



## WESTURBAN DEVELOPMENTS LTD.

111-2036 South Island Hwy, Campbell River, BC V9W 2C8  
Phone: (250)-914-8485  
Fax: (250) 914-8490

August 11, 2020

Planning Department  
Town of View Royal  
45 View Royal Avenue  
Victoria, BC, V9B 1A6

Dear Mayor and Members of Council,

### **Re: Rezoning Application for 9 Erskine Lane**

The enclosed rezoning application is being submitted by WestUrban Developments Ltd. in order to amend the zoning on the property located at 9 Erskine Lane from Rural (A-1) to a Comprehensive Development (CD) zone and to permit the development of multi-unit, purpose-built rental apartment buildings.

WestUrban Development is committed to building what is shown in our rezoning application. To demonstrate this commitment, on August 10, 2020 we offered to submit our Development Permit (DP) application at the same time as our rezoning application so both could be reviewed concurrently. View Royal staff suggested we wait until we are able to present this new rezoning application to Council's Committee of the Whole before submitting our DP application. Once there is general agreement to proceed to first and second reading, then we will be able to submit our DP application package.

This is a new application for 9 Erskine Lane with significant changes to our original proposal that we believe are in alignment with feedback we received from Council and the public. WestUrban Developments is pleased to submit this application as we believe we have addressed all the concerns that were raised with our previous application. Please see below to understand the significant changes in this new application submission.

#### **New Development Proposal:**

WestUrban Developments Ltd. started fresh on a new application following Council's July 21 meeting where our previous application did not move forward. We have been hard at work revising and significantly changing our proposal for 9 Erskine Lane to better align with Council's feedback, public sentiment, and the goals, objectives and policies of the Official Community Plan. Significant changes to the development proposal are captured in the following table.

<b>9 ERSKINE LANE PROPOSAL CHANGES</b>		
<b>Topic/Issue</b>	<b>Original Submission</b>	<b>New Submission</b>
Urban Forest & Tree Retention	The parking lots and surface parking in the original submission covered 65% and 67% of the land for Lot A and Lot B respectively. The adjoining underground parkades not only meant	The new underground parking lots will be 2-storeys and have been placed under the proposed building footprints. With the remaining access ramps and limited surface parking, the lot coverage is now

	the existing trees would need to be removed, but replanting of trees would not be possible due to the man-made structure underneath.	only 44% for Lot A and 34% for Lot B. This additional space will allow for 40% of the urban forest to be untouched. Also, we will replant over 250 trees.
Parking Locations	The original development included two-1 level parking lots of underground parking that connected the two buildings on Lot A and Lot B.	The new development includes 4-2 level parking lots for the proposed buildings; two on Lot A and two on Lot B. The lots are located under the building to maximize the amount of undisturbed land onsite.
Building Height & Lot Coverage	The original submission proposed two 5-storey buildings and two 6-storey buildings. These buildings covered only 30% and 22% of the lot (the building footprint).	The new submission proposes four 5-storey buildings. These buildings still cover only 30% and 22% of the lot (the building footprint). The reduced height will allow the buildings on lot B to transition to the neighboring development on 7 Erskine Lane.
Density	The original submission included a total of 372 units on Lot A and B.	Since we are reducing the height of the buildings on Lot B, the number of units will be reduced by 36 (for a total of 336). This reduction in units will help to reduce traffic impacts and height. Proceeding with this development will help to address a significant need for rental units in View Royal, as detailed in the Housing Needs Assessment Report and Housing Capacity Assessment Report from July 2020.
Building Locations	The two lots had building placement where one building was parallel to the CRD right of way and the other building was parallel to the parcel exterior boundary.	The proposed submission shifts the building on Lot A to have the buildings for an 'L'. This not only makes the site access more efficient, but allows for more trees to be conserved. The building on Lot B, parallel to the 7 Erskine lot, has been shifted closer to the other proposed building on Lot B. This not only increases the site access efficiency, but also provides more setback area and privacy for the 7 Erskine Lane development. This also allows more trees in this area to be maintained.
Landscaping & Site Amenities	We had included extensive landscaping and adventure trails.	We will still provide extensive landscaping, outside of the natural urban forest areas. We have also included a play

		structure that can be used for residents. If View Royal would prefer this structure to be accessible to the public, we can donate the structure and it could be installed on Game Road, which is a nearby town owned lot.
Infrastructure Upgrades	We had planned to build the sidewalk along Erskine Lane, dedicate the land to widen Erskine Lane and construct or pay for the required intersection upgrades along Watkiss Way.	We now propose to build the sidewalks along both Erskine Lane and Watkiss Way, dedicate the land to widen Erskine Lane, build the bus pad/stop, and construct the roundabout/traffic circle at Watkiss Way/Erskine Lane.
Building Amenities	WestUrban originally proposed EV charging stations, a 10 -year rental covenant with the municipality, shared bikes and a diverse rental unit mix – Studios, 1-bedrooms, 2-bedrooms and 3-bedrooms.	We now propose full pre-wiring for EV charging stations, a 20-year rental covenant with the municipality, shared bikes, 4 carshare cars (1 per building), and a diverse rental unit mix – studio, 1-bedrooms, 2-bedrooms and 3-bedrooms.

**Compliance with the Official Community Plan:**

The subject property is currently designated “Mixed Residential (M-R)”, supporting for up to four storeys and a Floor Space Ratio (FSR) of 1.6. Further, the subject property is located within “Neighbourhood Centre” area of the Hospital Neighbourhood that supports higher density housing that benefits from and supports the Victoria General Hospital. The OCP supports the development of higher density housing types and encourages the development of rental accommodation with emphasis on projects that support a variety of key goals, objectives and policies. Below is a table summarizing how WestUrban Developments has addressed various policies in the OCP through our new proposal.

<b>COMPLIANCE WITH THE OFFICIAL COMMUNITY PLAN</b>		
<b>Policy Area</b>	<b>Policy</b>	<b>How Proposal Addresses</b>
<b>LAND USE AND URBAN DESIGN</b>	<i>Policy LU1.1 Neighbourhood Centres:</i> Create a network of neighbourhood-serving, mixed-use centres. Encourage the majority of new and infill residential and commercial growth into these areas to create compact, walkable and cycling-friendly activity hubs.	The proposed development is located within the Hospital Neighbourhood Centre.
	<i>Policy LU1.2 Connected Centres:</i> Ensure each neighbourhood centre is served and connected to the surrounding area by a range of transportation choices including transit, and bike and pedestrian pathways. Similarly, ensure that residential densities at neighbourhood centres increase the viability of transit, bike and pedestrian travel modes.	The 336 residential units proposed for the subject site significantly increases the viability of transit, bike and pedestrian travel modes.

	<p><i>Policy LU1.4 Diversity of Forms and Uses:</i> Support a variety of residential forms and uses to encourage socio-economic diversity, and provide for the diverse needs of youth, families and an aging population.</p>	<p>The proposal is for purpose-built rental housing in a variety of types including studio, 1-, 2- and 3-bedroom units that appeals to diverse demographics.</p>
	<p><i>Policy LU4.2 Support Walking, Cycling and Transit:</i> Encourage higher density at neighbourhood centres and along major transit corridors to promote walkability, cycling and transit use. Support higher residential density, commercial intensity and reduced parking requirements in areas well served by transit.</p>	<p>The proposal is a higher density purpose-built rental development adjacent to transit, provides walking and cycling and proposes to reduce parking.</p>
	<p><i>Policy LU4.4 High-quality Development:</i> Promote high-quality design, planning, construction and maintenance of private development projects.</p>	<p>WestUrban Developments builds high-quality, well designed buildings with attention to detail.</p>
	<p><i>Policy LU4.13 Sustainable Structures and Buildings:</i> Encourage the design and construction of sustainable and environmentally responsible structures and buildings that reduce demand for services, create less waste, make efficient use of resources and create healthier living environments.</p>	<p>WestUrban constructs all buildings to a minimum of a Step 2 standard under the current Step Code.</p>
	<p><i>Policy LU11.2 Hospital Neighbourhood Centre:</i> Explore possibilities for developing a transit-oriented Hospital Neighbourhood Centre on the land immediately west of the Victoria General Hospital and abutting the planned regional rapid transit stop. Development in the Hospital Neighbourhood Centre should be carefully reviewed to consider the following:</p> <ul style="list-style-type: none"> <li>▪ Uses and development forms that benefit from and support the Victoria General Hospital.</li> <li>▪ Appropriate land uses and densities for supporting transit use.</li> <li>▪ Location and design of parking facilities to minimize surface parking and promote a safe and enjoyable pedestrian environment.</li> </ul>	<p>The proposal is to create a higher-density rental development within the Hospital Neighbourhood Centre that will benefit the Victoria General Hospital and the greater community. The proposed densities and rental occupant demographics support transit use. The compact development form also respects the current urban forest on the property and maximizing the retention of trees. All parking is proposed to be under the buildings on the site to minimize site disturbance and retain the maximum number of trees possible. The remaining trees will foster a sense of place for local</p>

		residents through its distinct natural feel.
<b>ENVIRONMENT, ENERGY AND CLIMATE CHANGE</b>	<i>Policy NE1.6 Native Trees and Vegetation:</i> Encourage the protection of native trees and vegetation in natural and developed areas.	The site has been redesigned to move parking under the proposed buildings to maximize the retention of native trees and vegetation on the subject site.
	<i>Policy NE1.7 Urban Forest:</i> Maintain a healthy urban forest by encouraging the retention of trees and ecological features, promoting tree coverage expansion and enhancing wildlife biodiversity.	The site will retain a significant proportion of the urban forest through redesigning the proposed development. This will enhance wildlife diversity.
	<i>Policy NE4.6 Climate Change Impacts:</i> Consider the impacts of climate change as a key determinant in community planning and land use management decisions. Consider if mitigation has been adequately addressed in subdivision and development proposals, and if further measures are required.	By redesigning the site, the proposed development will help mitigate the impacts of climate changes by maintaining a significant portion of the urban forest onsite.
<b>TRANSPORTATION AND MOBILITY</b>	<i>Policy TR1.2 Pedestrian Improvements:</i> Enhance pedestrian access and movement through the development of a system of sidewalks, multi-use trails and pedestrian paths integrated with public transit in all areas.	We are proposing to build the sidewalks along both Erskine Lane and Watkiss Way to enhance pedestrian access along the perimeter of the site. We are also proposing to build an accessible pathway onsite to enhance pedestrian access.
	<i>Policy TR1.3 Cycling Infrastructure:</i> Promote cycling for commuting, personal transport and recreation purposes through improvements to infrastructure and facilities. The inclusion of bicycle parking areas and facilities shall be encouraged at multi-family residential development sites.	Providing shared bikes and secured bike storage for future resident to promote cycling and a healthy lifestyle.
	<i>Policy TR1.4 Transit Services:</i> Promote transit use as a viable alternative to car travel.	Providing all future residents with free bus passes for 1-year to promote the use of transit. A bus stop is located on Watkiss adjacent to the site.
	<i>Policy TR1.8 Transportation Demand Management:</i> Encourage Transportation Demand Management (TDM) measures for new developments. TDM plans and strategies should include education, incentives and disincentives, and travel options to support	The proposed development is integrating a variety of TDM measures including shared bicycles, secure bicycle parking, carpooling, carshare and providing residents with a

	walking, cycling, ridesharing and transit, and reduce single occupancy vehicle trips and private car ownership. Consider decreasing parking requirements for development proposals that incorporate site-specific TDM strategies and that can demonstrate a decrease in the demand for car travel and an increase in the use of other travel options.	free transit pass for a year. The site is also located within walking distance to a major employer and neighborhood commercial center.
	<i>Policy TR3.1 Transportation Master Plan:</i> Support the safe and efficient movement of vehicles, cyclists and pedestrians throughout View Royal in accordance with the priorities and strategies established in the Transportation Master Plan.	We are proposing to construct the roundabout/traffic circle at Watkiss Way and Erskine Lane to enhance vehicle and pedestrian movement. The sidewalks along Watkiss Way and Erskine Lane will also be constructed and the road along Erskine Lane will be widened to ensure safe traffic flow.
	<i>Policy TR3.6 Traffic Calming:</i> Incorporate traffic calming techniques and controls in road design to ensure safe and non-congested roadways, while facilitating ease of movement for pedestrians, vehicles and bicycles.	
	<i>Policy TR3.11 Encourage Environmentally Friendly Transportation:</i> Support more environmentally friendly vehicular alternatives to single occupancy vehicles and private car ownership. This includes encouraging vanpooling, carpooling and ridesharing; car co-ops; and high efficiency or clean energy vehicles.	Purchasing 4 vehicles (1 per building) for car share to promote non-vehicle ownership and reduce vehicle trips.
	<i>Policy TR3.12 Electric Vehicle Infrastructure:</i> Encourage new developments to install infrastructure that will serve plug-in electric or hybrid vehicles.	Installing full pre-wiring for all parking spaces and 5 spaces per building for electric charging stations to promote alternative fuel use.
<b>HOUSING</b>	<i>Policy HS1.1 Range of Housing Types:</i> Ensure the policies of this Plan and the regulations of the Zoning Bylaw support a range of housing, including apartments, and other typologies that meet the housing needs of current and future residents.	The rental vacancy rate is currently below 1%. The proposed development offers a variety of unit types in four, purpose-built, rental buildings that will help serve the needs of current and future residents.
	<i>Policy HS1.7 Multi-Unit Housing:</i> Support the development of multi-unit market housing in conjunction with the provision of public amenities and park space in appropriate locations.	WestUrban is proposing to integrate a playground into this multi-unit rental development to meet the needs of future residents. Extensive landscaping with community gardens, open spaces, nature trail and a

		healing garden will be provided.
	<i>Policy HS1.10 Affordability Through Design:</i> Promote “affordability through design” by encouraging housing forms that are less expensive to build and maintain such as apartments.	The proposed development seeks to maximize the construction of high-quality rental buildings in an apartment form.

**Zoning Considerations:**

The development application proposes a zoning amendment to a Comprehensive Development (CD) zone. A CD zone would be ideal as the site is quite large and the proposed development contains unique elements that do not fit under any existing zone. A CD zone would also provide more definition and certainty around what will ultimately be developed on the subject site. The site has been designed in a way to minimize the building and parking area impacts on the existing urban forest. To accomplish this, the thought is to increase the height of the buildings to 5 storeys (15 m) in order to reduce the building footprint. The parking will also be placed under the buildings’ footprints to protect and retain the maximum number of mature trees on the site and around the perimeter. The other thought is to slightly reduce the parking requirements on the site to minimize the impact on the trees and to help encourage alternative modes of transportation such as walking cycling, transit and car share. This slight reduction in parking is supported by OCP policies (Policy LU4.2, Policy TR1.8), by lower average car ownership by typical renter demographics, and by the access to transit (Watkiss Way bus stop), and shopping and employment in proximity to the subject site. The buildings will be setback from the road to preserve the mature vegetation along the road. The vegetation will also provide screening for the proposed buildings from the road. The full summary of the unit types is provided on Sheet PR2 (Schematic Plan).

**Development Permit Design Considerations:**

Even though we are not submitting a Development Permit application at this time, WestUrban wanted to show how the proposed development meets all of the design guidelines of the Mixed Residential Development Permit Area of the Official Community Plan as shown in Attachment 1. The proposal addresses all of the elements – Design Character; Public & Pedestrian Realm; Siting, Design and Massing; Parking, Access and Circulation; Lighting; Safety; Other – in significant ways to ensure the development is successful. The buildings are proposed to sit on top of the underground parkade to minimize site disturbance and retain the maximum number of trees. This will contribute to the community-wide urban forest and will result with the development situated in a park-like setting. WestUrban also recognizes the prominence of the site and has adjusted the location of the buildings onsite to ensure there is visual interest within the site and to the buildings. Further, WestUrban builds high-quality, well-designed buildings that are sensitive to the local context and integrates a “West Coast” architectural style and feel.

**Benefits of the Proposal:**

WestUrban Developments has done extensive background research related to this development proposal. The following are significant benefits for the Town of View Royal:

- We propose to install sidewalks along the Erskine Lane and Watkiss Way development frontage

- Widening of Erskine Lane through a land dedication
- Building a roundabout or traffic circle at Watkiss/Erskine
- Providing approximately 90% of the parking under the proposed buildings
- Payment of nearly \$1.2 M to be used for community amenities
- Increased property tax through developing underutilized land to a higher density residential development
- Serving as the transition between single family homes and moving to higher density development within the Hospital Neighbourhood Centre
- Helping to accommodate population growth and meeting the housing need in the area
- Providing a variety of high-quality units that will allow for people of different ages and income levels
- Utilizing existing infrastructure more efficiently and therefore minimizing operating cost impacts
- Providing a 20-year purpose built rental development by placing a rental covenant on title
- If desired by the Town, providing up to 10% of affordable rental units as define by BC Housing through the HousingHub
- We have provided children’s play equipment onsite, but if desired by the Town, this could be move to another location (along Game Road) to be accessible by the public.

**Amenities:**

In reviewing the City’s Amenity policy, it a would appear that the proposed project will be required to provide 50% lift in value of the land after zoning is approved versus paying a per unit rate. Given that the project is proposing 100% purpose-built rental, WestUrban Developments Ltd. respectfully request that the City require the lesser value of the two methods of calculating the amenity contribution. This will assist in keeping the project viable.

The following building amenities being offered will include:

- EV charging stations;
- Bike share
- 4 car share vehicles (1 per building)
- 20 -year rental covenant with the municipality; and
- Diverse rental unit mix – studio, 1-bedrooms, 2-bedrooms and 3-bedrooms.

**Application Package:**

The following information has been included and form the development application submission:

1. Application fee;
2. Application with owner authorization;
3. Project Sustainability Checklist;
4. Architectural Plan;
5. Landscape Plan;
6. Topographic plan;
7. Servicing Overview;
8. Environmental Overview;
9. Geotechnical Report;
10. Phase 1 assessment;



11. Traffic Impact Assessment;
12. Tree Inventory Report;
13. Riparian Area Environmental Opinion Letter.

Please do not hesitate to call me or the Development Manager, Cameron Salisbury, at 250-914-8485 should you have any questions or concerns.

Thank you,  
**WESTURBAN DEVELOPMENTS LTD.**

A handwritten signature in black ink, appearing to read 'SA', with a stylized flourish at the end.

Sarah Alexander, P.Eng., MBA  
Director of Development

## ATTACHMENT 1 – DEVELOPMENT PERMIT AREA: MIXED RESIDENTIAL

<i>GUIDELINES – DESIGN CHARACTER</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>
i. Residential buildings should address the public realm and contribute to a positive pedestrian-friendly streetscape.	As the topography of and tree retention on the site will not allow for buildings to be oriented toward the street, the proposed landscaping and sidewalks along Watkiss Way and Erskine Lane will contribute in a positive manner.	
ii. The exterior design and finish of new developments should be compatible with, and complementary to, existing housing in the neighbourhood.	The design and finish of the proposed buildings is high-quality and compatible with the existing neighbourhood through the use of complementary colours and materials.	
iii. Buildings should express a unified architectural concept that expresses both variation and consistency.	The building design and concept mixes variation and consistency to create visual interest.	
iv. Materials should be durable and of high quality, reflecting the natural surroundings of View Royal and a “West Coast” design character, and bring in elements of wood, stone and a natural colour palette. Natural materials are preferred.	The development proposes to use materials and a natural colour palette consistent with a “West Coast” design character.	
v. Building design should promote “eyes on the street” for natural surveillance of the public realm through the provision of entrances, windows, patios, balconies, porches and decks facing public streets and spaces.	Building A faces Watkiss Way to provide natural surveillance through windows, balconies, etc.	
vi. Direct access to private outdoor space, some of it covered, should be provided for all units.	Private balconies/patios will be provided for all units.	
vii. Ground floor units in townhouses and multi-unit buildings should have individual front doors that are directly accessible and visible from the street. Ground floor units may be raised up to 0.6 metres (two feet) above grade to provide privacy for dwelling units.	The buildings are not located close to the streets and the topography does not allow for this. Building entrances will be shared for safety and convenience purposes.	
viii. All facades of residential buildings should be well designed, with consistent use of materials, windows, articulation and roof treatments. On corners and at intersections, both public frontages should present a consistent and visually appealing design.	All facades are well designed with consistent use of materials, windows, articulation of roof treatments.	
ix. Residential entrances should be visible from the street and emphasized with architectural detailing, glazing, colour or other defining features. Weather protection should be	Entrances are enhanced with an architecturally significant sloped canopy to identify their location.	

incorporated into the entrances of multi-unit buildings.		
x. Garage doors should not dominate the front elevation	There are no garage doors on the elevations.	
<i>GUIDELINES – PUBLIC AND PEDESTRIAN REALM</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>
i. Streetscape design should incorporate treatments that enhance the pedestrian experience and create a sense of local identity.	The proposed development will construct new, pedestrian friendly sidewalks along Watkiss Way and Erskine Lane.	
ii. Streetscape should incorporate a continuous planting of irrigated deciduous street trees on both sides of the street where possible.	Existing trees will be retained along the perimeter of the subject property.	
iii. Where possible, corner and bus bulges should be incorporated into the streetscape design to enhance pedestrian crossings and provide space for landscaping and seating;	We are proposing to pay for the upgrades to the intersection of Watkiss Way and Erskine Lane. Design details pending.	
iv. Site and building design should incorporate the basic principles of Crime Prevention Through Environmental Design (CPTED).	The design and layout of the proposed development incorporates elements of natural surveillance, access control, territorial reinforcement and maintenance.	
<i>GUIDELINES – SITING, HEIGHT AND MASSING</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>
i. Site design should respond to the topography and specific conditions of the site, and retain/work with existing grades and natural features such as rock outcroppings, mature trees and sensitive ecosystems such as Garry Oak meadow, riparian areas and shorelines.	The proposal works with the existing site constraints including the topography and natural vegetation. Building footprints have been minimized to retain mature trees onsite.	
ii. Residential development should be oriented towards the street, except where natural features (slopes, rocks, vegetation) prevent this configuration.	Natural features (topography, rock) prevent with the exception of the building along Watkiss Way.	
iii. Massing and siting of infill housing shall respect established neighbourhood patterns, including setbacks.	N/A	
iv. Create visual interest by providing variations in height, rooflines, massing.	Rooflines and massing are varied to create visual interest.	
v. Attempt to maintain important public views to natural areas and scenic vistas through careful siting, building design and landscaping.	Buildings are sited to retain significant natural vegetation onsite.	
vi. Building siting and placement of balconies, decks and windows should limit overlook and shadowing impacts on neighbours.	Building placement and retention of mature trees limits overlook and shadowing.	
vii. Buildings over two-storeys should utilize setbacks and/or terracing above the second level to reduce massing impacts on the street and surrounding neighbours, preserve view corridors and provide visual interest.	The buildings are setback to minimize massing impacts on the street and neighbours.	

<i>GUIDELINES – LANDSCAPING</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>
i. Retain mature trees and, wherever possible, established vegetation, especially around natural features (e.g. creeks, ponds, slopes and rocky outcroppings) for visual interest and to limit disruption of natural systems.	Site was designed to maximize the retention of trees.	
ii. Utilize native species wherever possible in site landscaping. Invasive or nuisance species (e.g. English Ivy, Broom) should not be used. Plants should be chosen for seasonal interest and compatibility with the local climate. Large expanses of lawn are not encouraged.	The landscaping will include significant retention of native trees and use of native species in new landscaping.	
iii. Space for private or communal gardening and the use of native plants, edible plants, berry bushes and fruit trees in landscaping is encouraged.	Retention of existing trees minimizes other areas of new landscaping.	
iv. Use a combination of soft and hard landscape elements to create functional and visually appealing private and semi-private outdoor space.	Soft and hard landscaping elements are used within the site design.	
v. Define the transition from public to private space with hard and/or soft landscape elements such as low hedging, low solid or a combination of permeable/transparent fencing (such as wrought iron above a solid base).	Hedging and walkways are used to define transitions between public and private space.	
vi. Landscaping of townhouse and apartment developments should contribute to a pedestrian-friendly streetscape, by providing street trees and other plantings to soften building edges, provide visual interest and establish a sense of pedestrian enclosure.	Large, mature trees are being retained along the edges of the site to contribute to a pedestrian-friendly streetscape.	
vii. Low-rise apartment should consider the inclusion of common gathering areas with age-appropriate features, and sited in such a way as to maximize exposure to sunlight.	Building locations considered common outdoor gathering spaces in sunlit areas.	
viii. Landscape design strategies should be incorporated that minimize stormwater runoff, and promotes the natural infiltration and cleaning of runoff.	Retention of the majority of the urban forest onsite and minimizing the building footprints has increased natural infiltration.	
ix. Landscaping should incorporate an automatic irrigation system.	An automatic irrigation system will be installed onsite.	
x. All landscaping work and plant material shall conform to the most recent edition of the British Columbia Landscape Standard published by the British Columbia Society of Landscape Architects.	Complies.	
<i>GUIDELINES – PARKING, ACCESS AND CIRCULATION</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>
i. Residential parking for townhouse and low-rise apartments should be located underground	90% of the parking will be located under the buildings.	

wherever possible. Residential surface parking shall be limited to detached and semi-detached dwellings.		
ii. Residential surface parking should incorporate permeable features such as pavers, pervious asphalt or concrete or reinforced paving/grass to increase permeability. Gravel driveways or parking areas are not permitted.	90% of the parking will be located under the buildings minimizing impervious surfaces onsite.	
iii. The visual appeal surface parking areas should be enhanced with landscaping, screening and decorative materials.	Surface parking areas will incorporate landscape elements.	
iv. Shared driveways are encouraged, where appropriate, to reduce impervious surfaces, preserve existing vegetation, provide larger areas for landscaping and limit the number of driveways crossing public sidewalks.	All driveways are shared.	
v. Access to small lot residential lots should be through the lane, where a lane exists.	N/A	
vi. Driveways, pathways and entrances on low-rise apartment sites should be accessible to all residents and visitors.	Complies.	
vii. Sidewalks should be provided on public streets.	Sidewalks are being installed on Watkiss Way and Erskine Lane frontage.	
viii. In apartment developments, sheltered bicycle parking for visitors should be provided at an accessible location near the primary entrance and located so as to ensure passive surveillance.	Sheltered bicycle parking is being provided.	
ix. Locate and screen off-site parking areas, garbage and recycling storage, vents, meters and transformers so as to minimize their visual impact on the public realm and neighbouring properties.	Refuse areas are screened.	
<i>GUIDELINES – LIGHTING</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>
i. Building and site lighting should be sufficient to ensure pedestrian and motorist safety.	Complies.	
ii. Outdoor lighting should be regulated to control the quantity, quality and direction of night lighting. Lighting fixtures that are “dark skies” friendly to limit light pollution at night are encouraged.	Complies.	
iii. Where pole-mounted lighting is necessary, light standard luminaries shall be no more than 40,000 lumens and mounted on poles no more than 5 metres high.	Complies.	
iv. Light fixtures should be consistent with the general design character of the building.	Complies.	
<i>GUIDELINES – SAFETY</i>	<i>HOW IT COMPLIES</i>	<i>HOW IT DOES NOT COMPLY</i>

<p>i. All developments should be designed for safety and security by incorporating Crime Prevention Through Environmental Design principles and guidelines with particular attention to passive surveillance, good site lines, appropriate lighting, clear definition of private, semi-private and public space, and appropriate access control measures.</p>	<p>The design and layout of the proposed development incorporates elements of natural surveillance, access control, territorial reinforcement and maintenance.</p>	
<p><i>GUIDELINES – OTHER</i></p>	<p><i>HOW IT COMPLIES</i></p>	<p><i>HOW IT DOES NOT COMPLY</i></p>
<p>i. Implementation of “adaptable design standards” in residential development is encouraged to accommodate individuals with mobility challenges, and to facilitate “aging in place”.</p>	<p>Development will meet all Building Code standards for individuals with mobility challenges.</p>	
<p>ii. Incorporation of Green Building strategies such as Leadership in Energy and Environmental Design (LEED®) or Built Green standards in the design and construction all buildings is highly encouraged.</p>	<p>Buildings meet a minimum Step Two of BCs Step Code.</p>	
<p>iii. Incorporation of resource and energy efficiency into the siting, design, construction and maintenance of buildings and structures is highly encouraged.</p>	<p>Buildings meet a minimum Step Two of BCs Step Code.</p>	
<p>iv. Where used, all signage should be architecturally compatible with the style, composition, materials, colours and details of the buildings, with no internal illumination, and method of installation hidden.</p>	<p>Complies.</p>	