be elevated and where gaps could be closed in to reinforce the Somerset Street edge.
 - The Panel appreciates the variety of terracing approaches along the residential components.
- The Panel suggests simplifying the materiality across the project to support cohesion and clarity in design.

Site Design & Public Realm

- The Panel supports the concept of porosity but is concerned that the porosity may resemble too much of a tower in the park proposal when viewed along Somerset Street. Understanding the importance of how the open spaces will be used and animated over time.
- The Panel encourages a more detailed examination of the transition at the Somerset bridge, emphasizing its importance as an urban interface or gateway feature and calling for unique design responses.
- The Panel highlights the importance of well-designed pedestrian connections and outdoor rooms framed by buildings, especially between the recreation centre, future school, and parks.
- The Panel encourages enhancements to the street character, particularly Street A, to foster a coherent walking and public realm network.
- The Panel has concerns with having the school surrounded by roads on three sides and recommends considering future phasing options that improve school connectivity and reduce vehicular adjacency for children safety.
- The Panel supports a thoughtful approach to border conditions and stresses the need for safe and seamless connections between the school, adjacent streets, and the park.
- The Panel suggests exploring opportunities to create vibrant, stronger animated edges, particularly at locations that will experience high pedestrian flows during events or peak school times.

Sustainability

- The Panel underscores that sustainability in this context extends beyond energy and materials to include stormwater management, grading, and landscape integration.
- The Panel suggests using stormwater as a visible, integrated design asset—potentially as a feature or organizing element of the public realm.
- The Panel encourages an overall sustainability framework that includes biodiversity, indigenous placemaking, and microclimate considerations, beginning at this early Master Plan stage.
- The Panel emphasizes that these sustainable strategies should be embedded in the site infrastructure and landscape now, so that they may inform and guide future development partners and phases.

Built Form & Architecture

- The Panel appreciates the urban school typology and its potential to deliver a compact, multi-level educational facility, but recommends refining the school's architectural expression to reflect its identity more clearly.
- The Panel suggests reconsidering the neutral architectural language of the school, proposing a more playful and colourful palette that distinguishes it from adjacent residential towers.
- The Panel recommends reconsidering building massing, particularly the spacing between towers, and exploring alternate forms such as extending the podiums to minimize the apertures between towers along Somerset Street.
- The Panel encourages taking advantage of the base building and podiums to enhance architectural presence and support functional uses such as underpass integration and tunnel connections.
- The Panel emphasizes the need to ensure the interface between buildings and grade contributes to a safe, well-lit, and inviting public realm, especially in relation to the proposed underpass.
- The Panel recommends using articulation, and materiality to reinforce identity and avoid the monotony of an overly neutral palette, especially for key civic components, like the school.