CITY OF VANCOUVER

REFERRAL REPORT

Report Date: January 5, 2021
Contact: Yardley McNeill
Contact No.: 604.873.7582
RTS No.: 14252
VanRIMS No.: 08-2000-20
Meeting Date: January 19, 2021

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 1015 East Hastings Street

RECOMMENDATION

A. THAT the application by Low Hammond Rowe Architects Inc. on behalf of the City of Vancouver, the registered owner of the lands located at 1015 East Hastings Street [*PID: 009-392-815, Lot C Block 63 District Lot 181 PLAN 21524*], to rezone the lands from M-1(Industrial) District to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 5.0 to 6.9 and building height from 30.5 m (100.1 ft.) to 51.0 m (167.3 ft.) to allow construction of a 15-storey mixed-use building containing 163 residential units in the form of 110 social housing units (25 with support services) and 53 secured market rental units, in addition to an 80-bed shelter with associated services and a social enterprise space, all with a focus on urban Indigenous peoples and families, be referred to Public Hearing, together with:

(i) plans prepared by Low Hammond Rowe Architects Inc., received June 26, 2020;

(ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and

(iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at the Public Hearing.

B. THAT, if after Public Hearing, Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and

conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

C. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for this CD-1, generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary Bylaw, generally as set out in Appendix C, for consideration at the Public Hearing.

D. THAT, subject to approval of the rezoning application, the Noise Control By-law be amended to include this CD-1 in Schedule A, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

E. THAT Recommendations A through D be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a bylaw rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone the City-owned site at 1015 East Hastings Street from M-1 (Industrial) to CD-1 (Comprehensive Development) District to permit the development a 15-storey mixed-use building containing 110 social housing units, of which 25 have support services, 53 secured market rental units, an 80-bed shelter and a social enterprise space. A building height of 51.0 m (167.3 ft.) and a density of 6.90 FSR are recommended.

The application meets the objectives of a Memorandum of Understanding (MOU) signed by the City of Vancouver (City) and BC Housing in 2017. The MOU outlines the intentions to form a cooperative partnership with BC Housing through a ground lease and sets forth the basic business conditions for the site.

If approved this application would contribute towards the social, supportive and market rental housing targets within the *Downtown Eastside Plan* and the *Housing Vancouver Strategy* and advance the goals of delivering housing for urban Indigenous people outlined in the Metro

Vancouver Aboriginal Executive Council's *Aboriginal Housing and Wellness Strategy* and the *City of Reconciliation.*

As part of the site management, BC Housing would form an agreement with the Vancouver Aboriginal Friendship Centre Society (VAFCS) to operate the social housing and supportive housing units, the shelter and the social enterprise space.

The application has been assessed and the proposed uses and form of development are supported subject to design development conditions in Appendix B. It is recommended the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In January 2016, as part of the recommended actions to respond to the *Aboriginal Housing and Wellness Strategy* of the Metro Vancouver Aboriginal Executive Council (MVAEC), Vancouver City Council agreed in principle to a development proposal proceeding for a new mixed-use building that co-locates a permanent shelter, health services and social housing on the City-owned site at 1015 East Hastings Street, subject to rezoning and development approvals.

Memorandum of Understanding (MOU) (2017)

On November 6, 2017, a Memorandum of Understanding was subsequently signed between the City of Vancouver and the BC Housing Management Commission ("**BC Housing**") regarding the mixed-use development proposed for the City-owned site at 1015 East Hastings Street. It is to include an Aboriginal shelter and social housing (including a supportive housing portion), as well as the potential for market rental housing.

Relevant Council Policies for this site include:

- *Downtown Eastside Plan (2014)*
- *Housing Vancouver Strategy (2017)*
- *Actions to Respond to Metro Vancouver Aboriginal Executive Council's Aboriginal Housing and Wellness Strategy (2016)*
- *City of Reconciliation (2014, last amended 2019)*
- *Truth and Reconciliation Commission Calls to Action (2016)*
- *High-Density Housing for Families with Children Guidelines (1992)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *Green Buildings Policy for Rezonings (2009, last amended 2018)*
- *Urban Forest Strategy (2014)*
- *Community Amenity Contributions Policy through Rezonings (last amended 2020)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*

In addition, as this site is located adjacent to a rail line, the following guidelines apply:

- *Guidelines for Developments in Proximity to Railway Operations (May 2013) - The Federation of Canadian Municipalities and the Railway Association of Canada*

REPORT

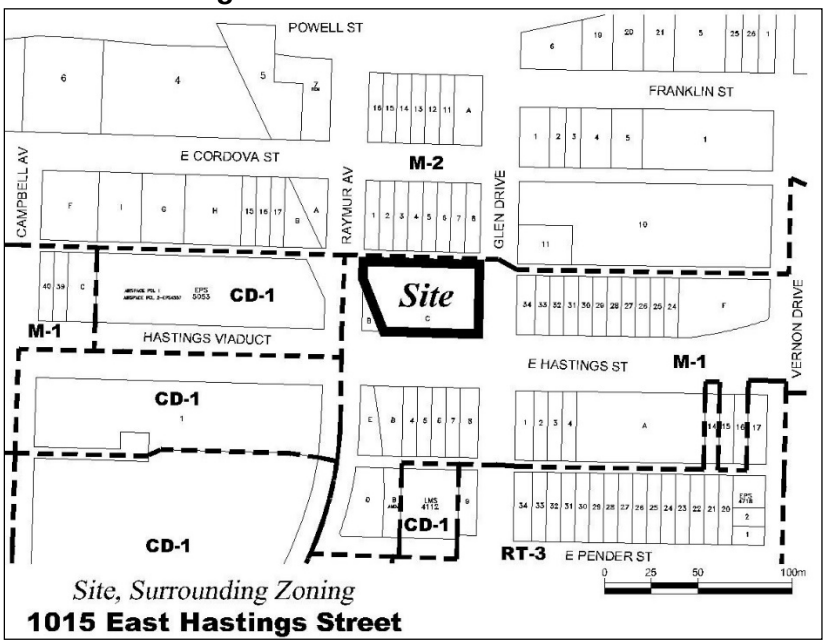
Background/Context

1. Site and Context

The currently vacant parcel at 1015 East Hastings Street is located in the *Hastings East* sub-area of the *Downtown Eastside Plan*. It is on the northwest corner of Hastings Street and Glen Drive and is zoned M-1 (see Figure 1). The property is comprised of one legal parcel, with a site area of approximately 2,134 sq. m (22,970 sq. ft.). The site is an irregular shape with the CN Rail ROW along the western property line. Its approximate dimensions are 50 m (164 ft.) on Hastings Street and 37 m (122 ft.) on Glen Drive. The site sits about 2.5 to 7.0 m (8 to 22 ft.) below the level of the Hastings Street viaduct over an existing rail track.

The existing rail track is approximately 4.5 m (14.7 ft.) from the western property line and is owned by Burlington North and Santa Fe Rail and operated by CN Rail. The line, known as the Burrard Inlet, is a rail spur line servicing the Port of Vancouver. A 5 m (16.4 ft.) dedication to CN Rail infrastructure is required along the rezoning site's western property line, adjacent to the existing ROW. The dedication is needed to support CN's twinning of the rail track to increase capacity. In mid-2019, CN Rail confirmed it is in the early design stages of the twinning project.

Figure 1: Site Location and Context



The area to the north, south and east is zoned M-1 (Industrial) and M-2 (Industrial), which permit a maximum height of 30.5 m (100 ft.) and FSR of 5.0. The area is predominantly comprised of older one- and two-storey buildings, with vacant land and surface parking. To the west is a 12-storey mixed-use development rezoned in 2012 to market and non-market residential housing, industrial flex space and commercial uses. Hastings Street is a primary arterial and part of TransLink's Frequent Transit Network. The area is within the boundary of the Downtown Eastside Plan, where additional height and density are permitted through a rezoning process.

2. Memorandum of Understanding (MOU) (November, 2017)

In January 2016, as part of the recommended actions to respond to the *Aboriginal Housing and Wellness Strategy* of the Metro Vancouver Aboriginal Executive Council (MVAEC), Vancouver City Council agreed in principle to the development of a mixed-use project that would co-locate a permanent shelter, health services and social housing at the rezoning site. The health facility contemplated at that time is no longer being considered.

In line with Council's 2016 agreement, the City entered into a Memorandum of Understanding ("MOU") with BC Housing in 2017 to deliver a permanent shelter, social and supportive housing and potentially market rental housing at the rezoning site. The MOU outlines the intentions to form a cooperative partnership to establish the terms of a ground lease and to set forth the basic business conditions for the site. The MOU with BC Housing also acknowledged the need to consider a market rental component to maintain the financial viability of the project.

If the rezoning is approved the City intends to enter into a ground lease (the "BC Housing Ground Lease") with BC Housing Pursuant to lease terms approved by Council in 2017. The MOU acknowledges that a potential market rental component would not occupy more than 33% of the total number of residential units on this site. This rezoning application complies with the terms of the MOU.

Neighbourhood Amenities – The following neighbourhood amenities are within walking distance of the site:

- Parks: McLean Park (650 m), Strathcona Park (800 m), and Woodland Park (800 m)
- Cultural/Community Space*:* Ray-Cam Co-operative Centre (160 m), Strathcona Community Centre (850m), Britannia Community Centre (Library, Pool, Gym, Ice Rink - 1,100 m)
- Transit: Frequent Transit Network - Hastings Street (10 m), Commercial Drive (900 m); Bikeways: Powell Street (220 m) and Union Street (450 m)
- Childcare: Ray-Cam Co-operative Centre (160 m), Admiral Seymour Elementary (300 m), Strathcona Community Centre (850 m), Britannia Community Centre (1,100 m)

Local School Capacity – This site is located within the catchment area of Admiral Seymour Elementary at 1130 Keefer Street and Britannia Community Secondary School at 1001 Cotton Drive. Per the *Vancouver School Board (VSB)'s Draft Long Range Facilities Plan*, dated May 29, 2019, enrolments in 2017 resulted in a surplus of 266 spaces or a capacity utilization of 32%. By 2027 the draft plan forecasts a surplus of 211 spaces. At the secondary level, the capacity utilization is 56% of its 1,025 seat capacity in 2017, with a draft forecasted surplus of 451 spaces in 2027. VSB continues to monitor development and work with City staff to help plan for future growth.

3. Policy Context

Downtown Eastside Plan (2013) – Rezoning potential for the site is guided by the Downtown Eastside (DTES) Plan, which provides a vision, policies, and strategies that focus on ways to improve the lives of low-income DTES residents and community members. Section 9 of the plan provides strategic direction on Housing including increasing the provision of affordable housing options for DTES residents. The site is located in the *Hastings East* (Heatley Avenue to Clark Drive) sub-area, where all rezoning proposals are required to deliver a minimum of 20 to 30% of all residential units as social housing with the balance as market rental or strata housing. The

social housing component carries a family housing target of 25% two- and three-bedroom units (except seniors and supportive housing), designed in accordance with the High Density Housing for Families with Children Guidelines.

Built form policies for this sub-area along Hastings Street from Campbell Street to Clark Drive, prescribe a recommended height and density of 45 to 120 ft. and 2.50 to 6.0 FSR. However, the Plan provides a broad height and density range for developments of 150 feet and 7.0 FSR depending on the site size, location, neighbourhood and urban design considerations for the provision of social housing through rezoning.

Housing Vancouver Strategy (2017) – In November 2017, Council approved the *Housing Vancouver Strategy* and *Housing Vancouver Strategy Three-Year Action Plan* (**"Strategy and Action Plan"**). The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. Targets were based on core goals of retaining the diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with government and non-profit partners to deliver housing for the lowest income households.

Overall, 72,000 new homes are targeted to be built between 2018 and 2028, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50% of the new units are to serve households earning less than $80,000 per year, and 40% are to be family-sized units. This rezoning application will contribute towards the 10-year targets for social housing units identified within the *Strategy and Action Plan*.

Further, the *Housing Vancouver Action Plan* supports consideration of a "modest increase" to height and density for those projects delivering social housing in the community plan areas and in the Downtown Eastside.

Actions to Respond to Metro Vancouver Aboriginal Executive Council's Aboriginal Housing and Wellness Strategy (2015) – In January 2016, Council agreed in principle to the development of a mixed-use project that co-locates a permanent shelter, health services along with social and supportive housing at 1015 East Hastings Street as part of the recommended actions to respond to the Metro Vancouver Aboriginal Executive Council (MVAEC) *Aboriginal Housing and Wellness Strategy*.

City of Reconciliation (2016) – As a City of Reconciliation, the City commits to:

1. Form a sustained relationship of mutual respect and understanding with local First Nations and the Urban Indigenous community, including key agencies;
2. Incorporate a First Nations and Urban Indigenous perspective into its work and decisions; and
3. Provide services that benefit members of the First Nations and Urban Indigenous community.

Long-term goals aim to:

- strengthen local First Nations and Urban Indigenous relations;
- promote Indigenous peoples' arts, culture, awareness, and understanding; and
- incorporate First Nations and Urban Indigenous perspectives for effective City services.

Truth and Reconciliation Commission Calls to Action (2015) – In January 2016, Council approved in principle the City's response to the 27 Truth and Reconciliation Commission Calls to Action that fall within its jurisdiction, most notably in the areas of healthy communities and

wellness; Indigenous and human rights and recognition; and advancing awareness, knowledge and capacity.

Development Cost Levy By-Laws – Under Section 3.1A of the Vancouver Development Cost Levy By-law No. 9755 (the "DCL By-law"), projects which meet the by-law's definition of "for-profit affordable rental housing", a term specifically used by the province in Section 523D(10.3)(a) of the Vancouver Charter, are eligible for a waiver of the City-wide DCL for the residential portion of the development. The DCL By-law establishes maximum average unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit are outlined in the Rental Incentive Programs Bulletin and are updated on an annual basis.

Prior to September 30, 2020, eligible projects were also entitled to a waiver under the Vancouver Utilities Development Cost Levy By-law No. 12183 (the "Utilities DCL By-law"). In-stream rate protection provided under the Vancouver Charter allows eligible projects to apply for a waiver of the Utilities DCL provided that the corresponding building permit is issued before September 30, 2021 (within 12 months of the effective date of the Utilities DCL By-law change).

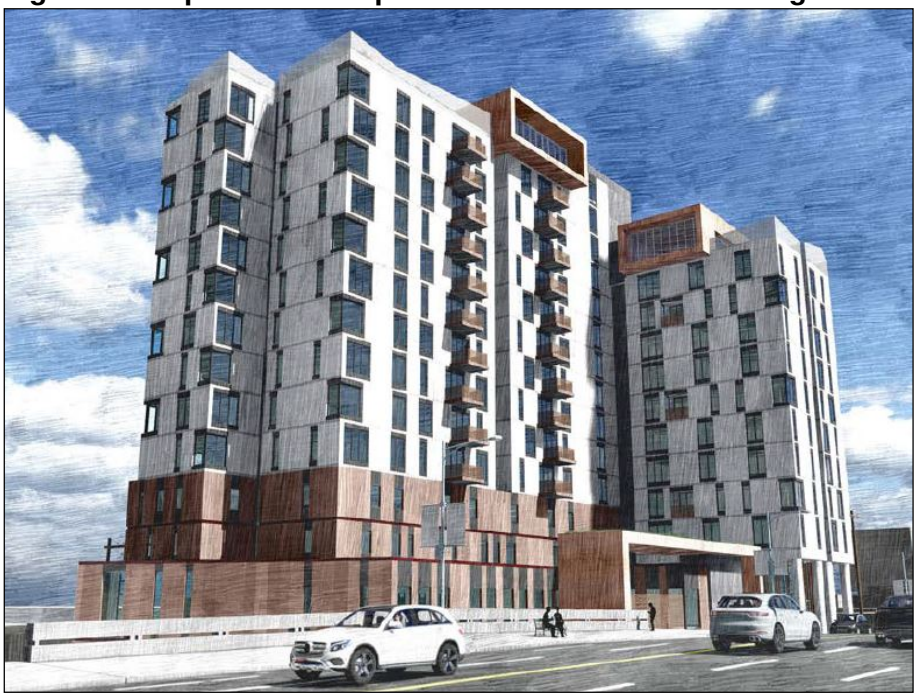
Staff note that the term "for-profit affordable rental housing" as defined by the Vancouver Charter, and used in relation to the DCL By-law does not necessarily create rental units which are affordable to all Vancouver residents. The DCL waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the Housing Vancouver Strategy.

Strategic Analysis

1. Proposal

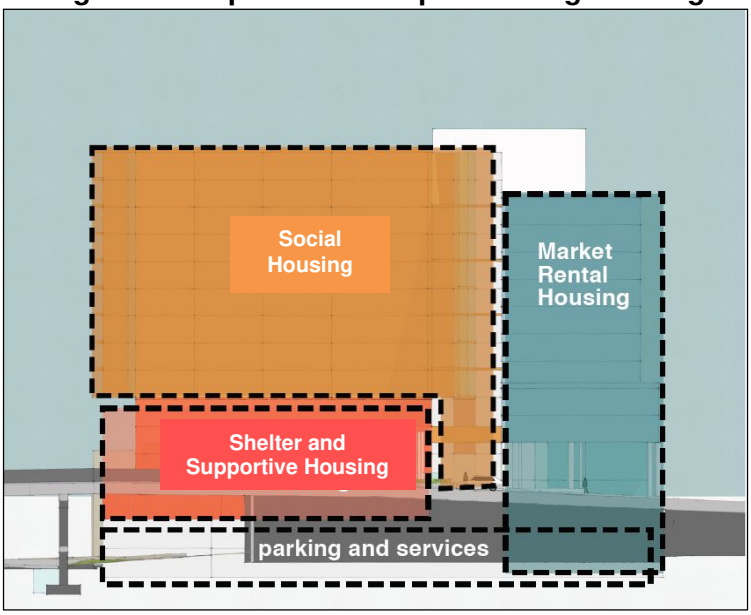
The application proposes to rezone 1015 East Hastings Street to permit an L-shaped building with two joined towers or "wings" (see Figure 2). The wings are joined structurally but are otherwise separate buildings with their own elevators, circulation, exiting and building services. The wing facing the lane is 15 storeys in height and contains 110 units of social housing, 25 of which contain support services, and an additional 80-bed shelter. The social and supportive housing units and the shelter will be managed and operated by the Vancouver Aboriginal Friendship Centre Society (VAFCS).

Figure 2: Proposed Development: View from East Hastings Street



The wing fronting Glen Drive is 13 storeys in height and contains 53 units of market rental housing and a social enterprise space with a bicycle repair shop and café/bistro operated by VAFCS (see Figure 3). The proposed density is 6.90 FSR with a floor area of 14,729 sq. m (158,542 sq. ft.). A total of 59 vehicle and 308 bicycle parking spaces are provided in three of levels of underground parking.

Figure 3: Proposed Development Programming



The proposed development has been designed with consideration for the *Guidelines for Developments in Proximity to Railway Operations,* as well as with direction from the City and CN Rail staff. Design considerations include orientating outdoor amenity spaces and balconies away from the rail line and setting back the proposed development 5 m (16.4 ft.) from the shared property line. A crash wall along Level 1 will be incorporated into the design of the west face of the building providing a barrier to the rail corridor and meeting the requirements of the *Guidelines for Developments in Proximity to Railway Operations.*

Since 1963, the Vancouver Aboriginal Friendship Centre Society (VAFCS) has been serving the needs of aboriginal people making a transition to the urban Vancouver community. The centre provides programs in health and welfare, social services, human rights, culture, education, recreation and equality for all genders of Aboriginal People of all age groups. Since January 2009, VAFCS has been operating a temporary shelter with 100 beds located at 201 Central Street in False Creek Flats. In 2012, Council directed staff to work with partners to develop a permanent shelter to replace the facility at Central Street, and that permanent shelter is proposed in this rezoning.

2. Land Use

The site is zoned M-1 (Industrial) District and within the DTES Plan. The plan supports the creation of diverse and sustainable housing options to ensure the neighbourhood remains resilient, such as shelters, social and supportive and market rental housing to meet the needs of residents across the housing continuum. The delivery of the social enterprise space is intended to support the local economy and improve the social, economic and/or environmental well-being within the neighbourhood. This proposal is consistent with the intent of the DTES Plan.

3. Density, Height and Form of Development (refer to drawings in Appendix D and project statistics in Appendix G)

Many factors influenced how staff have assessed the development potential for this site. Furthering the legacy of the Year of Reconciliation in 2013-2014, the DTES Plan pays particular attention to Indigenous place-making through the form of innovative inter-generational Indigenous housing projects, programming, public art, or the establishment of a new community amenity which could include a healing and wellness centre.

Hastings Street is the Downtown Eastside's principal arterial, a place of sociocultural significance and a major east-west transport route. Hastings Street continues to serve as a "living room" for local residents; a place to meet friends and access services. An objective of the DTES Plan is to make Hastings Street a "great street", with focused efforts on building vibrant hubs along different sections to meet the needs of the communities.

The sub-area of *Hastings East* between Heatley Avenue to Clark Drive, is largely undeveloped and has the potential to contribute significant housing in a mix of residential towers. A stated goal of the Hastings East sub-area is to deliver an accessible, local-serving shopping street reflective of community identity needs while providing special "places to go".

The DTES plan supports consideration of additional height and density for projects containing a considerable number of social housing units. This approach is echoed in the Vancouver Housing Action Plan. Support for heights and densities are determined through an assessment of site size, location and neighbourhood, along with other urban design considerations. The proposed height of 51.0 m (167.3 ft.) and density of 6.9 FSR are supported due to the proposed uses, which meet the needs of vulnerable segments of the population.

The DTES Plan further calls for new developments to reference the area's older narrow site widths. Larger site developments should be expressed as a series of smaller simple rectilinear buildings. A saw-tooth roof profile is commonly used to achieve a finer grain division.

Buildings should also be sculpted to lessen impacts on views to the North Shore Mountains. To add vibrancy to the public realm, the ground-level treatment should factor in pedestrian-oriented local-serving retail, open spaces, and address key street intersections. To allow a degree of flexibility for varied uses at the ground floor, an 18 ft. floor-to-floor height is recommended. Lastly, the lane is another key aspect of the DTES Plan's urban design strategy and public realm.

Form of Development – The proposed development consists of an L-shaped building (see Figure 4). The lane-facing wing is 15 storeys with a floorplate of approximately 7,700 to 7,850 sq. ft. The wing facing Glen Drive is 13 storeys and has a floorplate of approximately 4,550 to 4,650 sq. ft. Both wings are essentially extruded forms from the ground floor to their respective heights to assist with replicability of unit types and floor plans, to aid with overall costs. However, there are subtle, vertically-oriented recesses and balconies to articulate the wall planes. Furthermore, each wing has its own rooftop amenity room that is also designed to provide a distinctive "top" to the buildings.

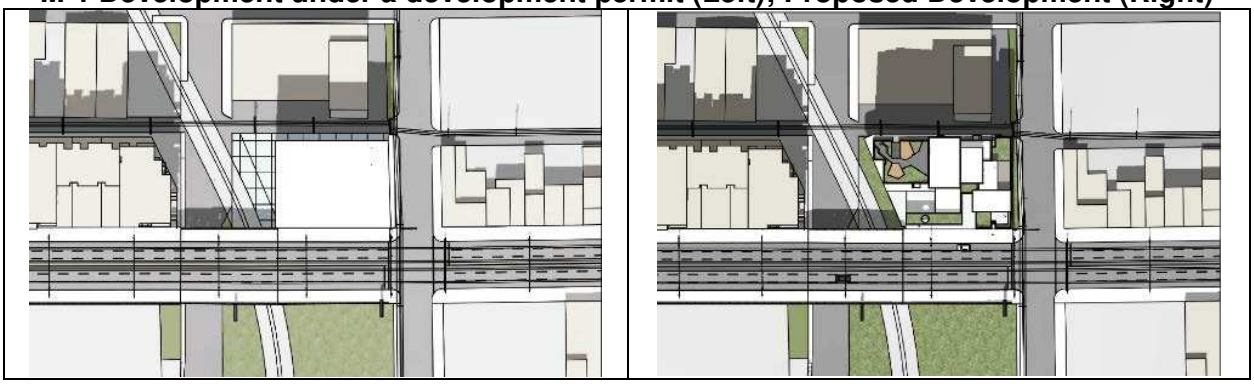
Figure 4: Proposed development: Two wings at different heights, configured in an L-shaped footprint.



While the proposed building height is taller than the buildings anticipated in the DTES Plan, staff note there are higher building heights (beyond 120 ft.) in the immediate vicinity, such as the recent 12-storey development across Raymur Drive at 955 East Hastings Street. Support for the increased height and overall building form are based on but not limited to the following:

- **Shadows** – The additional shadow will not impact usability of the industrial lots to the north. Furthermore, the additional shadows do not extend onto the Cordova Street sidewalk or shade any public realm (see Figure 5). The DTES Plan designates the area to the north to remain solely for industrial employment.

Figure 5: Shadows at 12:00 pm, Fall Equinox:
M-1 Development under a development permit (Left); Proposed Development (Right)



- **Height and Roof Profile** – The different heights along with the rooftop amenity rooms can be considered as an alternative interpretation of the saw-tooth roof profile common in the Downtown Eastside. They are also recessed in each of the wings' wall-planes to accentuate verticality and articulate the building form (see Figure 6).

Figure 6: Aerial View of Varying Building Heights and Saw-tooth Profile



- **Views** –The taller building is setback more than 60 ft. from the Hastings Street property line, which allows a wider aperture to the North Shore Mountains from the southwest corner of the viaduct and Glen Drive (see Figure 7).

Figure 7: Building Siting to Maintain North Shore Mountain Views



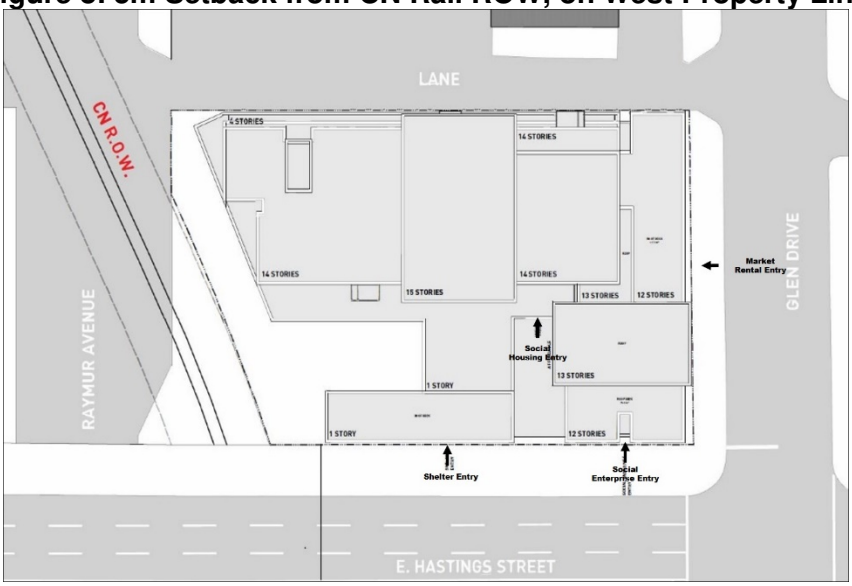
- **Siting** – The proposed building configuration, with the largest form along the longest (north) property line, is optimal for achieving the highest number of housing units, while providing a sunlit forecourt.

Overall, the DTES Plan and the *Housing Vancouver Strategy* allow for consideration of higher height and greater density parameters. Staff support the proposed form of development as the project achieves multiple City objectives such as a purpose-built shelter, social and supportive housing led by Indigenous housing partners with an indigenous focus, Indigenous architectural expression and place-making, and more sustainable construction methods. This City-owned site is uniquely constrained due to the railway, impacting the project's viability and necessitating the additional height and density. Taking these factors into consideration, the public benefits delivered on site merit the height and density proposed.

Conditions in Appendix B will further enhance the design. This includes refinement to the lane and other non-primary facades of the building to better position the building as a neighbourhood anchor and gateway into the downtown portions of Hastings Street. Further development to better align with the DTES Plan's socio-cultural objectives should also be pursued, specifically the incorporation of Indigenous place-making into both the architectural character and the public realm interfaces. Other form-related objectives include exploring different cladding materials, colours and window patterning to help present the building as a series of smaller volumes.

Public Realm Interface – The proposed grade-level plan (at the Hasting Viaduct level) consists of an extended entry-lobby for the shelter and supportive housing, and the social housing entry which is recessed back from the Hastings Street property line. There is also a forecourt off Hastings Street, located at the southwest corner. On the market rental side, a social enterprise space, slightly recessed behind an array of pilotis, sits on the corner of Glen Drive and Hastings Street. Entrances for the market units and the proposed bike shop are off Glen Drive. The building is setback 5 m from the railway per CN Rail's directions. Parking and loading access are off the lane (See Figure 8). In the 5 m (16.4 ft.) building setback along the shared property, the applicant is proposing an outdoor amenity space for residents. This may include a rain garden, seating area and space for outdoor recreation.

Figure 8: 5m Setback from CN Rail ROW, on West Property Line



The node where Hastings Street viaduct intersects the rail corridor can be considered a key junction in the Downtown Eastside neighbourhood. Staff support locating the building back from Hastings Street and opening up the ground plane for the following reasons:

- The courtyard along Hastings Street helps to expand the narrow sidewalk and widen the public realm, providing visual relief for the surrounding area; and
- The social enterprise space grounds the Hastings Street and Glen Drive corner; and will contribute to place-making when adjacent developments are build out.

To further refine the proposal's interface with the public realm, Conditions in Appendix B encourage further development of the courtyard and entries on both Hastings Street and Glen Drive including improvements to wayfinding.

Amenity and Liveability Measures – The mix of residential tenure and unit types cater to a wide range of tenant needs. Each wing has its own indoor and outdoor rooftop amenity space, and all family-sized units have their own private balconies. The 10-ft. floor-to-floor ceiling height provides a sense of openness and brings in sufficient light to the unit interiors.

Overall the unit layouts and location of the unit types are supportable, however conditions in Appendix B seek to improve access to natural light and air for the lower floors.

Urban Design Panel – The Urban Design Panel reviewed the application on September 2, 2020 and unanimously supported the proposal. Recommendations included design development to the lane elevation, to the public realm treatment on Hastings Street, to the location of the bike shop's entrance and to the legibility of the social housing units. Staff considered the Panel's comments and have included design development conditions in Appendix B which reflect its advice, as well as feedback from the public and the conclusions of the staff review.

The staff form of development conditions are outlined in Appendix B. For detailed Panel comments, refer to Appendix D.

4. Housing

Vancouver is in a housing crisis with a growing need for permanent homes for the City's most marginalized and systemically discriminated against residents. The City is working closely with partners across the housing sector and the development industry to advance the delivery of supportive, social and affordable rental housing.

This application seeks to develop 110 social housing units, 25 of which will contain supportive services, and are prioritized for urban Indigenous people and families. It also seeks to develop 53 market rental units. If approved, these new homes would contribute to the target of 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units as set out in the Housing Vancouver Strategy, as well as the target of 1,400 units of social housing to be delivered during the first ten years of the *Downtown Eastside Plan*.

More importantly, this proposal respects and advances the Metro Vancouver's Aboriginal Executive Council's (MVAEC) *Aboriginal Housing and Wellness Strategy* to strengthen Aboriginal housing leadership and capacity and to increase access and diversify housing options for urban Indigenous peoples. If approved, this project would deliver on the City's commitment to Reconciliation and MVAEC's Strategy to support and advance housing for Indigenous people led by Indigenous agencies.

Figure 9: Progress Towards 10 Year Housing Vancouver Targets for Non-Market Housing as of September 30, 2020*

Housing Type	10-Year Targets	Units Approved Towards Targets
Social, Supportive, and Co-op Housing Units	12,000	5,286

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017, figures include Temporary Modular Housing.
**Unit numbers exclude the units in this proposal, pending Council's approval of this application.

Figure 10: Progress Towards 10 Year Housing Vancouver Targets for Purpose-Built Market Rental Housing as of September 30, 2020*

Housing Type	10-Year Targets	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	20,000	4,629

*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017, figures include Temporary Modular Housing.
**Unit numbers exclude the units in this proposal, pending Council's approval of this application.

Figure 11: Downtown Eastside Housing Targets Progress Update – as of September 30, 2020

	10-Year Target	30-Year Target	Achieved	Gap (10-Year)	Gap (30-Year)
Social Housing (in the DTES)	1,400	4,400	2,056*	656 (over target)	2,344

*1,216 of which are shelter rate units

Additionally, this application, if approved, would provide:

- New culturally appropriate and affordable housing for families, couples and singles, near a frequent service transit route and services;
- Increased housing options along the housing continuum led by indigenous serving agencies;
- Provide greater opportunities for shelter clients to transition into supported studio apartments; and
- Create a purpose built shelter that can better meet the needs of residents experiencing homelessness.

This project is a partnership with BC Housing and Vancouver Aboriginal Friendship Centre Society ("**VAFCS**"). VAFCS currently operates the temporary shelter at 201 Central and if this application is approved, VAFCS would continue to operate the shelter at the new location and the temporary shelter at 201 Central would close. VAFCS would also manage and operate 110 social housing units, 25 of which include support services for people moving from the shelter to more independent housing.

Affordability – This site is on the north side of Hastings Street and outside of the zones that require one-third of the social housing units to rent at the shelter component of income assistance, as defined in the Zoning & Development By-law. In the spirit of the DTES Plan's affordability goals, the applicant will deliver 33% of the social housing units at the shelter component of income assistance, which includes all of 25 units with support services. Another one-third of the social housing units will be at rents geared to income up to the maximum Housing Income Limits (HILs) and the remaining one-third will be at low end of market rents.

BC Housing, the City and its partners continue to seek financial contributions from senior government in order to deepen the level of affordability in this project. The final affordability and ongoing reporting requirements would be secured and outlined in the BC Housing Ground Lease.

The 53 market rental units will rent at market rates for this area.

Unit Mix – The Downtown Eastside Plan requires that 25% of all units for social housing and market rental housing are designed for families (two and three bedroom units). This project complies with this requirement by providing 25% (35 two-bedroom and five three-bedroom units) across both buildings.

Security of Tenure – All 110 social housing units would be secured as social housing and the 53 market units would be secured as market rental housing through a Housing Agreement and a Section 219 Covenant for the longer of 99 years and the life of the building. The Housing

Agreement will also include provisions prohibiting the stratification of the building, separate sale of individual units and the rental of residential units for less than one month at a time.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates during the last 30 years. In 2019, the purpose-built apartment vacancy rate was 1.0% in Vancouver. The vacancy rate based on the CHMC Market Rental Survey for the East Hastings area is 0.6%. This means that six out of every 1,000 market rental units in this area were empty and available for rent. A vacancy rate of 3 to 5% represents a balanced market.

Shelter and Social Supportive Housing

It is intended that VAFCS will obtain a sub-lease from BC Housing for the proposed shelter, supportive, and social housing components. On-site services will provide the shelter with access to support services, and a bridge to housing, with an emphasis on serving the urban Indigenous community. This aspect of the overall project is comprised of three components: Day Centre, Shelter, and Supportive Housing.

The shelter program and supportive housing will support people on their journey to wellness and stability. Shelter guests and supportive housing residents will be provided with accommodation, meals and on-site services, including training, education, health and wellness services and a gathering space. Further, all residents and guests will sign agreements regarding appropriate and respectful behaviour as it relates to the health and safety of themselves, other tenants and neighbours.

Day Centre
A Day Centre serving the needs of both shelter and supportive housing residents would occupy a part of the ground floor with a connection to Hastings Street at the viaduct level. The Day Centre serves as the intake and welcome point to the combined shelter and supportive housing services and includes a dining room and kitchen serving two meals per day, counselling services, offices for support and health workers, meeting space, an art studio/multipurpose for program delivery, counselling spaces, and a cultural gathering and ceremony space.

Shelter
The shelter will provide people who are experiencing homelessness with a bed, meals and other support services. In addition to spaces for sleeping, bathing, and meals, shelter guests will have access to health and wellness services, on-site training, education, and a gathering space.

Located below the Day Centre, the shelter will provide 80 dormitory style beds in pods of two to four people. The shelter will also contain lounge space, a reading room, computer lab, exercise facilities, laundry, and support space for the pets of shelter guests. Shelter beds will be reserved eliminating the need for daily queuing and ensuring clients have a bed thereby, freeing their day to allow them to pursue personal wellbeing, betterment, and employment opportunities.

Supportive Housing
Located above the Day Centre, 25 supportive social housing units will be provided in the form of 21 studio units and 4 one-bedroom units, intended to provide a transition for shelter residents to longer stay housing. Wrap-around support services offered with units are prioritized for Indigenous community members at risk of experiencing homelessness. The self-contained units include private bathrooms and small kitchenettes. The residents will have access to a dedicated amenity room, common laundry, and an extensive outdoor amenity deck. Residents will have two meals provided per day and access to all the services offered in the Day Centre.

The shelter component will be secured for use as a shelter through a Section 219 covenant for the longer of 40 years and the life of the building.

Social Housing

The VAFCS has been selected by BC Housing as the operator for the social, supportive and shelter components of this project.

Social Enterprise Space

It is intended that VAFCS will obtain a sub-lease for the proposed 423 sq. m (4,553 sq. ft.) social enterprise space to be operated on a non-profit basis to serve or achieve goals that benefit community, social, cultural or environmental purposes. Training, cultural support and employment opportunities will be offered to VAFCS employees, clients and the broader urban Indigenous population.

The street level space accessed off Hastings Street will house a café or bistro-style restaurant with a focus on Indigenous food and culture.

A DIY bicycle repair and sales shop is planned for the lower level, accessed from Glen Avenue providing bicycle repair training to Indigenous peoples, repair services, and refurbished and new bicycles and used parts for sale.

Market Rental

The MOU between the City and BC Housing restricts the amount of market rental housing to a maximum 33 per cent of the overall residential units. The market rental housing is intended to subsidize the non-market residential housing on the site. It is intended that the units will be sub-leased by BC Housing to a third-party at completion by to contribute to the cost of delivering the social housing units.

Development Cost Levy Waiver – This application is eligible to seek a DCL waiver for the market rental portion of the development; however, staff note that the applicant is not seeking a waiver as part of this rezoning application. If the applicant decides to seek the waiver, they will be required to request it during the development permit application process by submitting a DCL Waiver Form. Through the development permit application process, staff would also ensure that the average unit sizes do not exceed the maximum thresholds for “for-profit affordable rental housing” set out by the DCL By-law.

5. Transportation and Parking

The application proposes a combined total of 59 vehicle parking spaces plus three loading and five passenger spaces over three levels of underground parking accessed from the lane. In addition, the application proposes a total of 308 bicycle parking spaces.

In accordance with the Parking By-law and to meet the minimum parking requirements, the applicant is proposing a Transportation Demand Management Plan (TDM) plan which provides for reductions in minimum parking requirements in exchange for providing enhanced transportation demand management measures. Residential parking requirements for social and rental housing permit up to a 40% reduction. Non-residential parking requirements permit up to a 20% reduction. The development is currently proposing TDM measures, including additional

and improved access to Class A bicycle parking, real-time transit information and multimodal wayfinding signage. The TDM plan will be finalized through the development permit stage.

Additionally, if the site has adequate access to transit, further parking reductions are available. Based on this site's proximity to the Frequent Transit Network bus service on Hastings Street, it is eligible for an additional 20% reduction in residential parking and 10% for non-residential, for a combined maximum of 60% reduction for residential parking and 30% for non-residential of required vehicle parking.

Engineering conditions related to transportation and parking are in Appendix B. Improvements for the immediate area include but not limited to: upgraded street and lane lighting, new pedestrian crossing at the lane, improvements to the intersection of Glen Drive and East Hastings Street including an accessible pedestrian signal and intersection lighting.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Buildings Policy for Rezonings* requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application has opted to satisfy the *Green Buildings Policy for Rezonings* under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis, detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets.

Natural Assets – The *Urban Forest Strategy* was developed to find ways to help preserve, protect, and strengthen Vancouver's urban forest and tree canopy for the future. The *Protection of Trees By-law* aims to maintain a healthy urban forest by requiring permission be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities, and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas. A "by-law sized tree" has a tree trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed.

There are no existing trees on site or City-owned street trees. An estimated 36 trees including BC native or adaptive species are proposed within the project site. Details to be confirmed at the Development Permit stage.

Public Input

Pre-Application Community Consultation – The applicant held a pre-application Virtual Open House from March 11, 2020 to May 21, 2020 in place of the in person open house due to the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. The online event took place on https://letstalkhousingbc.ca/1015EHastings engagement platform to get early feedback on the proposal. A total of 15 submissions were received; one inquiry was about commercial space on the ground floor of the site and one person inquired

about the feedback process in light of the COVID-19 pandemic. Other inquiries were related to the demographics of the building.

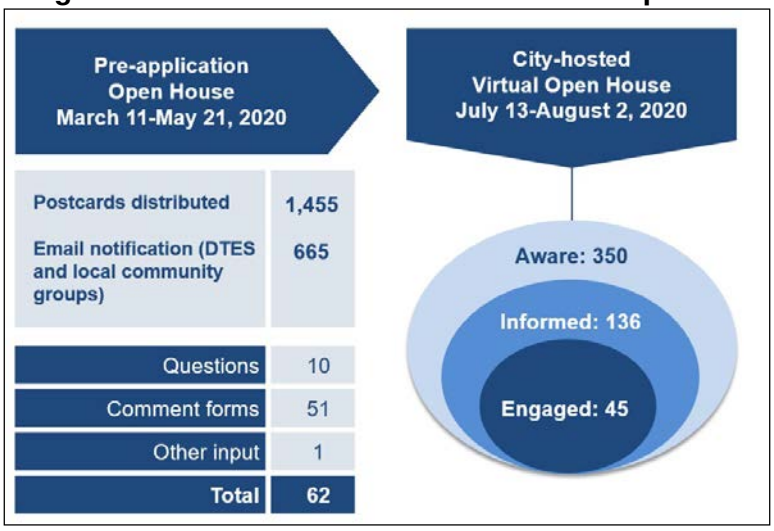
Public Notification – A rezoning information sign was installed on the site on July 9, 2020. Approximately 1,455 notification postcards were distributed within the neighbouring area and approximately 665 emails were sent to residents in the Downtown Eastside and local community groups on or about July 10, 2020. Notification and application information, as well as an online comment form, was provided on the City's new digital engagement platform *Shape Your City Vancouver* (shapeyourcity.ca/).

Virtual Open House – In-person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of an in-person event, a virtual open house was held from July 13, 2020 to August 2, 2020 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

Due to the pandemic, a virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing. An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

Public Response and Comments – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of 52 submissions were received.

Figure 12: Overview of Notification and Responses



Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Affordable housing:** The project aligns with City strategies and would bring more social housing to the Downtown Eastside. The market housing component of the proposal is also appropriate in subsidizing the non-market housing units.

- **Building design:** The building design is appropriate and its architecture fits well with the neighbourhood.

- **Rooftop amenity space:** The rooftop amenity space is appropriate given the project's location in an industrial environment.

- **Railway tracks:** The project would help regenerate the area beneath the bridge and railway tracks. The railway area could also be better designed with more landscaping or public art.

Generally, comments of concern fell within the following areas:

- **Security and privacy:** The project would result in more safety issues and criminal activities for families in the area and the Strathcona Village.

- **Location:** Developing social housing in other parts of the city should be considered as Downtown Eastside should not be the only area to take on the burden of social housing projects. Respondents also cited that other neighbourhoods are more suitable and have more space.

- **Building height and density:** The height of the proposal would not fit with the neighbourhood context and would block views.

- **Parks:** Lack of useable park space in the area is a concern due to the encampment at Strathcona Park. More park space is needed before the city continues to add more density into the neighbourhood.

A detailed summary of public comments is provided in Appendix D.

Staff Response – Public feedback has assisted staff with assessment of the application. Response to key feedback is as follows:

Security and privacy – The safety of residents, staff and the surrounding community is a priority. There are various measures that BC Housing and VAFCS will undertake to ensure the safety of both residents and neighbours, including the Strathcona Village located at 955 East Hastings Street. VAFCS will implement the following security measures:

1. Regular morning walk-abouts to ensure the streets are clean and safe;
2. The team will participate in a community Block Watch program; and
3. There will be a Community Advisory Committee set up to ensure any future issues are addressed and the local community has the opportunity to provide ongoing feedback.

The Community Advisory Committee will support the successful integration of the new residents into the community, with representation that may include BC Housing, Vancouver Coastal Health, the City of Vancouver, the Vancouver Police Department, local service providers, building residents and a few selected community members at large.

Location – A stated objective of the DTES plan is to provide a wide range of housing options in the neighbourhood with a focus on new and improved social and affordable housing for the homeless and other low- and moderate income singles and families. More than half of residents are low-income and dependent upon income support, pensions, charitable and social services. The Plan identifies that 4,400 new social housing units are required over 30 years to meet the current and future needs as well as replacement of existing units in poor condition. Further, the Hastings East sub-area identifies the area between Heatley Avenue to Clark Drive as largely underdeveloped with the potential to contribute significant housing capacity of mixed tenure.

Building height and density – The Plan supports the creation of social housing in the neighbourhood. The proposed uses, site size, location and neighbourhood context support the proposed additional density and height. The building directly west at 955 East Hastings is 12 storeys, providing a taller context in relation to the proposed development.

Views of the North Shore Mountains are preserved as the taller building is setback more than 60 ft. from the Hastings property-line allowing a wider aperture from the southwest corner of the viaduct and Glen Drive. This site is not located within a view cone area, where public views are required to be preserved.

Parks – The site is located within an 800 m radius of three parks including McLean Park (650 m), Strathcona Park (800 m), and Woodland Park (800 m). Staff acknowledge the encampment at Strathcona Park and recognize the need for safety and wellbeing of people experiencing homelessness, as well as the impact that such encampments have on the wider community. Developing safe and stable housing options, such as the proposed development, are one measure in providing alternatives for the residents of public park encampments.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits:

Development Cost Levies (DCLs) – DCLs collected from development help pay for facilities made necessary by growth including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure.

This site is subject to City-wide DCLs and Utilities DCLs on the proposed 4,279 sq. m (46, 059 sq. ft.) of secured market rental, the 1,604 sq. m. (17,266 sq. ft.) of shelter space as well as the 423 sq. m (4, 553 sq. ft.) of social enterprise floor area. The shelter space is expected to qualify for reduced DCLs of $20 as a Social Service Centre. Based on the rates effective September 30, 2020, it is anticipated that this proposal will generate approximately $1,384,142.

Under provisions of the Vancouver Charter and the City-wide DCL and Utilities DCL By-laws, the social housing component is exempt from DCLs. Based on the rates effective September 30, 2020, the value of the exemption for social housing is estimated at $2,541,135.

The social enterprise space may be eligible for reduced DCLs of $20, compared to $93,191 included in the current estimate, if it is able to qualify as a Social Service Centre at building permit stage.

If the applicant requests a DCL waiver, the application would be required to be subject to the maximum average unit sizes for “for-profit affordable rental housing” and maximum average rents by unit type for the “for-profit affordable rental units” in accordance with the DCL By-law,

as secured by an amendment to the Housing Agreement. If the DCL waiver is taken, the value of the City-wide DCL waiver on the residential floor area would be approximately $829,869. Staff note that at the time of rezoning application the applicant has indicated they will not seek the waiver.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's DCL Bulletin for details on DCL rate protection.

Public Art Program – The *Public Art Policy and Procedures for Rezoned Developments* requires rezoning proposals having a floor area of 9,290 sq. m. (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning. Social housing is not calculated as part of the applicable floor area under this policy. The remaining floor area for the market housing and social enterprise space is below the minimum threshold, therefore, no public art contribution will arise from this application.

Community Amenity Contributions (CACs) – Within the context of the City's *Financing Growth Policy*, an offer of a community amenity contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

Social Housing – The project includes 110 social housing units secured as social housing for the longer of 99 years and life of the building through a Housing Agreement and Section 219 Covenant. This will ensure that a minimum of 33% of the social housing units are rented at the shelter component of income assistance and 33% to households which earn under HILs levels for rents that are no more than 30% of household income. In addition, 25 of the social housing units will be provided with supportive services, including access to on-site services including meals, training, education and health and wellness. The main public benefit accruing from this project is its contribution to the City's secured social housing stock.

Market Rental Housing – The MOU with BC Housing acknowledges that, due to site constraints, a market rental component may be necessary to contribute to the financial viability. The market rental units are permitted to be transferred through a long-term sub-lease to a third-party at completion by BC Housing to help subsidize the cost of developing the social housing. Any lease payment to BC Housing resulting from the sub-lease of the Market Housing component will be used to improve the affordability of the social housing component of the project. The applicant has proposed that the 53 residential units be secured as rental housing (non-stratified) for the longer of 99 years and the life of the building.

Shelter and Social Enterprise Space – The proposal includes a shelter and social enterprise space that are intended to be sub-leased by BC Housing to a non-profit provider to manage and maintain. The shelter will be secured by a Section 219 Covenant for 40 years and then the continued need for a shelter would be reviewed. The social enterprise space will be secured by a Section 219 Covenant for use as a social enterprise space or for another community use satisfactory to the General Manager of Arts, Culture and Community Services for the longer of 99 years and the life of the building.

Real Estate Services staff have confirmed that, after factoring in the cost of securing the social housing units, the secured market rental units, the shelter space, and the social enterprise space the rezoning would not generate a CAC.

See Appendix F for a summary of all the public benefits for this application.

FINANCIAL IMPLICATIONS

Ground Lease to BC Housing

A MOU was signed by the City and BC Housing in 2017 which provides for the City granting a 99-year ground lease at a nominal rate to BC Housing, and environmental remediation of the development site by BC Housing.

A 99 year nominal ground lease for the site, with estimated value of $13.3 million, was conditionally approved by Council in 2017 as a contribution to the proposed project. The City has also contributed $600,000 toward the design of the project.

Social Housing

The 110 units of social housing, secured by a Housing Agreement and Section 219 Covenant for the longer of 99 years and the life of the building, will be owned by BC Housing. The parties agreed that BC Housing's affiliate, Provincial Rental Housing Corporation (PRHC), may be used as the head lessee for the purposes of this project.

The affordability requirements for the site will be secured through a Housing Agreement and Section 219 Covenant as set out in Appendix B.

Consistent with Council policy on social housing projects, the project is expected to be self-sustaining over the long term and does not require further operating subsidies and property tax exemptions from the City.

Shelter and Social Enterprise Space – It is intended that the shelter and social enterprise space will be sub-leased by BC Housing to VAFCS to manage and maintain. BC Housing has committed operating funding for the shelter component for 40 years at which time the continued need for a shelter would be reviewed. The shelter will be secured by a Section 219 Covenant

To contribute to the cost of delivering the social housing units BC Housing intends to sub-lease the market rental units to a third-party who would operate the secure market rental units. Any lease payment to BC Housing resulting from sub-lease of the market rental component will be used to improve the affordability in the social housing component of the Project. The market rental housing will be secured by a Housing Agreement and Section 219 Covenant for 99 years or the life the building.

Rezoning

Based on rates in effect as of September 30, 2020, it is anticipated that the project will pay approximately $1,384,142 in DCLs. The social housing component of the development is exempt from DCLs totalling approximately $2,541,135.

As discussed in the Public Benefits section of this report, the project is eligible to request a DCL waiver at the development permit application stage. The value of the potential City-wide DCL waiver on the residential floor area would be approximately $829,869.

As discussed in the Public Benefits section of this report, the social enterprise space may be able to qualify for reduced DCLs of $20 at the building permit stage.

No additional CAC or public art contribution is anticipated.

CONCLUSION

The rezoning will deliver much needed social, supportive and market rental housing and shelter services to the Downtown Eastside community. Staff assessment of the rezoning has concluded the proposed development is an acceptable urban design response to the site and the context, and is consistent with the objectives of the *Downtown Eastside Plan*. If approved, this application would contribute to the *Housing Vancouver Strategy* by providing a combined 163 new social, supportive and market rental housing units in addition to an 80-bed shelter and social enterprise space.

The General Manager of Planning, Urban Design and Sustainability recommends the application be referred to Public Hearing, together with a draft CD-1 By-law as generally shown in Appendix A. Further, it is recommended that, subject to the Public Hearing, the application including the form of development, as shown in the plans in Appendix D, be approved in principle, subject to the applicant fulfilling the Conditions of Approval in Appendix B.

* * * * *

1015 East Hastings Street
DRAFT CD-1 BY-LAW PROVISIONS

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z- (___) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [*Note: Schedule A, not attached to this appendix, is a map that appends the City of Vancouver zoning map. Should the rezoning application be referred to public hearing, Schedule A will be included with the draft by-law that is prepared for posting.*]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 (___).

Uses

3. Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;

   (b) Cultural and Recreational Uses;

   (c) Institutional Uses;

   (d) Office Uses;

   (e) Retail Uses;

   (f) Service Uses;

   (g) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of use

4.1 The design and layout of at least 25% of all the dwelling units must:

   (a) be suitable for family housing;

(b) include two or more bedrooms, and

(c) comply with Council's "High-Density Housing for Families with Children Guidelines".

4.2 There shall be no dwelling units above the 14th storey on the lane-facing wing, or above the 12th storey on the Glen Drive facing wing.

Floor area and density

5.1 Computation of floor space ratio must assume that the site consists of 2,134.4 m^2, being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.

5.2 The floor space ratio for all uses combined must not exceed 6.90.

5.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.

5.4 Computation of floor area must exclude:

(a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:

(i) the total area of all such exclusions must not exceed 12% of the permitted floor area for dwelling units; and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;

(c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;

(d) amenity areas, including recreational facilities and meeting rooms accessory to a residential use, except that the total exclusion must not exceed 10% of the total permitted floor area; and

(e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m^2 for a dwelling unit there will be no exclusion for any of the residential storage area above base surface for that unit.

5.5 The use of floor area excluded under section 5.4 must not include any use other than that which justified the exclusion.

Building height

6. Building height on the site must be measured from building grades at the Glen Drive property line to the top of the parapet above the rooftop amenity space, and must not exceed 51.0 m.

Horizontal angle of daylight

7.1 Each habitable room must have at least one window on an exterior wall of a building.

7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.

7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.

7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:

(a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and

(b) the minimum distance of the unobstructed view is not less than 3.7 m;

7.5 An obstruction referred to in section 7.2 means:

(a) any part of the same building including permitted projections; or

(b) the largest building permitted under the zoning on any site adjoining CD-1 (___).

7.6 A habitable room referred to in section 7.1 does not include:

(a) a bathroom; or

(b) a kitchen whose floor area is the lesser of:

(i) 10 % or less of the total floor area of the dwelling unit, or

(ii) 9.3 m^2.

Acoustics

8. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustical engineer demonstrating that the noise levels in those portions of dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes

of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

Portions of dwelling units	**Noise levels (Decibels)**
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

Zoning and Development By-law

9. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ( ).

* * * * *

1015 East Hastings Street
CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Low Hammond Rowe Architects Inc., received June 26, 2020 and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design

1.1 Design development to explore ways the lane-face and the east wing's south and east façades can contribute to the building and add to the Glen-Hastings junction becoming a gateway to the downtown portions of Hastings Street.

Note to Applicant: Refinement to the façade treatment might include but not be limited to introducing more vertically-oriented recesses; weaving some of the earth-tone palette used at the lower levels to the upper levels; greater variation in window sizing/composition, etc. This involves considering how these articulations can be perceptible within close distance, as well as from a few blocks away. Additionally, this condition should also be considered together with Urban Design Condition 1.2, which addresses Indigenous Expressions.

1.2 Design development to provide a rationale on how Indigeneity will be expressed in the treatment of the massing, composition, materials and open spaces, as well as any areas where the building interfaces with its surrounding and the neighbourhood.

Note to Applicant: This condition should be considered together with Conditions 1.1 and 1.3. This rational could address how Indigeneity is pursued not only through representations and symbols, but also through the spatial and programmatic aspects of the building.

1.3 Design development to improve wayfinding to the Social Housing and Market Housing entries.

Note to Applicant: Consider introducing the materials used for the frames of the shelter entry and the rooftop amenity rooms. In the case of the social housing entry, this might involve but not be limited to widening the aperture of the "foreyard" to the actual entry, better signage, more planting and seating, etc. However, care should also be taken

when widening this aperture to not severely impact the courtyard to the west of the shelter entry.

1.4 Design development to explore improving its interface with the public realm.

Note to Applicant: This might include introducing more planting along the edges of the site. Applicant should also consider providing examples of when the Hastings-front fore-court can become accessible to the wider public so that that space truly becomes part of the public realm. (e.g. At what times during the day, or a specific festivity, etc.)

1.5 Design Development to explore better fenestrations, for better access to natural light and air, for the shelter spaces on the lower floors.

Note to Applicant: If possible, explore using openable windows for these lower floors. Placement of windows should take care not to come in conflict with electrical transformers along the lane; a 6 m spherical buffer should be cleared from the transformers.

1.6 Design development to comply with the height maximums noted below (measured from building grades at the Glen Drive property line):

(a) Top of Level 15 west amenity space's parapet: 51.0 m (167.3 ft.) (60.65 m geodetic);

(b) Top of Level 15 north-west stairs: 49.55 m (162.56 ft.) (59.50 m geodetic);

(c) Top of Level 15 east amenity space's parapet: 49.43 m (162.17 ft.) (59.50 m geodetic);

(d) Top of Level 13 south end amenity space's parapet: 47.60 m (156.16 ft.) (57.37 m geodetic);

(e) Top of Level 13 east amenity room parapet: 42.41 m (139.14 ft.) (51.85 m geodetic); and

(f) Top of Level 13 roof deck guardrail 38.22 m (125.39 ft.) (49.80 m geodetic).

Note to Applicant: Levels 13 and 15 amenity spaces, storages, mechanical-electrical rooms, stair accesses and elevator overruns should not exceed the floor area as shown in the rezoning application. This is to avoid those levels from bulking up and becoming "full" floors.

Crime Prevention through Environmental Design (CPTED)

1.7 Provision at the time of the Development Permit application for Crime Prevention Through Environmental Design (CPTED) strategies, including:

(a) Having particular regard for mischief in alcoves and vandalism such as graffiti;

(b) Consideration of mail theft in the design and location of mailboxes;

(c) Consideration of residential break and enter;

(d) Provision of outdoor common area and path lighting; and

(e) Provisions for visibility and security in the underground parking garage in accordance with the Parking By-law, including:

(i) Providing 24-hour overhead lighting at exit doors and step lights;

(ii) Providing white-painted walls, and;

(iii) Ensuring a high degree of visibility at doors, lobbied, stairs, and other access routes.

Note to Applicant: Light fixture types, locations, and illumination levels should be indicated on the landscape or site plans, and should be integrated into the site and building design. Site lighting should address strategies for path and exit lights, wayfinding, security, decoration, and mail delivery. Exterior lights should be oriented away from adjacent residential properties.

Landscape

1.8 Design development Design development to improve the public realm interface at Hastings Street with more friendly animation and soften with the addition of some planted areas.

1.9 Design development to improve the lane interface by the addition of some planting beds and greenery oriented to the lane and the provision of down-lighting;

1.10 Design development to improve the sustainability strategy and quality, by the following:

(a) Confirm the provision of green roofs on all available flat rooftops, with sections and depth of soil dimensions;

(b) Provide high quality materials to all landscape areas for durability into the future;

(c) Add substantially more landscape around all entry areas;

(d) Add vines to any blank wall facades, ensuring the vine support is sturdy and low maintenance (avoid high maintenance modular “green wall” systems), and;

(e) Add edible plants, which can be used as ornamentals as part of the landscape design, in addition to urban agriculture plots.

1.11 Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project’s open space and public realm.

1.12 Design development to the Integrated Rainwater Management Strategy to explore opportunities for onsite rain water infiltration and soil absorption, as follows:

(a) maximize natural landscape best management practises;

(b) minimize the necessity for hidden mechanical water storage;
(c) increase the amount of planting to the rooftop areas, where possible;
(d) consider linear infiltration bio-swales along property lines, at lower site areas;
(e) use permeable paving;
(f) employ treatment chain systems (gravity fed, wherever possible); and
(g) use grading methods to direct water to soil and storage areas.

Note to Applicant: Refer to the City of Vancouver Integrated Rainwater Management Plan (I.R.M.P), Vol.1 & 2 for further information. A consulting engineer (subject matter expert) will need to be engaged and early phase soil analysis will be needed. Further comments may be outstanding at the development permit stage.

1.13 Provision of plans, plan details and documentation/calculations that support integrated rainwater management, including absorbent landscapes, soil volumes and detention systems, as follows:

- detailed storm water report with calculations describing how the various best management practices contribute to the quality and quantity targets;
- a separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;
- an overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

Note to Applicant: The sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

1.14 Provision of coordination between Landscape Plan and Architectural Site Plan, for most updated information.

1.15 Provision of complete information, such as detail references and schedules, confirming all landscape elements.

1.16 Provision of a detailed Landscape Plan illustrating soft and hard landscape areas.

Note to Applicant: The plans should be at 1/8”: 1 ft. scale minimum. The Plant List should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

1.17 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside

dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

1.18 Provision of a "Tree Management Plan".

Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/ protection related matters.

1.19 Provision of an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist.

Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

1.20 Coordination for the provision of new street trees or any proposed City-owned tree removals adjacent to the development site, where applicable.

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

1.21 Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand-watering on private patio and amenity decks.

1.22 Provision of an outdoor Lighting Plan.

Sustainability

1.23 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at http://guidelines.vancouver.ca/G015.pdf

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most

recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements* (amended April 28, 2017 or later).

Engineering Services

1.24 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Parking By-law.

Note to Applicant: Engineering can support a reduction of one of the three required Class B loading bays, with provision of a Shared Use Loading Agreement.

1.25 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

1.26 Design Development of a Bridge/Structure Monitoring Plan is required to the satisfaction of the General Manager of Engineering Services (GMES).

The purpose of the monitoring plan is to protect public safety, and to protect the long term health of the structure adjacent to excavation works ("works").

The Monitoring Plan is to:

(a) Be owned and executed by the proponent and accepted by the City.

(b) Be developed and managed by a professional engineer registered in good standing in the province of BC.

(c) Develop ground movement/displacement predictions resulting from the shoring and excavation operations and related works. Predictions are to be developed by the geotechnical engineer.

(d) Establish acceptable bridge movement (displacements and rotations) thresholds and stop work movement thresholds as determined through analysis by a bridge engineer. The engineer is to assess the movement induced stresses, resulting force levels and impacts to the bridge health and/or bridge stability. An engineering memo/report to be submitted summarizing the analysis and the recommended movement thresholds.

(e) Provide baseline measurements prior to the commencement of excavation to comfortably rule out any background noise or false positives. It is suggested that a minimum of 2 weeks of data be collected prior to the commencement of site preparation activities.

(f) Record any movement the bridge/structure experiences during excavation and backfilling operations.

(g) Include a plan showing the locations of the monitoring stations. Each monitoring station shall be individually labelled. Survey control points shall also be labeled. The survey control points and methodology will need to be reviewed and accepted by the City Surveyor.

(h) Include action plans or mitigation measures for each movement threshold limit with clearly defined roles and responsibilities for the designated parties. A minimum of three threshold limits are required, for example Green – "all is fine", Amber – "increased monitoring and/or mitigation required" " and Red – "stop work". It is expected that a stop work procedure, a bridge closure plan, a communications plan, and a start work procedure are included as part of the plan.

(i) Provide the City with timely and ongoing reporting throughout the duration of the excavation and backfilling operations. The reporting shall be completed by the professional of record for the monitoring strategy/plan. The reporting frequency shall be as determined by the plan. Reports shall include an executive summary front page that summarizes recorded movements (current and in aggregate), assesses the movements and their impacts to the structure, describes any remedial actions performed, makes recommendations for remedial actions. The body of the report shall include survey data, survey data interpretation, basis and rationale for any mitigation/remedial actions and/or recommendations.

(j) Provide excavation and shoring plan(s) along with design details, and background geotechnical reports.

(k) Include written consent from the owner that designates and empowers the professional of record to execute the plan.

(l) Review and provide for appropriate levels of insurance.

(m) Be compiled in one document prior to commencing work and amended and resubmitted upon completion of the works to include all monitoring reports, record drawings, and records of remedial actions taken.

Notes:

(i) Submitted engineering documents are to be signed and sealed.

(ii) Should mitigation measures be required that result in any repairs or alterations to City infrastructure, a servicing agreement or legal instrument will be required to the satisfaction of Legal Services in consultation with the GMES. Deposits or other forms of security may be required.

(iii) A refundable deposit of $10,000 is required to facilitate an independent peer review of the plan.

1.27 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days' lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

1.28 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

1.29 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

1.30 Provision of landscape and site plan that illustrates all off-site improvements in street right of way including street furniture, horticulture and public realm amenities.

1.31 Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

Note to Applicant: Engineering can support shelter use under Social Housing Land use, and are only required to meet 12 points to achieve full TDM reductions.

(a) ACT-01 – Additional Class A bicycle parking

(i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

(b) ACT-02 – Improved Access to Class A bicycle parking

(i) Provision of concept design for excellent design of lighting, finishes, grades, convenience.

(ii) Provision of operational and design specifications for automated bicycle parking (if applicable)

(iii) Identify the number and location of the Class A bicycle parking provided above grade on plans, as well as note the access route to reach the Class A bicycle parking from the outside

(c) SUP-02 – Real-Time Information

(i) Identify the general locations for proposed displays on plans.

(ii) Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.

(d) SUP-03 – Multimodal Wayfinding Signage

(i) Identify the general locations for proposed displays on plans.

(ii) Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.

(e) OTH-01 – Innovative Strategies

(i) Identify the location of the on-site or off-site amenities and services on plans. Provision of a description/operational plan of the amenities and/or services to be provided, a means of providing access to all residents, tenants, and employees and a plan for maintaining these amenities.

(ii) Provision of acceptable rationale, justification, and assessment completed by a transportation consultant.

Note to Applicant: On-site delivery is a requirement of development; no points can be earned for proposed Delivery Supportive Amenities.

Note to Applicant: In order to earn points for Bicycle Repair Services this TDM Measure to be provided to site residents and tenants for no fee.

1.32 Subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

(a) Secures provision of funding towards long-term TDM monitoring funding the amount of $280 per parking space waived;

(b) Secures the provision of TDM measures on the site;

(c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and

(d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

1.33 Provision of secure residential accessible parking as per By-law.

Note to Applicant: Residential Accessible spaces to be located behind the O/H residential security gate.

1.34 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.

(a) Provision of bicycle storage rooms to accommodate a maximum of 40 bicycles.

Note to Applicant: This number may be increased to 120 if the room is compartmentalized and providing independent access to each section within the bicycle storage room.

(b) Provision of independent access to bicycle spaces that does not require travel through other bicycle rooms.

Note to Applicant: It appears that some columns in the bicycle rooms are within the required access routes.

(c) Provision of a minimum 1.2 m wide access route between the bicycle parking spaces and the outside.

Note to Applicant: It appears that access to the Transitional Bicycle Parking spaces on Plan L2 Drawing A1.05 requires the use of stairs.

(d) Provision of automatic door openers on the doors providing access to the bicycle storage rooms.

(e) Provision of a minimum 1.5 m access aisle width in front of each oversized bicycle space.

1.35 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.

1.36 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

(a) Design development to provide mitigation measures to improve and maintain sightlines for the circulation ramp to reduce conflicts for the circulation ramp and visitor spaces number 7 and 8 on Level P1 and shelter parking space numbers 33 and 34 on P2.

Note to Applicant: A parabolic mirror/view slot is recommended at the bottom of the circulation ramp at these locations.

(b) Design development to provide direct access that does not rely upon the use of the drive aisle to reach the shelter elevator lobby from the Class A Passenger space and Class B loading bays.

Note to Applicant: Notice that pedestrian access from the residential loading to the affordable and market lobby elevators each have convenient internal access by way of internal corridor. This same access to be provided for the shelter

elevator.

1.37 The following information is required for drawing submission at the development permit stage to facilitate a complete transportation review:

(a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.

(b) All types of parking and loading spaces individually numbered, and labelled on the drawings.

(c) Dimension of column encroachments into parking stalls.

(d) Show all columns in the parking layouts.

(e) Dimensions for typical parking spaces.

(f) Dimensions of additional setbacks for parking spaces due to columns and walls.

(g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.

(h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.

(i) Areas of minimum vertical clearances labelled on parking levels.

(j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

(k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.

(l) Existing street furniture including bus stops, benches, etc. to be shown on plans.

(m) The location of all poles and guy wires to be shown on the site plan.

1.38 Provision of a draft final RWMP prior to DP issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details.

Note to Applicant: The resubmission at DP must include the following amendments.

(a) Provide a written report for the Rainwater Management Plan including all supporting assumptions, design rationale, supporting calculations and drawings.

(b) Provide a cross section through the raingarden and adjacent building at the closest point, ensuring at least a 5 m offset from building foundation to edge of infiltration zone.

(c) Provide peak flow calculations. Peak flow calculations to use 1:5 year return period. Inlet time = 10 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.

(d) Provide calculation of the detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 & Tier 2 practices.

(e) Provide a landscaping and grading plan (with soil volumes and area captures) to support the proposal of any landscaping capture.

(f) Justifications for not prioritizing the Tier 1 practice of Rainwater Harvesting & Reuse.

(g) Provide an updated site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:

(i) All routing of water throughout the site
(ii) Buildings, patios and walkway locations
(iii) Underground parking extents
(iv) Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system
(v) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method

(h) Water quality treatment measure must be provided to treat pollutant generating surfaces onsite. Note that only first 24 mm of rainfall from all pervious and impervious surfaces shall be treated to remove 80% TSS by mass to discharge from site. This treatment requirement is to increase to 48mm of rainfall for impervious surfaces with high pollutant generating surfaces including roads, driveways, and parking lots.

(i) Design of the proprietary treatment devices are typically performed by the manufacturer/service provider. 24 mm relates to a 70% capture of annual average rainfall. 48 mm relates to a 90% capture of annual average rainfall.

Note to Applicant: The applicant is requested to schedule a meeting with DWRM (Development Water Resources Management Branch) prior to moving forward with the RWMP and resubmission with the DP application. To schedule the meeting, contact rainwater@vancouver.ca.

1.39 Provision of a FINAL RWMP prior to the issuance of any building permit for the construction of any building, submitted to the satisfaction of the Director of Planning and City Engineer.

Note to Applicant: A legal agreement (Section 219 Covenant) related to Rainwater Management will be required prior to issuance of a Development Permit.

Housing

1.40 The proposed unit mix, including 50 studio units (31%), 73 one-bedroom units (45%), 35 two-bedroom units (22%), and 5 three-bedroom units (3%) is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 25% of the dwelling units designed to be suitable for families with children.

1.41 The development is encouraged to apply the High-Density Housing for Families with Children Guidelines, and include the provision of:

(a) An outdoor amenity area that is a minimum of 130 square metres in size, and includes spaces suitable for a range of children's play activities; and

Note to Applicant: Recommend incorporating play equipment or a soft surface play area and creative landscape/play features (such as balancing logs and boulders, sandbox, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages.

1.42 Prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that secured market rental housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Planning, Urban Design and Sustainability (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering Services

2.1 Dedication of the westerly 5 metres of the site (offset from the common property line of Lots B & C) for road purposes. A subdivision is required to effect the dedication. A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at: http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx

Note to Applicant: A Below-grade Bulkhead Agreement is currently registered on title as Statutory Right of Way GB61763.

Note to Applicant: The dimension of the dedication requirement is subject to change pending CN rail's review of the Final Noise and Vibration Study.

2.2 A bridge proximity agreement shall be registered on title. The bridge proximity agreement shall acknowledge that the development is in close proximity to the bridge and is aware of bridge related environmental conditions/nuisances such as noise, debris, wildlife, maintenance requirements, traffic, etc.

2.3 Provision of a plan to the satisfaction of the General Manager of Engineering Services that addresses the impact of the development on the East Hastings viaduct structure that abuts and is adjacent to the development and provides for the ongoing access for inspection and maintenance of the viaduct structure by the City, which plan may include works to be constructed and maintained, at no cost to the City, subject to the City Engineer, in his sole discretion, agreeing to share any portion of the costs, within one or more of the development property, the adjacent street(s), and/or other properties and associated works.

Subject to acceptance of the plan by the General Manager of Engineering Services, provision of one or more agreements, including any necessary statutory rights of ways, encroachment agreements or other charges to secure the obligations of the applicant under the approved plan, all to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services. If the approved plan requires any works to be constructed on and/or rights to be obtained over lands owned by third parties, the applicant will be responsible for entering into agreements with such third parties to allow for such works to be constructed and/or such rights to be obtained, all to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

2.4 Where/if utilities are to be attached to a bridge or other Civic structure, a bridge attachment agreement to the satisfaction of the Director of Legal Services in consultation with the General Manager of Engineering Services is required.

Note to Applicant: Utility layout and connection design shall be to the satisfaction of the General Manager of Engineering Services.

2.5 Provision of a Final Noise and Vibration study to be submitted for staff and CN Rail review.

Note to Applicant: This requires confirmation in writing that CN Rail has reviewed and approved the proposed mitigations that address safety issues, setbacks, noise and vibrations.

2.6 Provision of a 4.5 m offset distance measured from the back of the existing curb for widened sidewalks along Glen Drive to be achieved through building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any encumbrance such as vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

2.7 Provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for one of the

Class B loading spaces between the commercial and residential uses and label the space as "Residential and Commercial Loading".

2.8 Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to Development Permit issuance, including a requirement to enter into a further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan.

2.9 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning Site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.10, the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

(a) Provision of adequate water service to meet the fire flow demands of the project.

Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by WSP Inc. dated May 6th, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 200 mm along Raymur Avenue or 300 mm along Glen Drive. Should the development require water service connections larger than the existing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

Note to Applicant: Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development(s) at 1015 East Hastings Street will require the following in order to improve sanitary sewer flow conditions:

(i) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account

for climate change.

(ii) Development to be serviced to the existing 200 mm SAN and 250 mm STM sewers along Glen Dr.

Note to Applicant: Groundwater requirements are not currently an immediate concern at this site. The City may require a Hydrogeological Study, Groundwater Management Plan, and/or Impact Assessment if dewatering rates are significant or concerning, to the City's discretion. The developer is advised to undertake adequate investigations to understand the site groundwater conditions early on in the planning and design process

(c) Provision of street improvements along Glen Drive adjacent to the site and appropriate transitions including the following:

(i) Minimum 1.22 m (4') wide front boulevard with street trees where space permits;

(ii) 2.44 m (8') wide broom-finish saw-cut concrete sidewalk;

(iii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;

(iv) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

(d) Provision of improvements at the intersection of Glen Drive and East Hastings Street including:

(i) APS (accessible pedestrian signal), and associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any replacement or modification of related traffic signal equipment).

(ii) Intersection lighting upgrade to current COV standards and IESNA recommendations.

(e) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

(f) Provision of lane lighting on standalone poles complete with underground ducts. The ducts should be connected to the existing CoV Street Lighting infrastructure.

(g) Provision of a new standard concrete pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on Glen Drive adjacent to the site.

(h) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

(i) Provision of the relocation of the existing bus stop bench adjacent to the site including reinstallation at applicant's cost at a location to be determined by Engineering Services.

2.10 Provision of one or more Latecomer Agreements for the following works, which constitute excess and/or extended services:

(a) APS (accessible pedestrian signal) at Glen Drive and East Hastings Street.

Note to Applicant: The benefitting area for these works is limited to the four adjacent corner properties.

2.11 Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. The applicant shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Sustainability

2.12 The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

Housing

2.13 Make arrangements to the satisfaction of the General Manager of Arts, Culture and Community Services and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant for a term of the longer of 99 years and the life of the buildings to secure all the Dwelling Units as either social housing units or market rental housing units for the longer of 99 years and life of the building, which will contain the following terms and conditions:

(a) a no separate-sales covenant is required;

(b) a no stratification covenant is required;

(c) a provision that none of such units will be rented for less than one month at a time;

(d) a requirement that a minimum of 67% of all Dwelling Units in the building will comply with the definition of "social housing" as defined in the Vancouver Development Cost Levy By-law No. 9755 (the "Social Housing Units") of which:

(i) not less than one-third of the Social Housing Units, will be occupied only by persons eligible for either Income Assistance or a combination of Old Age Security pension and the Guaranteed Income Supplement and rented at rental rates no higher than the shelter component of Income Assistance;

(ii) for the remaining Social Housing Units will be for:

(A) one-third to be occupied only by households with incomes below the then current applicable Housing Income Limits, as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission, or equivalent publication, and each rented at a rate no higher than 30% of the aggregate household income of the members of the household occupying such Social Housing Unit; and

(B) the remaining third will be rented at affordable market rents;

(e) A requirement that the occupants of not less than 25 of the Social Housing Units be provided with supportive services, being access to on-site services including meals, training, education and health and wellness;

(f) A requirement that the remaining 33% of Dwelling Units be secured as being used for the purpose of rental housing;

(g) A requirement that all the buildings in the development, including the Dwelling Units, are contained within a single parcel and legally and beneficially owned by a non-profit corporation, a non-profit cooperative association or by or on behalf of the City, the Province of British Columbia or Canada; and

(h) Such other terms and conditions as the General Manager of Arts, Culture and Community Services and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a Housing Agreement and Section 219 Covenant to be entered into by the City by by-law enacted pursuant to Section 565.2 of the *Vancouver Charter*.

Note to Applicant: If the applicant requests a DCL Waiver at the development permit application stage, an amendment to or replacement of the Housing Agreement will be required to include provisions to secure compliance of the development with the DCL By-law, to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services

2.14 Make arrangements to the satisfaction of the General Manager of Arts, Culture and Community Services and the Director of Legal Services to enter into a Section 219 Covenant for a term of 40 years to secure a component of the buildings to be used as a shelter containing not less than 80 shelter beds.

2.15 Make arrangements to the satisfaction of the General Manager of Arts, Culture and Community Services and the Director of Legal Services to enter into a Section 219 Covenant for a term of the longer of 99 years and the life of the buildings to secure a component of the buildings to be used as a social enterprise space or for another community use satisfactory to the General Manager of Arts, Culture and Community Services.

Environmental Contamination

2.16 If applicable:

(a) Submit a site profile to Environmental Services (Environmental Protection).

(b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

(c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

Agreements

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

1015 East Hastings Street
DRAFT CONSEQUENTIAL AMENDMENTS

Note: By-laws will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

"1015 East Hastings Street	[CD-1 #]	[By-law #]	C3-A"

NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

"[CD-1#]	[By-law #]	1015 East Hastings Street"

1015 East Hastings Street
ADDITIONAL INFORMATION

1. Urban Design Panel Minutes

Address:	1015 E. Hastings St
Permit No.	RZ-2020-00012
Description:	To develop the site with two mixed-use buildings at 14 storeys and 12 storeys (plus rooftop amenity) with 163 housing units comprised of 85 non-market units, 53 market rental units, and 25 transitional housing units. Additionally, the proposal includes an 80-bed shelter with associated services, and social enterprise space. All three levels of underground parking consisting of 59 vehicle spaces and 318 bicycle spaces. The proposed building height is 42.5 m (139.44 ft.), the total floor area is 14,510 sq. m (156,184 sq. ft.), and the floor space ratio (FSR) is 6.80. This application is being considered under the Downtown Eastside Plan. Zoning: M-1 to CD-1.
Zoning:	M-1
Application Status:	Rezoning Application (SHORT)
Review:	First
Architect:	Lowe Hammond Rowe Architects
Delegation:	Christopher Rowe, Architect AIBC CPHD LEED AP, Principal Jennifer Marshall, Architect AIBC, FRAIC, Principal, Landscape Architect Margot Long, Architect BCSLA, FCSLA, AALA, ASLA, LEED® GA, Principal Susan Tatoosh, Executive Director, Vancouver Aboriginal Friendship Centre Society
Staff:	Marcel Gelein & Patrick Chan

EVALUATION: Support with Recommendations: (10/0)

Introduction:

Rezoning Planner, Marcel Gelein presented the rezoning application at 1015 E. Hastings St. under the Downtown Eastside Plan. Marcel Gelein began by providing an overview of the site and surrounding context. He concluded his presentation with a description of the site and a summary of the rezoning proposal.

This is a rezoning application for 1015 E. Hastings St. from Lowe Hammond Rowe Architects on behalf of BC Housing, in partnership with the City of Vancouver and Vancouver Aboriginal Friendship Centre Society. The mandate of the centre is to meet the needs of the urban Aboriginal People making a transition to the urban community. The centre provides programs in health and welfare, social services, human rights, culture, education, recreation and equality for all genders of Aboriginal People of all age groups.

The proposal is for one lot located in the “Hastings East” sub-area of the Downtown Eastside Plan Area between Raymur Avenue and Glen Drive.

The site and the area to the south and east are currently zoned M-1, which permits industrial and other uses that are generally incompatible with residential land use however the intent is not to permit uses that are potentially dangerous or environmentally incompatible when situated near residential districts. A maximum height of 30.5 m and FSR of 5.0 is permitted under this zoning

Sites to the north are zoned M-2 which permits industrial and other uses that are generally incompatible with residential uses. The site to the west is a zoned CD-1 and is mixed use development completed in 2018 with market and non-market residential units, industrial flex space and commercial uses. It has a height of 36.6 m (120 ft.) and FSR of 6.15.

The site is currently vacant and has an area of approximately 2,154 sm. (23,074 sf.). The site is bounded on the south by the Hastings Viaduct and its abutment and ramp. The elevated frontage along Hastings St is approximately 50 m (164 ft.) and 37 m (121 ft.) along Glen Drive.

The site along its western edge abuts the CN Rail right of way, an active rail corridor that services the Port of Vancouver. Further, CN Rail has plans to increase capacity of line by twinning the track. To the north is a lane.

This project is being considered under the Downtown Eastside Plan. There are various relevant policies in the plan including:

- Section 9.2 Increase affordable housing options for DTES residents
- Section 7.7.1 and 7.7.2 speak specifically to Building Height + Density – between Campbell Avenue to Clark Drive recommends:
    - Height between 45-120 feet however, will consider up to 150 ft.
    - Density between 2.5-6.0 FSR however, will consider up to 7.0 FSR
    - Increase in height and density are dependent on site size, location, neighbourhood and urban design conditions and provision of 20 - 30 per cent social housing through rezoning.
- The project also supports the Housing Vancouver Action Strategy which supports modest increase in heights and density to enable non-market housing in recently approved community plans.

This proposal is to rezone the site from M-1 to permit a 14 and 12 storey building plus rooftop amenity spaces that includes:

- 163 units of social housing and market rental including:
- 85 units of non-market housing
- 53 units of market rental housing
- 25 units of supportive housing
- 80-bed shelter and associated services
- Social enterprise spaces (café and bike repair shop)

Proposed density is for 6.80 FSR and a height of 42.5 m (139 ft.). The proposal includes 2.5 levels of parking, including 59 vehicle parking spaces and 318 bicycle parking spaces.

Development Planner, Patrick Chan started by outlining the site conditions and challenges which includes a steep drop of nearly two floors from Hastings to the lane. He then gave an overview of the policies relevant to the project with a brief description of the proposed project before concluding with Staff questions for the Panel.

A CN Rail track sits immediately west of project, which has some impacts on how far the building can build at its west-edge, its window-placements and acoustic issues. There are also some comparable height buildings nearby.

Policies relevant to the project:

Downtown Eastside Plan (Hastings East Sub-Area)

The DTES Indigenous Place-making should underpin all new developments. Indigeneity should be the ground from which projects build from, and not just an overlay. For rezonings along Hastings, from Campbell to Clark Drive, the recommended height and density are 120 ft. max and 6.0 FSR. Form-wise a reference to the area's slimmer site and building-widths should be explored. This is especially relevant for longer sites, where the building(s) could be articulated as a series of smaller rectilinear and more vertically-oriented volumes. A variegated roof profile in a sawtooth form can help further express the verticality. Upper levels should also be sculpted back and use more glazing to lighten the appearance of bulk and height. Buildings could also be sculpted or oriented to lessen impacts on views to the Northshore Mountains. Character-wise, the DTES Plan encourages developing a tripartite façade expression, which draws from a colonial era building composition based on Palazzo Revivalism. To allow for more variety of uses, an 18 ft. floor-to-floor is desired for the retail floors. A higher ground-floor also helps form a "base" for the building. Adequate porosity should be provided to the ground floor façade to establish more visual connections between the public sidewalks and the interior. The lane is another area that should be developed to enhance the lane-as-public realm.

M-1 District Schedule

Form-wise, a height of 100 ft. and density of 5.50 FSR can be considered without rezoning. The use is largely industrial.

Proposed Form of Development

An L-shaped building, with one wing along Glen and the other along the lane, is proposed. The Glen-wing is 13- storeys and the lane-wing is 15-storeys. (Including roof amenity-rooms)

Patrick Chan notes the building's density and height are more than the ones anticipated in the DTES Plan. However, certain aspects of this proposal do respond to the DTES Plan, and is also attentive to its surroundings:

- Overall Massing + Articulation: The two wings' different heights, along with the rooftop amenity-rooms "boxes" can be considered as an alternative interpretation of the saw-tooth roof profile. Recesses on each wing's wall-planes accentuate verticality and break bulk.
- Building Identity + Wayfinding: The amenity-boxes on the roof help create a distinct roof-line that helps building identity. The social enterprise space (with its circular form that contrasts with the overall more rectilinear geometries) at the Hastings-Glen corner helps anchor that corner; activating this space may be a catalyst for that junction to become a future vibrant node.
- Building Footprint + Siting + Landscape: Taller building is set more than 60 ft. from the Hastings property-line to allow a wider aperture to the Northshore Mountains when standing on the viaduct, compared with a typical building-footprint/siting that hugs the sidewalk. Additionally, this deeper front setback creates a courtyard along Hastings.

Despite this courtyard is not accessible directly from the viaduct due to safety and grading reasons, it still visually opens up the otherwise narrow sidewalk there. This is a creative way to respond to the existing harsh conditions of the viaduct sidewalk and to lessen impacts on views.

- Shadowing: The increased shadow extent does not negatively impact the M-1 lots' usability. This project is an exercise in balancing unit layout and efficiencies, housing program operations, responding to the harsh viaduct-sidewalk conditions, providing usable sunny open-spaces and minimising accident risks and noise-disruptions from the railway for the future residents. Considering these factors, along with a postcolonial, contemporary Indigenous approach to architecture, one might evaluate the building based on the spatial relations it has with its surroundings, the benefits it offers the neighbourhood, housing needs, as opposed to simply how well it has replicated a desired architectural-historical expression (e.g. the colonial era tripartite form).

Advice from the Panel on this application is sought on the following:

Siting + Massing +: Height

- Impact of height on the surroundings
- The L-shaped footprint's response to its surroundings
- The articulation of the wings to break perceived width/bulk

Public Realm Interface:

- The courtyard's relationship to the public realm, especially the viaduct sidewalk
- The social enterprise space's location/design in terms of anchoring the corner
- The lower floors' relationship to the lane (especially the turn at Glen to the lane)
- Wayfinding to the building entries from the viaduct and Glen

Indigenous Place-Making + Building Identity

- Elements/areas of the building suitable for further development to express contemporary Indigenous character (at later Development Permit stage)
- Building composition and relationship with nearby buildings to create a future node.

General Livability

- Balconies, lane aspect, safety and solar shading
- The planning team then took questions from the panel.

The planning team then took questions from the panel.

Applicant's Introductory Comments:

Susan Tatoosh, Executive Director, Vancouver Aboriginal Friendship Centre Society began by acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh Nations. We have been working with our partners several years and happy to see the momentum that has been building over the past year. To finally breathe life into this critical project. The Friendship Centre has been operating the emergency shelter at the 201 Centre since 2009. And we have been advocating for new shelter and homes that will serve the needs of our Indigenous communities. The new homes and sheltered plans at 1015 E Hastings is a great opportunity for people to come together from all walks for life and feel accepted and valued. This project has been designed to celebrate the rich and vibrant Indigenous history and traditions and reflect our values of inclusiveness and belonging which is

the heart of The Friendship Centre. With the planning and design well underway we can look forward to the future and opening day when residents will open the door to their new homes, neighbours will connect to each other through community events and gatherings and people from different backgrounds will be welcomed to share their cultures. Thank you.

Christopher Rowe, Principal, Low Hammond Rowe Architects began by presenting the site of the project. Project is at the edge of tidal water wave near Burrard Inlet located near a place called Group of Boulders. We will follow up more on how the Indigenous culture will be applied to this project when it comes back from Development Permit. The site is a city blocked carved into by the rail line, with 5 metre setback. There is a 3 storey rise from Raymur. Complex programming has brought challenges to the project. The transitional housing connects to the shelter, affordable housing is above and market housing is to the east and the social enterprise. The three entrances to the left is the shelter, then the affordable housing and then market rentals on Glen Dr.

The entry is welcoming and secured. To the left of the entry is the fenced screen access to the court yard space and to the east is an entry court yard shared by the café space of the social enterprise and entrance into the affordable rental housing, around the corner on the right is the entrance of market housing rental, in the middle there is a two storey high space below is a bike shop. The bike shop shares the lower level entrance with the market housing. From an urban design point of view, this project can recapture Hastings Street and view from the neighbours to the west, notwithstanding the bill board in the way until further development happens on the east. The mass is brought right to the corner as a response to the Hasting Street guidelines. The service spaces are recessed and picked out in a different material that in addition to the open corridor gives opportunity to break up the mass. There is opportunity to bring the landscape up from the ground along the railways. The elevation is looked at as the base line for further development in its next phase of work where staggered illustration elevation pattern is used to avoid anything that is too guardium and institutional. Tripartite composition is perceived at this stage and will be reviewing a number of different options to elaborate the façade.

Margot Long, Principal, PWL Partnership Landscape Architects Inc. began by noting the site was very challenging with the Architects for this project turning this into an amazing opportunity.

This is the second project worked on that is on this water way and both of them are Indigenous projects. Despite the site being challenging with strong industrial over lay as it is close to rail line, project looked at ability to connect back to the land and water.

At lower level on Raymur Street at the right away is the future expansion area. Until that area expands we see this area for canoe storage, informal basketball, picnic tables, storm water collection and secured space to move from lower level up to the shelter terrace which is one level up.

Hastings St. and Glen Dr. is the main entrance to the building. The shelter entrance and the court yard – has been envision as an oasis, south facing with the box covering it, there is opportunity to be outside and under cover, great indoor and outdoor relationship to the lounge, terrace area. In the shelter area you are looking through a series of layers of landscape out past Hastings St to the southern area.

The affordable housing entrance provides seating and a spill out area for cafes. We have the sidewalk adjacent to the street because there is limited area and additional right of way being

worked on. The idea is to work with the grade change as you step down and provide a larger entry to the market rental housing, bike shop and the town houses.

At the transitional housing level and the amenity roof deck there are a number of extensive green roofs. The lounge has a variety of different spaces for group gatherings and respite for individuals. Access is off the lounge and off the elevator corridors. The idea is to always be able to connect to a roof space. When you look down you will see a series of terraces of landscape which will extend all the way down to the rail tracks. The idea is connecting moving spaces-living spaces down to the ground level and at the top, connecting the roof scape to the visual linkages to the mountains on the north.

Next level up is the market rental housing with south facing terrace and a north east facing terrace is off the elevator corridor, fitness room, south facing terrace is off the amenity space and urban agriculture, and gathering space . The north and east facing terrace is an outdoor kitchen, potential yoga deck or another respite space.

The top floor on the 15th level is the affordable housing roof deck. We worked with the community on this one, it being a strong link to the sisters, views connect back to north shore and water. At the far North West corner is a fire pit with views of north shore mountains. There is an informal play area for kids with opportunity to grow urban agriculture, gardening , cultural stage which acts as a space for gatherings, carving activities, a large table to gather and eat, and flexible space - furniture can be moved for larger gathering. All the roof decks have connection to the amenity spaces inside. We are borrowing the landscape, north shore mountains and borrowing the amenity spaces as well.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by MR. FRANCL and seconded by MR. DAVIES and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendations to be reviewed by City Staff:

- Design development to the lane elevation.
- Design development to the Hasting Street public realm in terms of adding greenery (on City property).
- Reconsider the location of the bike shop entry so it reads more prominently.
- Design development to legibility to affording housing entry.

Panel Commentary:

- The panel felt that this is a very well resolved rezoning application. The different income needs targeted for the housing will create a sustainable future for the City. The panel is supportive of the uses and feels that they will make a significant contribution to the neighbourhood.
- Panel supports the height and massing. They noted the height was appropriate to the context. The panel felt that the modest increase in height is well earned. The massing has been very well handled.
- Panel supports the L-shape footprint and the siting given how it creates the southern courtyard. It is also an appropriate response to the rail line.

- The panel noted that the north and south facades look similar and suggested that balcony placement may be a method to provide further differentiation.
- Panel supports the articulation of the wings and how well they are broken up. The notches for the windows at the end of the hallways are very successful.
- Regarding the wayfinding and public realm, Panel was supportive of the landscape treatment. The portal creates a strong identity for the shelter.
- The rooftop landscape uses are excellent.
- Panel noted the legibility of the affordable housing entry and bike shop entrance need improvement. The affordable housing entry is deep into the site. Additionally, more separation should be created between the bike shop and the market residential entry.
- Panel noted further animate the lane elevation needs improvement. The panel suggested considering draping greenery over the edge of the building to soften it.
- The social enterprise space is extremely successful and well placed. The panel liked the curved storefront and the placement of the columns. Some panel members commented on more animated uses along Hastings would provide further activation.
- Panel noted they are looking forward to the development of the Indigenous character of the building when it comes back to the panel at the Development Permit stage.
- The building has a strong character and a strong pride of place.
- Some panel members noted design development is encouraged for the over-hangs which could present potential challenges with unintended use and maintenance.
- Panel noted this building will create and interesting sky line specifically the box feature at the top creating a unique look and strong identity.
- The panel suggested terracing down the western façade and open up some uses in this sideyard so it is not a blank wall.
- Regarding the livability of the units the suite layout is good, livable and the team has created human spaces.
- The panel had no concerns with balconies only being provided at the two bedroom units.
- Panel appreciates the sustainability strategies that are being proposed and encourage applicant to take it beyond step four which will bring value to the project. In addition, the panel appreciates that cooling is proposed for the building. The panel asked the applicant to consider solar shading.
- Panel noted their support for the courtyard, it animates the street, can be used for ceremonial and public space. The panel appreciated that the screen along Hastings can be pulled back and the courtyard opened up to the street.
- Regarding the Hasting Street frontage, panel suggest more vegetation on the street.
- Panel encourage applicant to seek opportunities to further animate the east elevation at the top of the building.
- The panel had concerns with the application of the copper material goes up the base of the building. The height at Hastings Street is fine, but it reads high along the lane.
- Consider aligning the market entry with the break above.

Applicant's Response: The applicant team thanked the panel for their comments.

1015 East Hastings Street
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

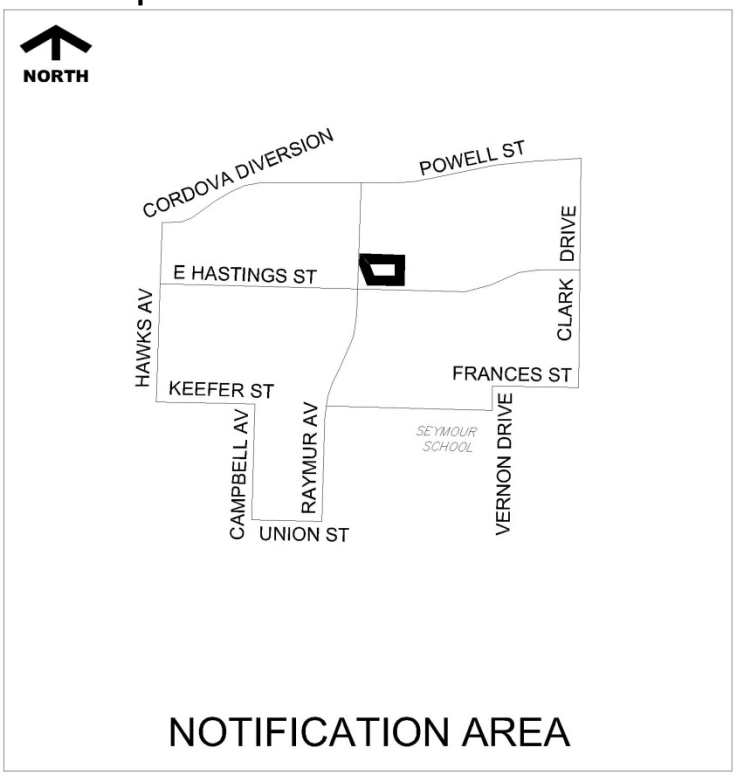
	Dates	Results
Events		
Pre-application Virtual Open House (applicant led)	March 11 – May 21, 2020	537 website visitors
Virtual open house (City led)	July 13 – August 2, 2020	350 participants (aware)* • 136 informed • 45 engaged
Public Notification		
Postcard distribution – Notice of Rezoning Application and Virtual Open House Email notification - Downtown Eastside and local community groups	July 3, 2020	1,455 notices mailed 665 emails sent
Public Responses		
Pre-application comment forms	March 11 – May 21, 2020	15 submittals
Online questions	July 13 – August 2, 2020	10 submittals
Online comment forms • via Shape Your City platform	June – September, 2020	51 submittals
Overall position • support • opposed • mixed	June – September, 2020	51 submittals • 19 responses • 25 responses • 7 response
Other input	June – September, 2020	1 submittal
Online Engagement – Shape Your City Vancouver		
Total participants during online engagement period	June – September, 2020	561 participants (aware)* • 216 informed • 54 engaged

Note: All reported numbers above are approximate.

* The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware**: Number of unique visitors to the application webpage that viewed only the main page.
- **Informed**: Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged**: Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

2. Map of Notification Area



3. Analysis of All Comments Received

Below is an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell in the following areas:

- **Affordable housing:** The project aligns with City strategies and would bring more social housing to the Downtown Eastside. The market housing component of the proposal is also appropriate in subsidizing the non-market housing units.

- **Building design:** The building design is appropriate and its architecture fits well with the neighbourhood.

- **General support:** The project received overall support.

- **Rooftop amenity space:** The rooftop amenity space is appropriate given the project's location in an industrial environment.

- **Railway tracks:** The project would help regenerate the area beneath the bridge and railway tracks. The railway area could also be better designed with more landscaping or public art.

Generally, comments of concern fell within the following areas:

- **Security and privacy:** The project would result in more safety issues and criminal activities for families in the area and the Strathcona Village.

- **Location:** Developing social housing in other parts of the city should be considered as Downtown Eastside should not be the only area to take on the burden of social housing projects. Respondents also cited that other neighbourhoods are more suitable and have more space.

- **Building height and density:** The height of the proposal would not fit with the neighbourhood context and would block views. One respondent noted concerns of the height but acknowledged the provision of social housing takes precedence.

- **Parks:** Existing residents already cannot use Strathcona Park due to its current situation. Respondents also cited that more park space would need to be considered before the city continues to add more density into the neighbourhood.

- **Tax payers:** The project disregards the needs and interest of taxpayers. It causes owners in the area to consider selling their apartments and moving elsewhere.

- **Railway tracks:** The noise from the railway tracks would impact residents of the building. It is also unclear how safety measures would be put in place to prevent people from loitering around the railway tracks.

- **Landscaping:** There are a lack of benches and landscaping along the side of the building to promote socialization and improve the bare streetscape.

- **Affordable housing:** There is an uncertainty of how this project would make it more affordable for young families. Some respondents also noted that there is an imbalance of social housing and shelter units within the development.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

General comments of support:

- The use of the social enterprise space is appropriate.
- The proposed use of the current site is suitable.
- The Vancouver Aboriginal Friendship Society is a qualified operator for this project.
- Appreciate that the Indigenous history of the city is reflected in the architecture and programming of the new development.

General comments of concern:

- This project's additional density would set precedence in the area. The proposal should stay within the Downtown Eastside Plan guidelines.
- One respondent cited that there is too much parking required within the development. A few respondents noted however, that there is a lack of parking and the challenges that come with this shortage for the proposal and commercial clients.

- Placing shelter beds in the area would result in more traffic.
- This area of Hastings where the project is proposed needs more upgrades, such as trees, landscaping and benches as the current situation is very barren.
- Overall negative impact on the neighbourhood.
- The building design is lacking and does not fit well with the neighbourhood.
- Not enough family units are proposed as part of this development.
- Would like assurance that the social enterprise space would not have safety issues for the community.

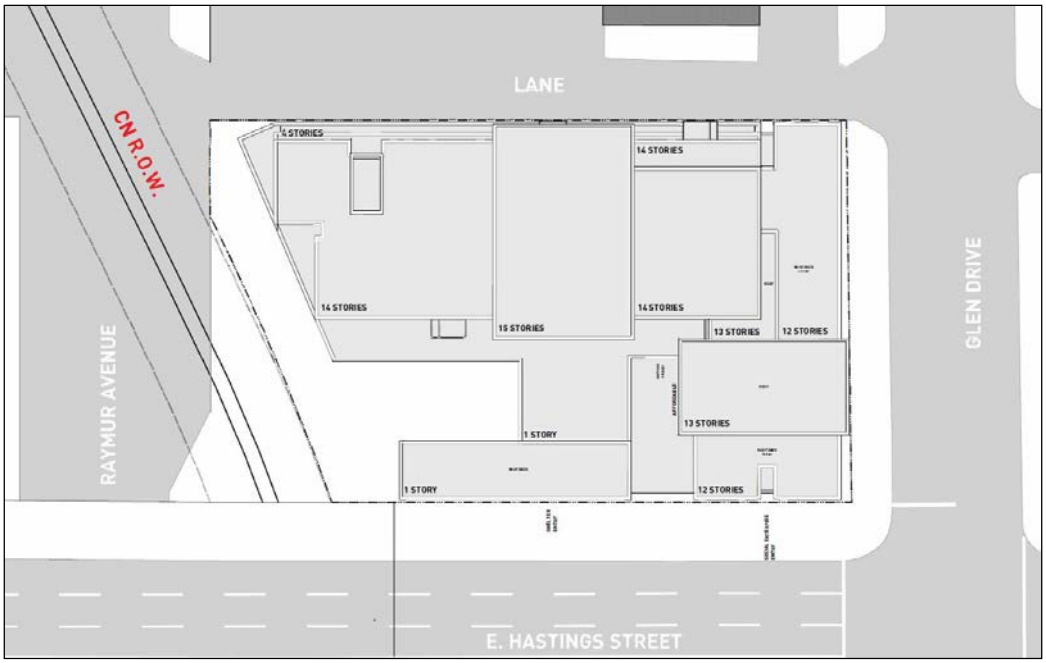
Neutral comments/suggestions/recommendations:

- There needs to be more incentives to fill the ground level businesses when the project is complete.
- Townhouses could better activate Glen Drive.
- The project is appropriate, but need to ensure that there is enough safety measures in place.
- There needs to be more small retail stores in order to create a sense of community in this area.

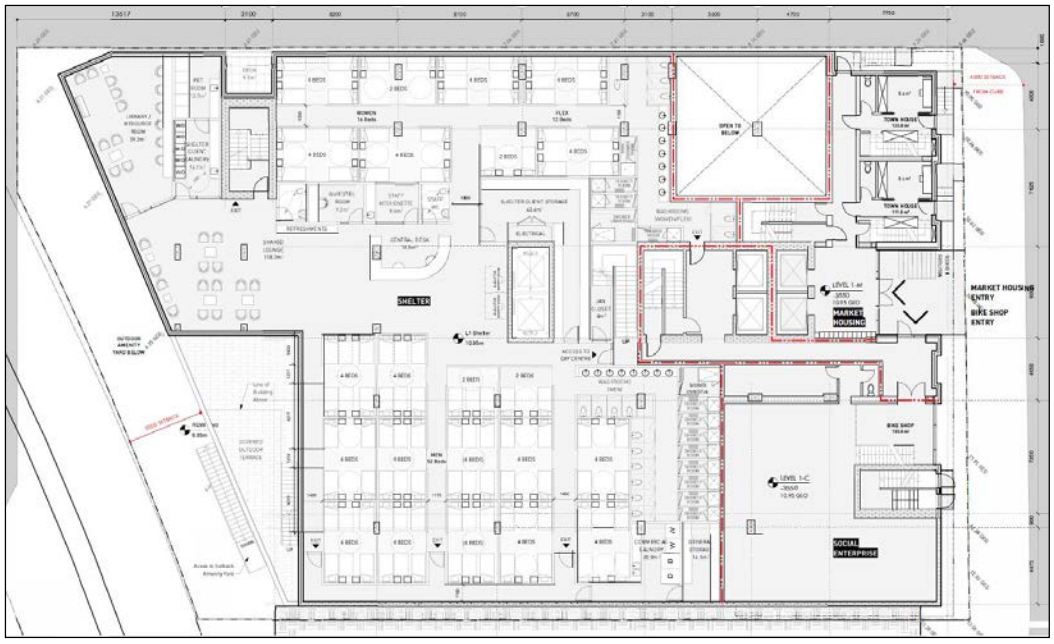
* * * * *

1015 East Hastings Street
FORM OF DEVELOPMENT DRAWINGS

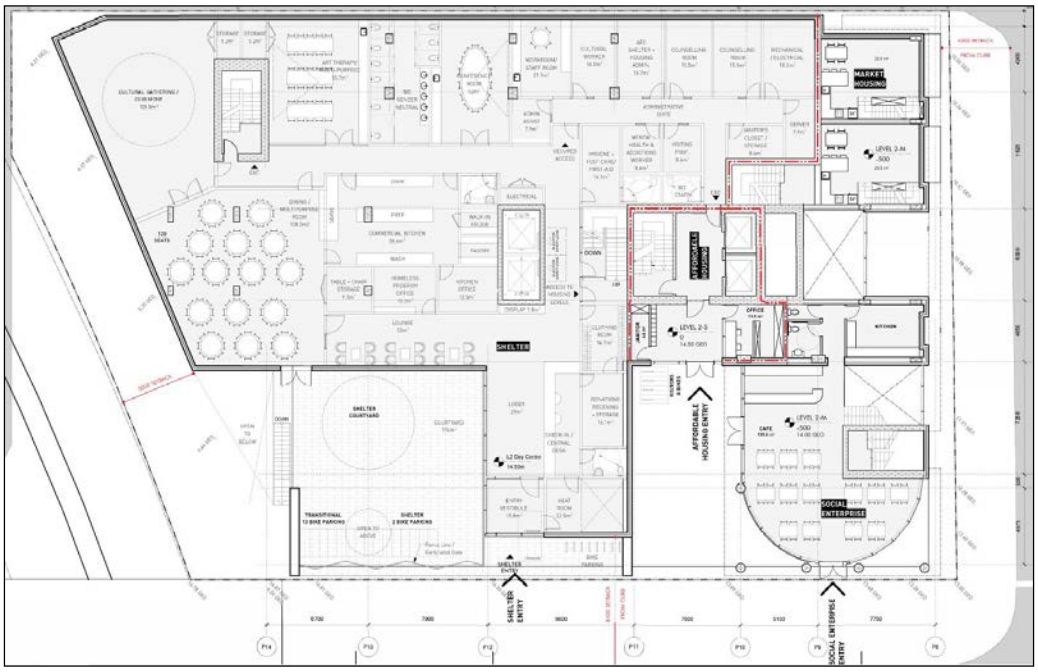
Site Plan



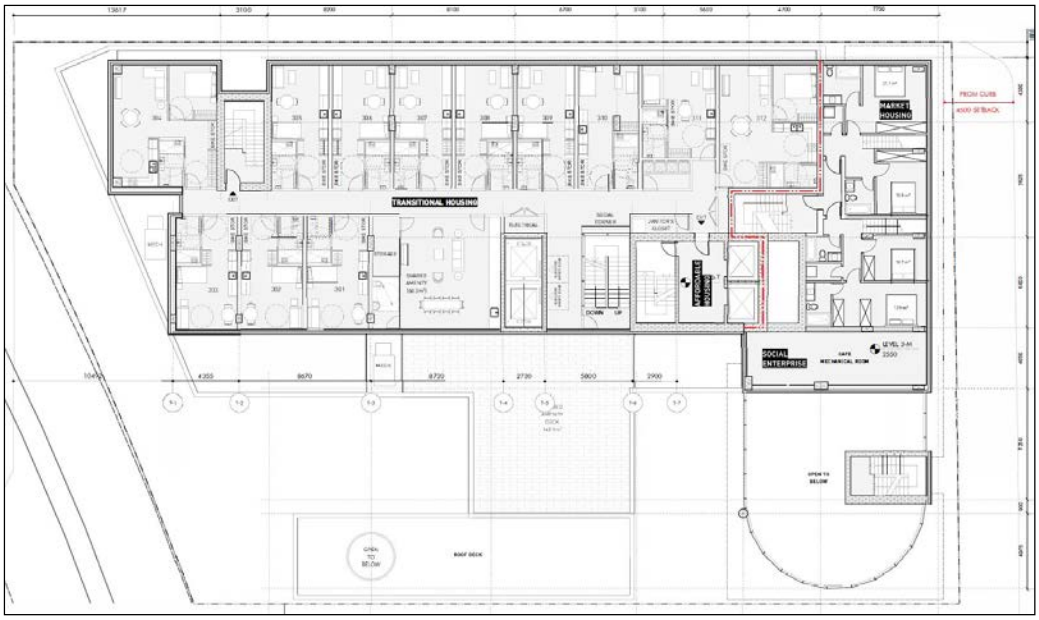
Ground Floor Plan (Shelter, Social Enterprise Space and Market Rental)



Level 2 Floor Plan (Shelter, Social Enterprise Space and Market Rental)



Level 3 Floor Plan (Supportive Housing and Market Rental)



Level 4 Floor Plan (Supportive Housing and Market Rental)



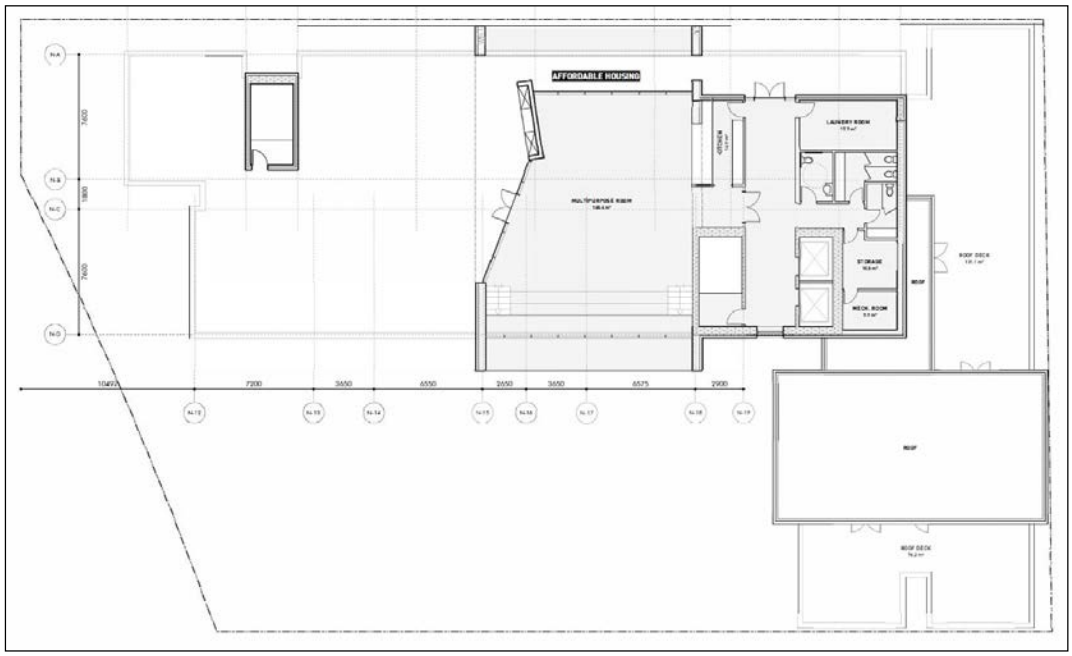
Level 5 - 12 Floor Plan (Social Housing and Market Rental)



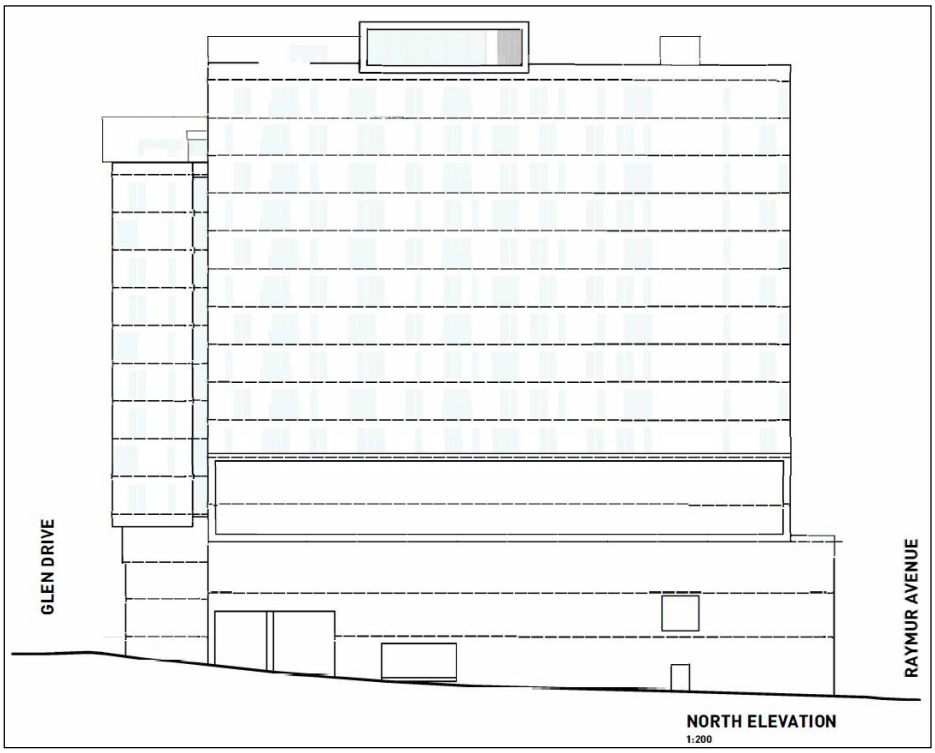
Level 13 Floor Plan (Social Housing and Market Rental Rooftop)



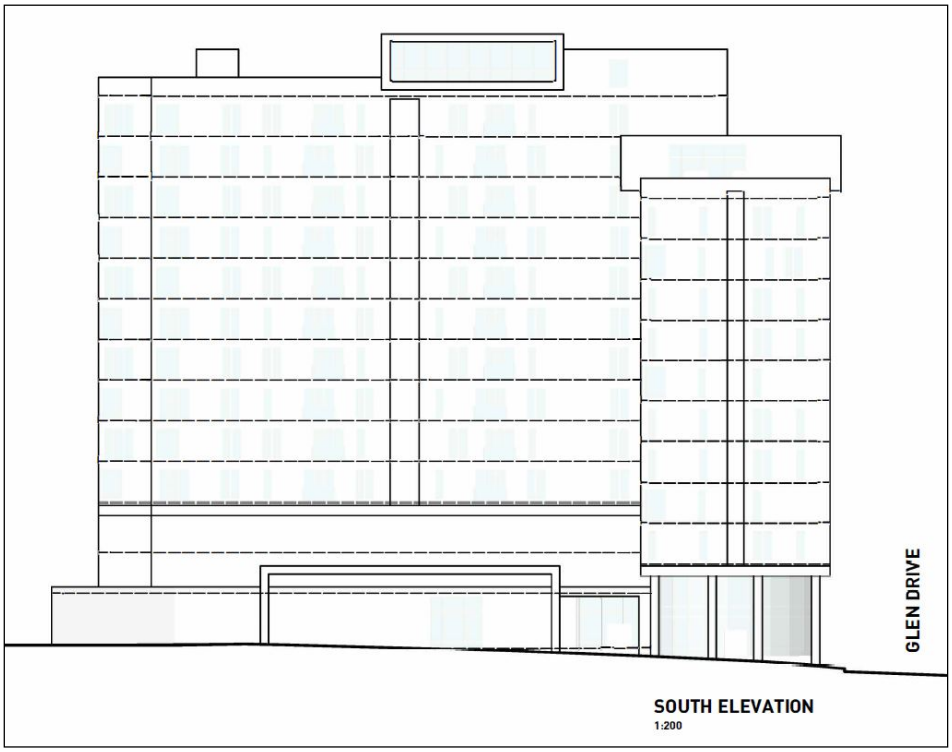
Level 15 Floor Plan (Social Housing Rooftop)



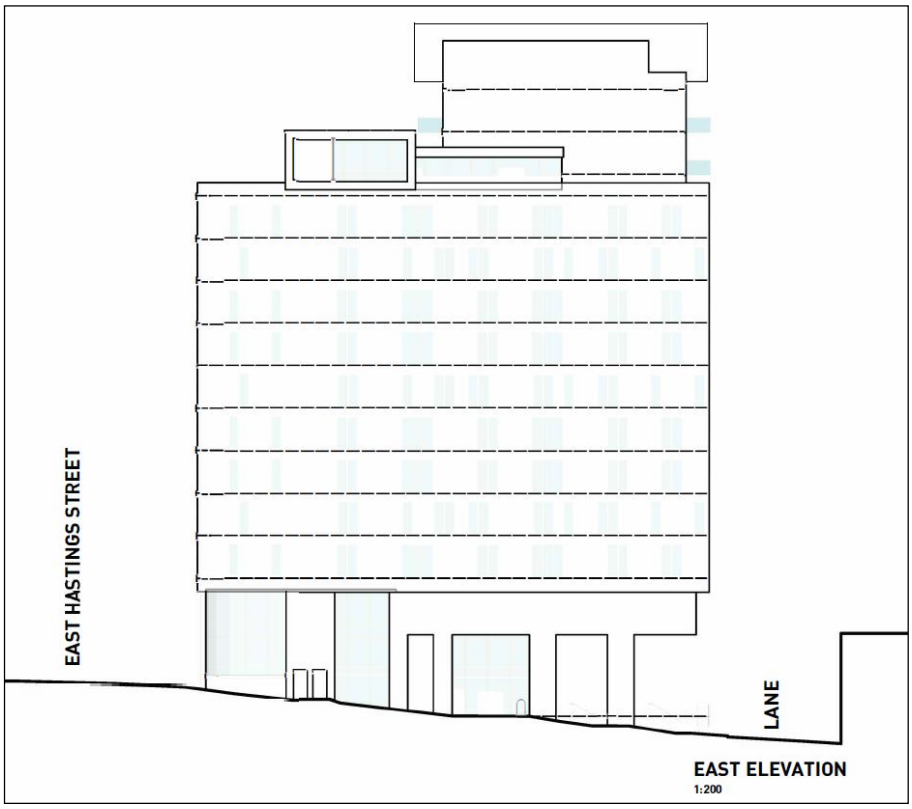
North Elevation



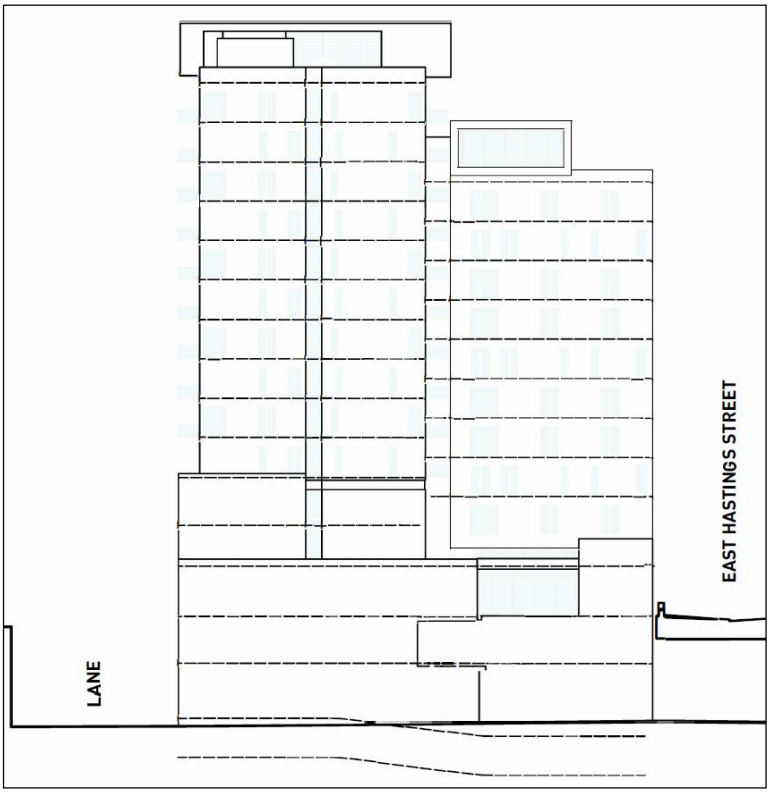
South Elevation



East Elevation



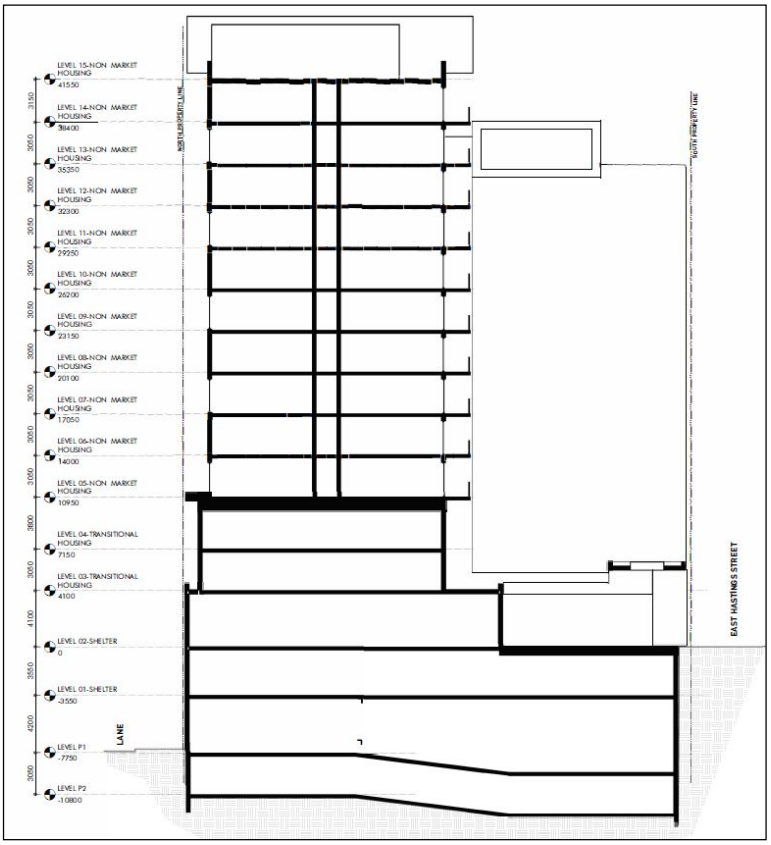
West Elevation



Section – East Hastings



Section (Social Housing)



Section (Market Housing)



* * * * *

1015 East Hastings Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Construct a mixed-use development providing a total of 163 units of social and market rental housing containing 110 units of social housing (25 units of which will be supportive social housing), 53 units of market rental housing, an 80-bed shelter and associated services and a social enterprise space.

Public Benefit Summary:

The proposal would provide a total of 163 residential units, including 110 units secured as social housing and 53 units secured as market rental housing units for longer of 99 years and the life of the building. The project would also contribute a DCL payment.

	Current Zoning	Proposed Zoning
Zoning District	M-1	CD-1
FSR (site area) = 2,134 sq. m (22,970 sq. ft.)	5.0	6.9
Buildable Floor Space	10, 670 sq. m (114, 850 sq. ft)	14,729.0 sq. m (158, 542 sq. ft.)
Land Use	Industrial	Mixed-Use

Summary of development contributions expected under proposed zoning

City-wide DCL [1,2,3]	$899,141
City-Wide Utilities DCL [1,2,3]	$485,001
TOTAL	**$1,384,142**

Other Benefits (non-quantified components):

- 110 social housing units secured for the longer of 99 years and life of the building
- 53 rental housing units secured for the longer of 99 years and life of the building
- Social enterprise space to be used to support Indigenous and community health, wellness and economic programs

[1] Based on rates in effect as of September 30, 2020; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's DCL Bulletin for details

[2] The proposal may be eligible to request a DCL waiver at the development permit application stage. If the applicant requests a DCL waiver, the project would be required to be subject to the maximum average unit sizes for "for-profit affordable rental housing" and maximum average rents by unit type for the below-market units, in accordance with the DCL By-law, as secured by an amendment to the Housing Agreement. The applicant has not requested a DCL waiver for the residential floor area of the proposal; however, they will be eligible to request a DCL waiver at the development permit stage of the approval process.

[3] The social enterprise space may be eligible for reduced DCLs of $20, compared $93,191 included in the current estimate, if it is able to qualify as a Social Service Centre at building permit stage.

* * * * *

1015 East Hastings Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT INFORMATION

Architect	Low Hammond Rowe Architects Inc.
Developer	Western Canada Properties Group
Property Owner	City of Vancouver

PROPERTY INFORMATION

Street Address	**Property Identifier (PID)**	**Legal Description**
1015 E. Hastings St.	009-392-815	Lot C Block 63 District Lot 181 PLAN 21524

SITE STATISTICS

Site Area	2,134 sq. m (22,970 sq. ft.)

DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	**Proposed**
Zoning	M-1	CD-1
Uses	Industrial	Mixed-Use
Floor Space Ratio (FSR)	5.0 FSR	6.9 FSR
Floor Area	10, 670 sq. m (114, 850 sq. ft.)	Social Housing (including supportive housing units): 8,423 sq. m (90,664 sq. ft.) Secured Market Rental: 4,279 sq. m (46, 059 sq. ft.) Social Service Centre (Shelter): 1,604 sq. m (17,266 sq.ft) Social Service Centre (Social Enterprise): 423 sq. m (4, 553 sq. ft.) Total: 14,729.0 sq. m (158, 542 sq. ft.)
Maximum Height	30.5 m (100.1 ft.)	51.0 m (167.3 ft.)
Unit Mix	N/A	Studio: 50 (31%) One-Bedroom: 73 (45 %) Two-Bedroom: 35 (21 %) Three-Bedroom: 5 (3 %) **Total Units: 163**
Parking Spaces	Per Parking By-law	Site total – 59 Visitor – 8
Bicycle Spaces	Per Parking By-law	Class A - 293 Class B - 15
Natural Assets	On-site trees: 0 City-owned street trees: 0 Total: 0 trees	Proposed new trees: 36 (to be confirmed at the development permit stage) Total: 36 trees

* * * * *