

AGENDA ITEM NO: 7.11

MEETING DATE: June 20, 2023

**STAFF REPORT – COVER SHEET**

SUBJECT: Luteyn Architecture Ltd.  
Development Permit /  
45700 Spadina Avenue DATE: June 12, 2023

DEPARTMENT: Planning Department  
RZ001680, DVP01310 & DP001633 PREPARED BY: Stella Xiao / tr

**1. SUMMARY OF ISSUE:**

The applicant requests to amend the Official Community Plan designation of a portion of the subject property from “Residential 3 –Low Rise Apartment” to “Residential 3a (Density Bonus)” as per the Downtown Land Use and Development Plan, and rezone the property from an R2 (Urban Residential Transition) Zone to the R6 (Mid Rise Apartment) Zone to facilitate construction of an apartment building. Once the Bylaws have been to public hearing, staff recommend that Council give hold the application at 3<sup>rd</sup> Reading to register a restrictive covenant on title ensuring the apartment building be maintained as rental housing for a period of no less than 10 years.


A concurrent Development Variance Permit application has been submitted to vary Zoning Bylaw standards as detailed within the report.

As the property is within Development Permit Area No. 6 (Infill), a Development Permit for “form and character” is required and further described within the report.

**2. RECOMMENDATION:**


Recommendation that “Official Community Plan Bylaw Amendment Bylaw 2023, No. 5324”, which proposes to amend the designation of a portion of the property located at 45700 Spadina Avenue from the “Residential 3 – Low Rise Apartment” to “Residential 3a (Density Bonus)” as per the Downtown Land Use and Development Plan, be given first and second reading; and further, that a Public Hearing be called for July 4, 2023. (RZ001680)

Recommendation that “Zoning Bylaw Amendment Bylaw 2023, No. 5325”, which proposes to rezone property located at 45700 Spadina Avenue from an R2 (Urban Residential Transition) Zone to an R6 (Mid Rise Apartment) Zone, be given first and second reading; and further, that a Public Hearing be called for July 4, 2023. (RZ001680)

  
Gillian Villeneuve  
Director of Planning

**3. CHIEF ADMINISTRATIVE OFFICER'S RECOMMENDATION/COMMENTS:**

Supports recommendation.

  
Chris Crosman  
Chief Administrative Officer

**STAFF REPORT ON REZONING APPLICATION RZ001680, DEVELOPMENT VARIANCE PERMIT APPLICATION  
DVP01310 & DEVELOPMENT PERMIT APPLICATION DP001633**

PREPARED BY: Stella Xiao DATE: June 12, 2023

POSITION: Planner I DEPARTMENT: Planning Department

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**1. DEFINITION OF ISSUE:**

The applicant requests to amend the Official Community Plan designation of a portion of the subject property from “Residential 3 –Low Rise Apartment” to “Residential 3a (Density Bonus)” as per the Downtown Land Use and Development Plan, and rezone the property from an R2 (Urban Residential Transition) Zone to the R6 (Mid Rise Apartment) Zone to facilitate construction of an apartment building.

A concurrent Development Variance Permit application has been submitted to vary the following Zoning Bylaw standards:

- Reduce the setback requirement within the proposed R6 Zone for a parkade over 3m in height as follows:
  - Front lot line setback (Spadina Avenue) from 6m to 3m;
  - Interior side lot line setback from 6m to 0.2m on the east side and from 6m to 2.3m on the west side; and,
  - Rear lot line setback from 6m to 2.6m for the siting of posts supporting the parkade roof overhang at rear of the building.
- Increase the lot coverage for a parkade over 3m in height from 50% to 85%.
- Waive the requirement to provide an off-street loading space within the property.
- Waive the requirement that a common amenity space must be located a minimum of 5m away from any window serving a dwelling unit.
- Permit off-street parking spaces in association with a multi-unit development to be directly accessed from a highway (rear lane).
- Waive the requirement for a landscaping strip to be provided between off-street parking spaces and a public highway (rear lane).

As the property is within Development Permit Area No. 6 (Infill), a Development Permit for “form and character” is required. Once the Bylaws have been to public hearing, staff recommend that Council give hold the application at 3rd Reading to register a restrictive covenant on title ensuring the apartment building be maintained as rental housing for a period of no less than 10 years.

**2. PROPOSAL:**

The applicant requests to amend the designation of the subject properties and rezone the site to facilitate construction of an apartment development including the following key features:

- A 6-storey, 64-unit apartment building, including 48 small apartment units;
- A modern building design with a complementary colour scheme;

- Ample landscaping, including the provision of 33 trees (13 are required as per the Tree Management Bylaw); and,
- Sufficient off-street parking.

The final lot layout must comply with City Bylaws and include urban frontage improvements on Spadina Avenue including barrier curb, sidewalk full half-road construction and LED streetlighting, as well as full lane re-construction along the entire area adjacent to the property. The requirements of the Tree Management (Land Development) Bylaw and Floodplain Regulation Bylaw apply to the development.

### **3. OFFICIAL COMMUNITY PLAN AMENDMENT & REZONING:**

As outlined in the Downtown Land Use and Development Plan, the “Residential 3a (Density Bonus)” designation permits a residential density equivalent to that of “Residential 4 – Mid to High Rise Apartment” (i.e., 450 dwelling units per hectare) in exchange for the provision of a community amenity, such as affordable housing. The applicant requests to amend the OCP designation of a portion of the subject property to the “Residential 3a (Density Bonus)” designation and rezone the lot to the R6 Zone to facilitate construction of an apartment building. The remainder of the site (eastern portion) is currently within the “Residential 3a” designation and as such, the proposed OCP amendment will resolve the split designation within the property.

In order to take advantage of the density bonus provision of the “Residential 3a” designation, the applicant has agreed to provide affordable housing in the form of a purpose-built rental building. The rental nature of the development will be secured by both a housing agreement with BC Housing which has already been registered on title to secure all units of the building for rental use only within a 10-year period as well as a similar covenant with the City as a named party restricting tenure of the site to rental for 10 years. With the property located close to the downtown core, in proximity to transit, commercial services and recreational amenities, the increased density and building height permitted within the “Residential 3a (Density Bonus)” designation is considered appropriate in this location. Furthermore, the amendment would align the portion of the parcel currently designated “Residential 3 – Low Rise Apartment” to the existing designation of the remainder of the property.

As downtown continues revitalizing with new development and the City population continues to grow, the necessity for higher density developments stretching further from the centralized downtown core becomes crucial to ensure diverse and affordable housing options are available for current and future residents. As such, the proposed OCP amendment is considered to be in keeping with the overall vision and goals of the Downtown Land Use and Development Plan.

In addition to the above, the proposed rezoning to the R6 Zone will result in a 6-storey apartment complex with a similar massing and design to the existing apartment developments on the east, west, and south sides of the subject property along Spadina Avenue. As such, the proposal is in keeping with the redevelopment trend in the area and respects the overall character of the neighbourhood.

**4. DISCUSSION REGARDING VARIANCES:**

Overall, the proposed development is a high-quality addition to the area. The design of the building and site is visually appealing and will be architecturally consistent with the existing residential developments within the surrounding area. A discussion in relation to the proposed variances is provided below.

Setbacks

The applicant requests to reduce the setbacks for the parkade on all sides as well as for the front entryway as shown on the site plan below. Please note, the majority of the parkade wall has a height of approximately 3.4m with sections of the wall projecting to 4.4m as highlighted in red on the site plan. The front entrance incorporates an arch extending to the height of the second storey as highlighted in blue on the site plan. The proposed reductions to the front and interior side lot line setbacks meet the design guidelines for DPA 6 as the development includes varied parkade wall heights, emphasized front entrance, incorporation of different building materials and colours, and the use of landscape planter boxes to create a stepped appearance.



The proposed building articulation and landscape details minimize the massing of the proposed parkade and create a street-oriented and pedestrian-friendly frontage. Furthermore, the proposed reduction to the front lot line setback is consistent with the design and siting of other apartment developments in the surrounding area which pursued a comparable design and received approval for similar variances. A reduction of the front lot line setback for the subject property would maintain consistency for new multi-unit development along Spadina Avenue and promote development close to and parallel with the street.

The proposed reduction to the rear lot line setback to 2.6m is solely for the covered structure spanning over a portion of the parking spaces directly accessed from the laneway. As the parkade walls meet the minimum 6m setback distance, the potential impact generated by the reduced setback is considered to be minor in nature and results in a site layout and building design that is consistent with surrounding development.

### Lot Coverage

The applicant requests to increase the total lot coverage for the parkade from 50% to 85% to accommodate the required off-street parking within a secure facility on site. As a result of the reduced setbacks, as detailed above, the lot coverage for the parkade has increased accordingly and as such a variance is required to facilitate this design. The residential footprint of the apartment tower has a proposed lot coverage of 41%, well under the 50% maximum and will have 6m setbacks on all sides which is consistent with the surrounding apartment developments within the neighbourhood. As such, the impact of the increased lot coverage will be minimized by the stepping back of the residential portion of the development.

### Off-Street Loading

As there is on-street parking available along Spadina Avenue which can be utilized for oversized vehicles including delivery trucks and moving vans, a separate loading bay was deemed to be unnecessary in this instance. As such, the proposed variance to waive the provision of an off-street loading space will not impact the overall function of the site or surrounding area.

### Common Amenity Space

As the proposed common amenity space is located on the roof of the parking structure, in line with the first-storey residential units, the minimum separation distance of 5m between the amenity area and a window serving a dwelling unit has not been provided for 6 units. Due to the design of the apartment units and configuration of the common amenity space, opportunities to provide a greater separation between the two uses is not feasible. The provision of landscaping beds and dense landscaping between residential windows and the common amenity space provides ample privacy and mitigates any potential conflict between the two uses; as such, the proposed variance to waive the minimum 5m separation distance is not expected to impact future residents.

### Landscaping and Access for Parking

Although the Zoning Bylaw requires all parking for apartment developments to be accessed via a single driveway to a street or lane, in this instance parking spaces which have direct access to and from the lane are proposed (in addition to the secure parkade) and as such, a variance is required. This parking layout is consistent with surrounding developments and, due to the low traffic volume on the lane, does not pose a concern for vehicle movement. As such, the provision of parking spaces which have direct access to the lane are considered appropriate in this instance. To facilitate this layout, the applicant has also requested to waive the requirement for a landscape bed to be provided between this parking area and the lane as the provision of landscaping would block access to the parking. As screening of parking located in a rear lane is not warranted, the proposed variance is considered supportable.

## **5. DEVELOPMENT PERMIT CONSIDERATIONS:**

As demonstrated by the attached checklist evaluation for DPA 6, the proposed apartment development generally complies with the Multi-family Infill Development Design Guidelines. A summary of the DPA 6 guidelines can be found below. For information, a copy of the proposed site plan, landscape plan and colour elevations are attached.

**Summary and CPTED Review**

In support of the application, the applicant has also submitted a CPTED (Crime Prevention Through Environmental Design) report prepared by *AMR Systems Ltd.* A summary of the CPTED assessment is shown in the table below:

CPTED Elements	Recommendations	
	✓ included in the design	✗ not included in the design
<b>Natural Control</b>  <b>Access</b>	<ul style="list-style-type: none"> <li>✗ A coded gate and door should be considered at the entrance of the lobbies and parkade to prevent unwanted people from obtaining access.</li> <li>✗ Glazing (either in the form of sidelites or glazed doors), should be included in all entrances into and out of stairwells, exits, and communal spaces.*</li> <li>✓ Visible hydro / electrical boxes to be vinyl wrapped to deter graffiti or be screened from public view;</li> <li>✓ Garbage enclosures to be locked and screened from public view to avoid unwanted users from accessing the waste. This allows for a cleaner development which will be a positive influence on the surrounding area.**</li> </ul>	
<b>Natural Surveillance</b>	<ul style="list-style-type: none"> <li>✗ Consider adding windows from the parkade to the laneway visitor parking to promote Natural Surveillance.</li> <li>✗ Provide lighting at the following areas: visitor parking, mailboxes, pedestrian routes from visitor parking, main entrance doors of each unit, exterior side of garage doors, any internal walkways and main pedestrian routes.*</li> </ul>	
<b>Territoriality</b>	<ul style="list-style-type: none"> <li>✓ Have a well-lit complex sign at the main entrance to the building.*</li> </ul>	
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>✓ Landscaping should include ground-cover shrubs around the building which do not grow taller than the underside of any windowsill, and which are located at least 2 ft (0.6m) from all entrances.**</li> <li>✓ Trim any large vegetation (i.e., trees) to maintain sightline of 6 feet under the canopy.**</li> </ul>	
<p>* Included as a condition within the draft Development Permit.                  ** All landscaping and building maintenance will be at the discretion of the strata once the building is occupied</p>		

## 6. DESIGN REVIEW AND ADVISORY COMMITTEE:

The Design Review Advisory Committee (DRAC) reviewed the subject Development Permit application and associated variances on June 13, 2023, and made the following recommendations:

*That the Design Review Advisory Committee supports DP001633 and recommend Council approve the application subject to the following conditions:*

- *That decorative bicycle racks be provided for all publicly accessible spaces;*
- *That all tree species utilized along the street frontage are selected to accommodate the overhead power lines;*
- *That programming to accommodate younger age groups be incorporated into the outdoor common amenity area;*
- *That an irrigation system be incorporated throughout all landscape areas within the property;*
- *That sidelites or glazed doors be included in all entrances into and out of stairwells, exits, and communal spaces;*
- *That at time of Building Permit application, a lighting plan be submitted demonstrating sufficient illumination for the following areas: visitor parking, mailboxes, pedestrian routes from visitor parking, main entrance doors of each unit, exterior side of garage doors, any internal walkways and main pedestrian routes; and,*
- *That a well-lit complex sign be provided at the main entrance to the building.*

The applicant was present and agreed to the conditions as recommended by the DRAC.

## 7. FACTORS:

### 7.1 2040 Official Community Plan (OCP) / Land Use / OCP Pre-Consultation / Community Engagement

Official Community Plan: “Residential 3 – Low Rise Apartment” and “Residential 3a (Density Bonus)” as designated in the Downtown Land Use & Development Plan within the Official Community Plan.

The applicant requests an amendment to the Official Community Plan designation of a portion of the subject property to facilitate construction of a 6-storey apartment building. The proposed amendment is considered appropriate in this instance as it reflects the scale of apartment development within the surrounding area, specifically to the east of the site and will resolve the existing split designation of the subject property. In addition, as the applicant has agreed to register a restrictive covenant to require all units within the development to be maintained as rental housing for a minimum term of 10 years, the development will be considered as affordable housing thereby aligning with City goals to provide a diverse range of housing options for current and future residents within the community. As such, the proposal is consistent with the objectives of

the Official Community Plan and the development pattern of the surrounding area.

Land Use: The property is currently a vacant lot.

OCP Pre-Consultation: On May 16, 2023, Council directed staff to not consult with any outside agencies.

Community Engagement: The applicant has advised that over the week of June 12 – June 16, letters were mailed out to properties within 30m of the subject property detailing the application with a link provided to a website containing additional information. At time of report, no responses have been received.

## 7.2 Neighbourhood Character

The subject property is located in a transitioning area of Chilliwack Proper which has experienced significant redevelopment and densification within the recent past. The property is surrounded by the following land uses:

North: Mature single detached dwellings within the R2 (Urban Residential Transition) Zone and an apartment building within the R6 (Mid Rise Apartment) Zone.

South: Three apartment buildings in the R5 (Low Rise Apartment) and R6 Zones.

East: An apartment building within the R6 Zone.

West: A single detached dwelling and commercial parking area within the CP (Commercial Parking) Zone.

## 7.3 Technical Issues:

Floodplain: The property is located within the protected area of the floodplain, and as such, is subject to the Floodplain Regulation Bylaw.

Watercourses: There are no known watercourses within, or in the immediate vicinity of, the subject property.

Geotechnical Issues: The property is not subject to any known geotechnical hazards or earthquake related risks.



#### **7.4 Conditions of Issuance:**

Staff support the requested variances as proposed by the applicant and recommend approval of the draft DVP and DP, subject to DRAC's recommended conditions.

#### **8. RECOMMENDATION & SUBSTANTIATION:**

##### **Recommendation:**

Recommendation that "Official Community Plan Bylaw Amendment Bylaw 2023, No. 5324", which proposes to amend the designation of a portion of the property located at 45700 Spadina Avenue from the "Residential 3 – Low Rise Apartment" to "Residential 3a (Density Bonus)" as per the Downtown Land Use and Development Plan, be given first and second reading; and further, that a Public Hearing be called for July 4, 2023. (RZ001680)

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##### **Substantiation:**

The proposed amendment to the OCP designation and rezoning are considered to be in keeping with the overall vision of the Official Community Plan to provide greater density and affordable housing options within close proximity to various services. In addition, the proposed development will be consistent with the form and character of the surrounding apartment developments located along Spadina Avenue and Patten Avenue.

The proposed variances to setbacks and lot coverage for the parkade serve to improve the overall function of the site and provide adequate, secure parking facilities for future residents. By including varied colours and heights to the parkade wall as well as landscape beds along the perimeter of the site, the overall impact of the variances to the parkade will be mitigated with the resulting design meeting the intent of the Design Guidelines for DPA 6. The proposed variances to the loading space, separation distance for the common amenity area, direct access to off-street parking from the rear lane and landscaping between the lane and parking spaces are all considered minor in nature with little impact to both the surrounding area and future tenants of the development.

The development is also consistent with the Design Guidelines for Development Permit Area No. 6 (Infill) by creating a visually appealing frontage through the use of varied building materials and a complementary colour scheme. The overall massing is also consistent with the apartment development in the surrounding area thereby integrating seamlessly into the neighbourhood.

**9. DEVELOPMENT PERMIT AREA NO. 6 DESIGN GUIDELINE CHECKLIST:**

Design Guidelines	Yes/No	Comments
<b>1.1 Landscaping &amp; building materials</b>		
Preserve existing trees where possible	Yes	All street trees are proposed to be preserved.
Utilize tree species & vegetation common to area	Yes	All tree species proposed are consistent with the Tree Management Bylaw. A total of 15 trees are proposed, exceeding the Tree Management Bylaw requirement of 10 trees.
Use varied building materials (i.e. combinations of wood, brick, rock, etc.)	Yes	The proposed exterior finishes include: horizontal hardie siding, hardie panels and trims, and corrugated metal.
<b>2.1 Building shape &amp; form</b>		
Provide visual variety in building form, shape & character	Yes	The design provides visual interest along the building façades by using varied rooflines, building articulation and textures to create an engaging facade.
Avoid large expanses of blank façade	Yes	The design avoids large expanses of blank façade by using a variety of materials, colours and building articulation.
Use a variety of complementary colors	Yes	The proposed exterior finishes include a neutral colour scheme comprised of shades of brown, grey and white that complement each other. A copy of the material legend is attached within the elevations.
<b>3.1 Physically integrate development with adjacent development</b>		
Shared access, consolidate open space, etc.	No	As the property is adjacent to a single detached house and an apartment, shared access or open space is not possible. There may be an opportunity for residents of nearby developments to use the proposed pedestrian pathway connecting the rear lane to Spadina Avenue.
<b>3.2 Scale, mass &amp; form is sensitive to adjacent properties</b>		
Height not to exceed more than 8m above adjacent historically significant home	N/A	There are no significant historical buildings adjacent to the site.
Use articulation, vary materials and colors to provide visual relief	Yes	A complementary colour scheme with diverse building materials, and horizontal and vertical building articulation serves to create a visual relief.
Series of modules fit together	Yes	Varying architectural treatments create a design where the buildings appear as a series of individual units that fit together.
Differentiate between pedestrian-level commercial and upper level residential development	N/A	No commercial development is proposed.
Complement existing size, mass, and scale of surrounding development	Yes	The proposed building has been designed in a comprehensive manner along the front facade that respect the existing site character and will relate well to the surrounding neighbourhood as it continues its transition from predominantly single detached housing to apartment and townhouses.
Consideration of views from adjacent developments	Partial	The scale and massing of the proposed development is mostly consistent with the surrounding area and it is expected to have minimal impact on the surrounding properties. While the property to the east is currently occupied as a single-detached dwelling, it is zoned for a commercial parking lot.

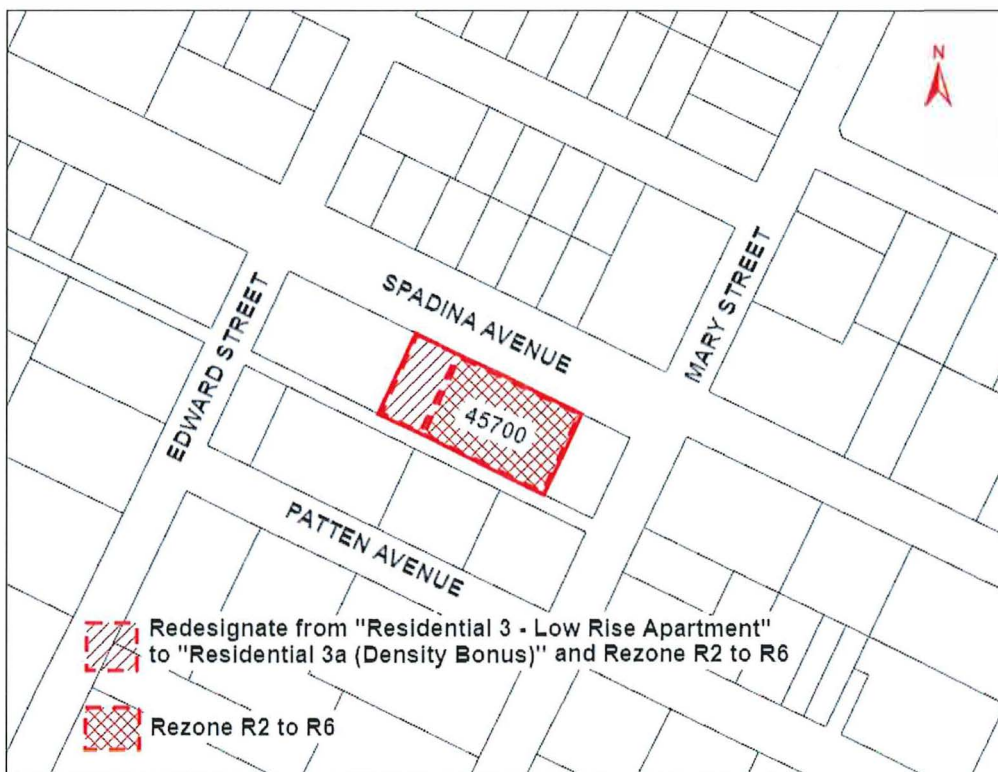
<b>4.1 Maximize a positive impact on the street</b>		
Preserve & integrate existing natural features where possible	N/A	No existing natural features to preserve or integrate.
Orient development towards street	Yes	The main entrance of the apartment is oriented to the street and includes a pedestrian pathway connection to the front entrance in addition to bicycle parking.
Locate development close to & parallel to street	Yes	The requested front lot line variance will facilitate bringing the proposed development close to the street and more in line with the existing apartment to the west.
Consider impact of sun, wind & shadows on site	Yes	The proposed site design/layout minimizes any impacts by providing articulation, recesses and landscaping to soften the exterior.
<b>4.2 Locate mechanical equipment and service areas out of public view</b>		
Locate or screen mechanical and operational equipment from the view of tenants and from the street	Yes	Utility equipment will be screened from public view through a combination of landscaping and fencing, while mail boxes are located within the apartment lobby.
<b>5.1 Entrances into the development must be highly visible, easy to find and logical in location.</b>		
Emphasize vehicle entrance through additional landscaping, tree planting, appropriate signage & lighting	Yes	The vehicle entrance is clearly defined through landscaping and a rectangular arch over the doorway at the rear of the property. The pedestrian entrance at the front of the building is clearly marked with address signage.
Define pedestrian & vehicle corridors	Yes	While no direct vehicle access to the front of the development is proposed, the pedestrian corridor at the west side is clearly defined via landscaping and a gate parallel to Spadina Avenue.
<b>5.2 Parking areas must be adequate in size, efficient in layout and safe in location and design</b>		
Parking areas are visually secured all day	Partial	While the development across the lane from the subject property has a clear view of the partially covered visitor parking area, other forms of natural surveillance, particularly by the future residents of the proposed development, is challenging, given the roof overhang covering the visitor parking area. Parking within the building is secured via a garage door.
Provide parking areas that are easily accessible but do not dominate the user's first impression of the site.	Partial	Parking is accessible from the rear of the site and does not dominate the first impression; however, pedestrians accessing the visitor parking at the rear of the building must walk around the building to reach the main entrance.
Avoid the provision of parking in the front yard	Yes	No parking is provided at the front of the property.
Adequate conceal underground parking	N/A	No underground parking proposed.
Avoid large expanses of contiguous parking	Yes	All resident parking is located within the internal garage whilst the partially covered visitor parking is broken up by landscaping.
Use landscaping to soften the impact of parking area	Yes	While it is not feasible to provide landscaping within the parking structure, landscape beds punctuate the rear semi-covered visitor parking area between every 5 parking spaces.

<b>6.1</b>	<b>Building entrances must be highly visible, attractive and inviting to the pedestrian</b>		
	Clearly identify and orient the primary pedestrian entrance to the street	Yes	The primary pedestrian entrance is oriented towards Spadina Avenue, clearly identified via large windows, a rectangular archway, and address signage. A pedestrian pathway over 3m wide provides direct connection between the main building entrance and the City sidewalk.
	Provide separate ground-level entrances for commercial and residential developments	N/A	No commercial development proposed.
	Provide a suitable transition from public (street) to semi-private to private (entrance) through scale, detail, and sense of enclosure	Yes	The proposed dense landscaping at the front provides a suitable transition between public, semi-private and private space. This includes the use of a 3-metre tall gateway trellis signaling the entrance to the pedestrian pathway and an address sign to provide a clear delineation between the public and private realms. The use of planter boxes also visually eases the transition from the public to private realm. Furthermore, the covered rectangular arch structure provides a sense of enclosure prior to reaching the front doors.
<b>6.2</b>	<b>Enhance the pedestrian experience by providing interest at the street level</b>		
	Set back building facades to create amenity areas that interact with the street	Partial	The apartment dwelling units are set back to provide common amenity areas over the parking structure, providing some opportunity for interaction between the amenity areas and the street.
	Use various materials and design techniques to create through-visibility or transparency, (e.g. windows, see-through landscaping and fencing, etc.) at ground level	Yes	A combination of landscaping and faux windows at ground level generates a sense of through-visibility along the Spadina Avenue frontage.
	Have a pedestrian oriented building base of 1 to 3 storeys that is distinct from upper storey developments	Partial	While true pedestrian connection and orientation is limited as the first storey is predominantly occupied by a parking structure, the scale and design distinguish this level from the residential units on the storeys above. Furthermore, the proposed proximity to the sidewalk provides a greater sense of enclosure and offers better opportunities for interaction.
	Provide architectural detail to capture pedestrian attention	Yes	The building articulation, ground-level entrance, large windows, variety of building materials/colours, and the incorporation of landscaping all serve to intrigue pedestrians.
<b>6.3</b>	<b>Design outdoor spaces to provide a sanctuary for its occupants</b>		
	Create useable, accessible and highly visible onsite people places and amenity areas (e.g. paths, courtyards, upper level decks, playground areas, etc.)	Yes	The common amenity area is easily accessed from the first storey and the use of landscape beds, patio trellises, and variety of seating configurations enables a wide range of uses. Residential units from the second storey and upwards have clear views of the common amenity areas from various windows.
	Accommodate the year-round use of outdoor spaces by considering environmental conditions (e.g. sun angles and prevailing winds)	Yes	All units are equipped with at least one balcony meeting the minimum private amenity space requirements. Landscaping and trellises in the common amenity spaces shield the area from prevailing winds and harsh afternoon sunlight.

**10. SOURCES OF INFORMATION:**

- Rezoning Application (RZ001680) – October 21, 2022
- Development Permit Application (DP001633) – October 24, 2022
- Development Variance Permit Application (DVP01310) – October 24, 2022
- Development Application Review Team (DART) Minutes – February 9, 2023
- Crime Prevention Through Environmental Design (CPTED) assessment prepared by *AMR Systems Ltd.* – October 17, 2022

Location Map



Orthophoto

