PROMERITA westbank BC HOUSING ZGF

EAST VILLAGE

2

EAST 2: 1115 & 1127 East Hastings Street
Rezoning, April 2024

Revision 01: August 2024

2

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2024-08-23

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A INTRODUCTION

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East Village Overview

924 TOTAL HOMES

767 SECURED PURPOSE-BUILT RENTAL
EAST 1 - 382 units
EAST 2 - 385 units

157 SENIOR SOCIAL HOUSING
EAST 3 - 157 Social Housing Units
(Includes 36 Replacement SRA units)

12,925 SF STREET LEVEL COMMERCIAL

2,289 SF STREET LEVEL SOCIAL ENTERPRISE

20.47% SOCIAL HOUSING
STANDALONE LOW-INCOME HOUSING FOR SENIORS
20.47% of total rental units that are provided on East 1 & East 2 (767 units) would be dedicated Social Housing and these units would be provided on the East 3 site. Westbank and Promerita have transfered the ownership of the East 3 Land to BC Housing for the construction of these 157 standalone Social Housing units for Seniors on the East 3 Site.

ZGF, on behalf of Promerita and Westbank, have assembled a multi-disciplinary team that is community minded and strives to deliver critically needed secured purpose-built rental, and social housing to the Downtown Eastside.

The development proposal is comprised of three residential buildings with commercial space at grade. The combined proposal seeks to add secured purpose-built rental homes, and social housing units that achieve high levels of quality and livability and that meet the needs of the tenants and the community.

Following the Downtown Eastside Guidelines, the proposal seeks to rezone all 3 properties under a single application to create CD-1 Comprehensive Development.

- East 1: 1030, 1040, 1050, 1060 & 1070 East Hastings Street, Vancouver, BC
- East 2: 1115 & 1127 East Hastings Street, Vancouver, BC
- East 3: 1168, 1172 & 1180 East Hastings Street, Vancouver, BC.



Purpose–built and Equitable Housing

We are seeking to process the rezoning of all three East Village properties in a single application allowing us to concentrate the most affordable homes into a single building (East 3).

East 1 and East 2, to be owned by Westbank/Promerita as purpose-built market rental units.

Westbank and Promerita have transfered ownership of the East 3 property to BC Housing for the construction of 157 social and affordable rental homes for seniors. Design and construction of the East 3 building will be managed by Westbank and 100% funded by BC Housing through a combination of capital and operating grants and low-cost construction financing.

Secured Purpose-built Rental - 767 Units

East 1

382 Secured Market Rental

East 2

385 Secured Market Rental

- Owner: Promerita/Westbank
- Total Units: 767 Units of Secured Market Rental Housing including 3 Affordable live work units
- Prospective Financing Partner: BC Housing
- Building Performance Target: To meet Green Buildings Policy for Rezoning
- Transportation: Minimal car parking and focus on sustainable transport
- 3 Affordable Live Work Units: These are intended to be made available to the creative community such as local artists and musicians help foster the creative culture within the area.
- 1,559 SF Community Serving Retail/Maker Space: The intent would be to have dedicated programed space that support and foster creative culture within the community with space for craft, woodworking, carving, creating, making and artist studio/display space.

+

Seniors Social Housing - 157 Units

East 3

121 Seniors Housing + 36 Replacement SRA Units

- Owner: BC Housing
- Operator: To be determined
- Total Units: 157 Units of Secured Social Housing (Housing Agreement) for seniors
- 36 Single Room Accomodation (SRA) replacement units (100% shelter rates)
- 121 Social Housing Units
- Affordability: 33.33% of units shelter rate, 33.33% of units HILs rate, 33.33% of units low end of market
- Land Partner: Promerita/Westbank contributing East 3 land
- Prospective Financing & Funding (capital and operating) Partner: BC Housing
- CMHC: Funding
- Diversity: Mixed income building
- Building Performance Target: To meet Green Buildings Policy for Rezoning
- Transportation: Minimal car parking and focus on sustainable transport
- Commercial unit designated as social enterprise.
- Timing: Delivered concurrently with East 1 + 2
- Estimated Rental Rates 2023
  - Shelter: $375
  - HIL's - Mixed Income: $850 - $1150
  - LEM: $1150 - $1550
  - Note: Proposed tenure/rents will be subject to BC Housing approvals and available funding.

East Village
924 Total Units

Policy Enquiry Process Criteria Alignment

The City of Vancouver proposes a Policy Enquiry Process that intends to provide a consistent review process for development enquiries that do not comply with rezoning policy but may offer opportunities and benefits that may warrant further consideration by Council. This page summarizes East Village project goals alignment with the Baseline and Review Criteria set by the Policy Enquiry Process. The project proposal notably focuses on housing criteria while also meeting a majority of Baseline and Review Criteria.

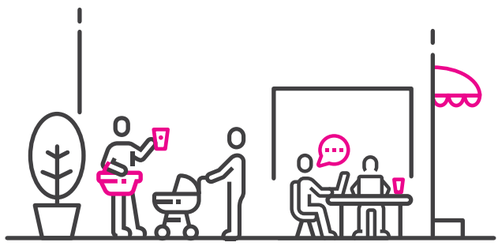
Council unanimously supported the project moving forward with Enhanced Rezoning through a Policy Enquiry Directions report on July 21st 2022.



Policy Enquiry Process Review Criteria

1. Housing
2. Jobs
3. Cultural, Social, City Serving Amenities
4. Energy and Greenhouse Gases
5. Neighbourhoods
6. Ecology
7. Municipal Infrastructure

Project Goals



Neighbourhood Development & Local Economy

Jump start reinvigoration of street level activity by providing grade related commercial from west of Glen Drive to Vernon Drive.

Introduce pedestrian related commercial to Viaduct. Design buildings to anticipate future development: Introduce a variation in streetwall heights that achieve a transitional scale between buildings within the block to reflect the historical Hastings Block Typology.





Housing, Health, & Well-being

The project intends to deliver a mix of well designed units, providing the much needed housing supply for singles, families and seniors in the Hastings East community.

Replacement of 36 Single Room Accommodation (SRA) units that are at the end of their life and in need of replacement. The replacement units will be larger and built to meet the latest guidelines for livability. Building will be designed with a focus on occupant livability. Buildings designed to maximize access to views and daylight. Access to indoor and outdoor amenities will promote a healthy and active lifestyle for the residents.





Affordability

The project will bring a diverse mix of high-quality purpose-built rental housing that meets the needs of the tenants and the community.

Focus for the project has been put on maximizing the number of homes along with ensuring an appropriate mix of studio, one bedroom, family homes and housing for seniors.





Sustainability

Project aims to adhere to *Green Buildings Policy for Rezoning*. The design team will be exploring opportunities through the design process to reach beyond the performance targets set out in the *Green Buildings Policy for Rezoning* such as reducing the carbon impact and exploring construction innovation.

Each of the projects through design aims to foster a sustainable culture for the occupants, reducing the dependency on cars and promoting more sustainable and active forms of transport.



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Urban Design Goals



Create a Heart

Be guided by the objective of creating a heart to the Hastings East Neighbourhood.

Enhance the linear nature of the Hastings East neighbourhood with a defined heart or center at the eastern end of the Downtown Eastside (DTES) plan.



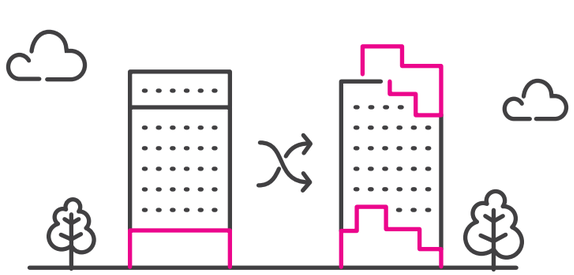


Intensify the Range of Housing Types

Consider intensifying the quantity and range of housing types at the heart of Hastings East to better meet the City's housing needs.

Use the intensification as a means of creating social connections and sense of community, integrating social and market housing at the neighbourhood scale.





Evolve the Hasting Block Typology

Create opportunity to evolve the building typology by breaking from its traditional typological urban design and building form and re-think the relationship between the buildings and the street.





Create Neighbourhood Identity through Building Form

Consider an alternative to the linear extrusion of a single urban form to allow for a modulation and variation in interpretation of that form.

Evolve the vision of the DTES Plan for Hastings East to create variations in themes established elsewhere in the plan.

Enrich the urban environment with distinctive character layered onto repetitive character.



BC Housing Partnership

BC HOUSING

1701 – 4555 Kingsway
Burnaby, BC V5H 4V8
T: 604 433 1711
F: 604 439 4722
www.bchousing.org

March 25, 2024

City of Vancouver
453 West 12th Avenue,
Vancouver, BC V5Y 1V4

Attn: Josh White, General Manager of Planning, Urban Design and Sustainability

Re: East Village – 3 Properties Redevelopment
East Village East 1: 1030-1070 East Hastings Street, Vancouver ("East 1")
East Village East 2: 1115-1127 East Hastings Street, Vancouver ("East 2") and
East Village East 3: 1168-1180 East Hastings Street, Vancouver ("East 3")

Dear Josh:

This letter is to affirm BC Housing's strong support and provide an outline of the discussions regarding the collaboration between Promerita Group ("Landowner"), Westbank Corp. ("Developer"), and BC Housing (collectively the "Partners") that have commenced through the Province's BC Builds program as we explore the incredible opportunity to develop Living East Village which is a portfolio of 3 sites for redevelopment in the Downtown East Side ("DTES"), Strathcona Neighbourhood. The East Village is within the planning sub-area of the East Hastings Corridor of the DTES Local Area Plan.

The East Village is a portfolio approach to the proposed redevelopment of the 3 properties proposed as East 1, East 2, and East 3 that will include two buildings (East 1 & 2) of purpose built rental housing and one building of Non-Market social and affordable rental housing (East 3) that would replace the existing 36 SRO units with new studio units and add additional purpose built affordable housing units. It is envisaged that the East 1 & 2 building properties will be owned by Westbank/Promerita and ownership of the East 3 will be given to BC Housing, for a nominal fee. BC Housing is the current owner of East 3. Westbank will also be responsible as the lead Developer partner who will head the rezoning, development and construction processes. The funding for the redevelopment of East 3 will be provided by BC Housing and/or affiliate partners.

The East Village redevelopment proposal will require a rezoning of 3 properties to allow the height, density, and form of development that would create over 900 rental units total across the 3 properties, together with new local serving retail spaces, and would have a positive impact in the Downtown Eastside (DTES) community by delivering a new supply of below market purpose built rental and new deeply affordable non-market and rent geared to income social housing options.

Promerita, Westbank, and BC Housing as Partners are proposing to rezone and develop the East Village redevelopment proposal through the Province's BC Builds program together with other provincial funding programs available to BC Housing in the future to create deeper affordability in the portfolio. BC Builds aims to provide interim construction financing to our development partners to create affordability. The non-profit operator, brought on by BC Housing through a competitive RFP process, will seek Community Housing Fund ("CHF") program capital and operating grant funding as well as financing from BC Builds for the redevelopment of East 3, and provided additional financing capacity is available. BC Housing would provide up to 100% of the interim construction financing for the additional East 1 & 2 properties. Timing and access to interim financing is currently in discussion and remains subject to approval by BC Housing's Executive Committee and associated Boards for approvals. BC Housing, through BC Builds, is very interested in participating in the proposed creation of new rental housing at the East Village with Promerita, Westbank, and a future non-profit operator, however, BC Housing's final participation is further contingent on City Council rezoning approval as well as settlement of the final negotiated business terms amongst the parties.

One of these milestones have been achieved and BC Housing has certainty regarding the inclusion of affordable rental units being approved, Final Project Approval by our Executive Committee and associated Boards will be confirmed. We anticipate this development accomplishes the mutual objectives set out by the City of Vancouver, the Project Partners, and BC Housing, while more importantly, providing future residents with access to a stock of brand new below market rental units where affordability across the portfolio will exceed the requirements of the DTES Local Area Plan.

We value this potential partnership and see this as a positive response in alleviating the pressures faced in the DTES neighbourhood with resect to housing and additional rental supply for rental households in Vancouver. Please let us know if you have any questions regarding BC Housing's support of this partnership.

Yours truly,

Mike Pistrin,
Vice President, Development and Asset Strategies
BC Housing Management Commission

Director,
Provincial Rental Housing Corporation



B URBAN DESIGN RATIONALE

The Hastings Street Corridor

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East Hastings Street, Vancouver. B.C. 1949 P.N.E. Opening Day Parade







The Hastings Street Corridor

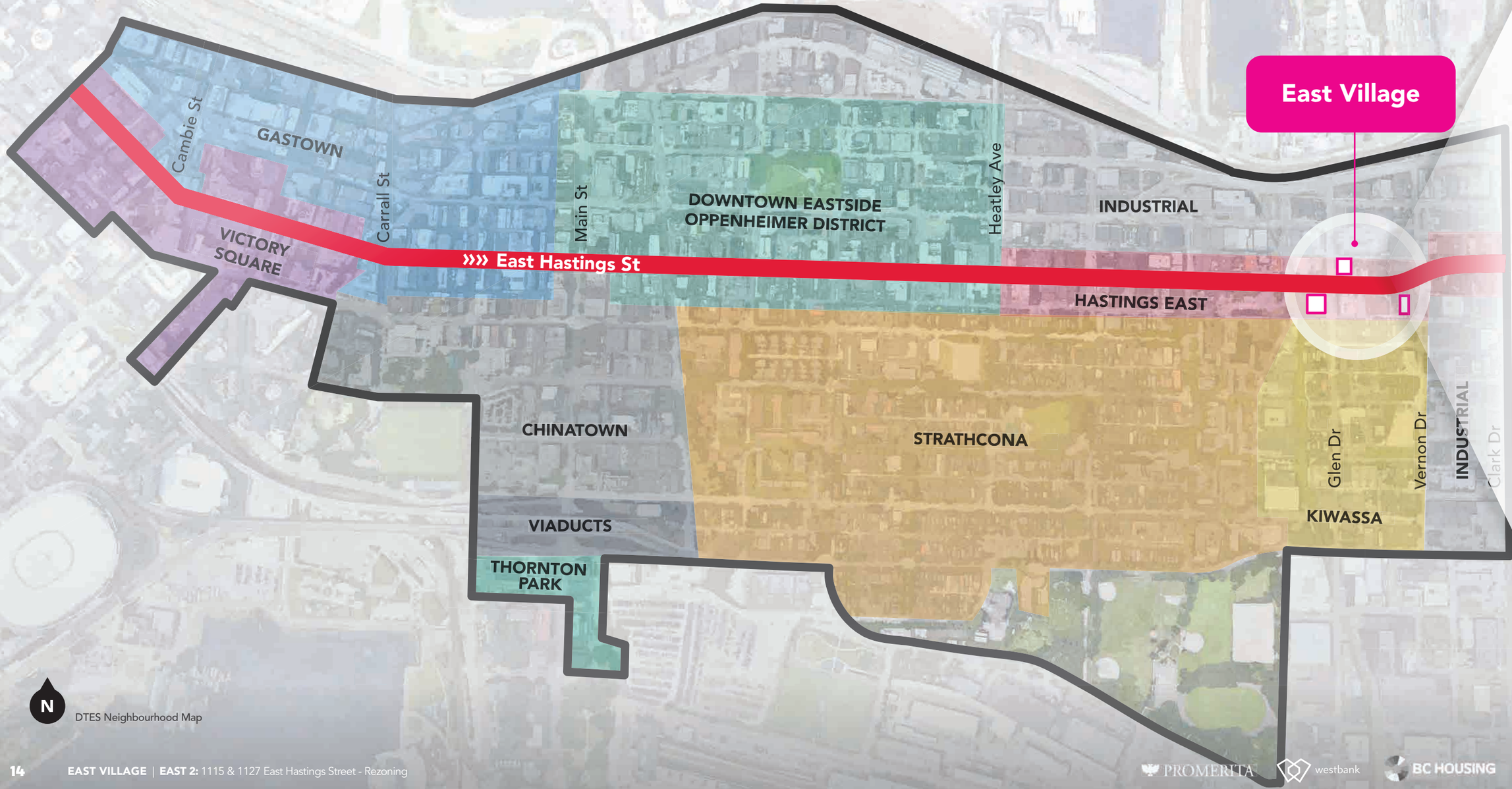
A History of Community

Since its naming in 1885, the story of the Hastings Street Corridor is one of both success and adversity, but in retrospect it is one of resilience. It has always been and remains one of the most important east-west corridors in the history of the region, and has been a city centre, transportation centre, entertainment centre, tourism centre, and centre for diversity, community, and culture for its many residents throughout the century.

Its legacy is trumped by none, while its neighbourhoods continue to carry the diversity and influence of many peoples, beginning with West Coast Indigenous peoples, the early lumber industry, and many subsequent migrant groups; notably the Irish, Japanese, Russians, Italians, and Chinese. This blended group of first and new Canadians built a rich community, supported and serviced by buildings such as meeting halls, places of worship, and tree-lined family oriented residential neighbourhoods of detached single-family homes, punctuated by multi-family or apartment buildings. Hastings East's proximity to the industrial waterfront lends another layer to the built character of the neighbourhood, with the Rogers Sugar Building, Ballantyne Pier, low-rise industrial buildings, a rail network, and the shipping container terminal being the more obvious displays of this context.

Community Continuum: East Village

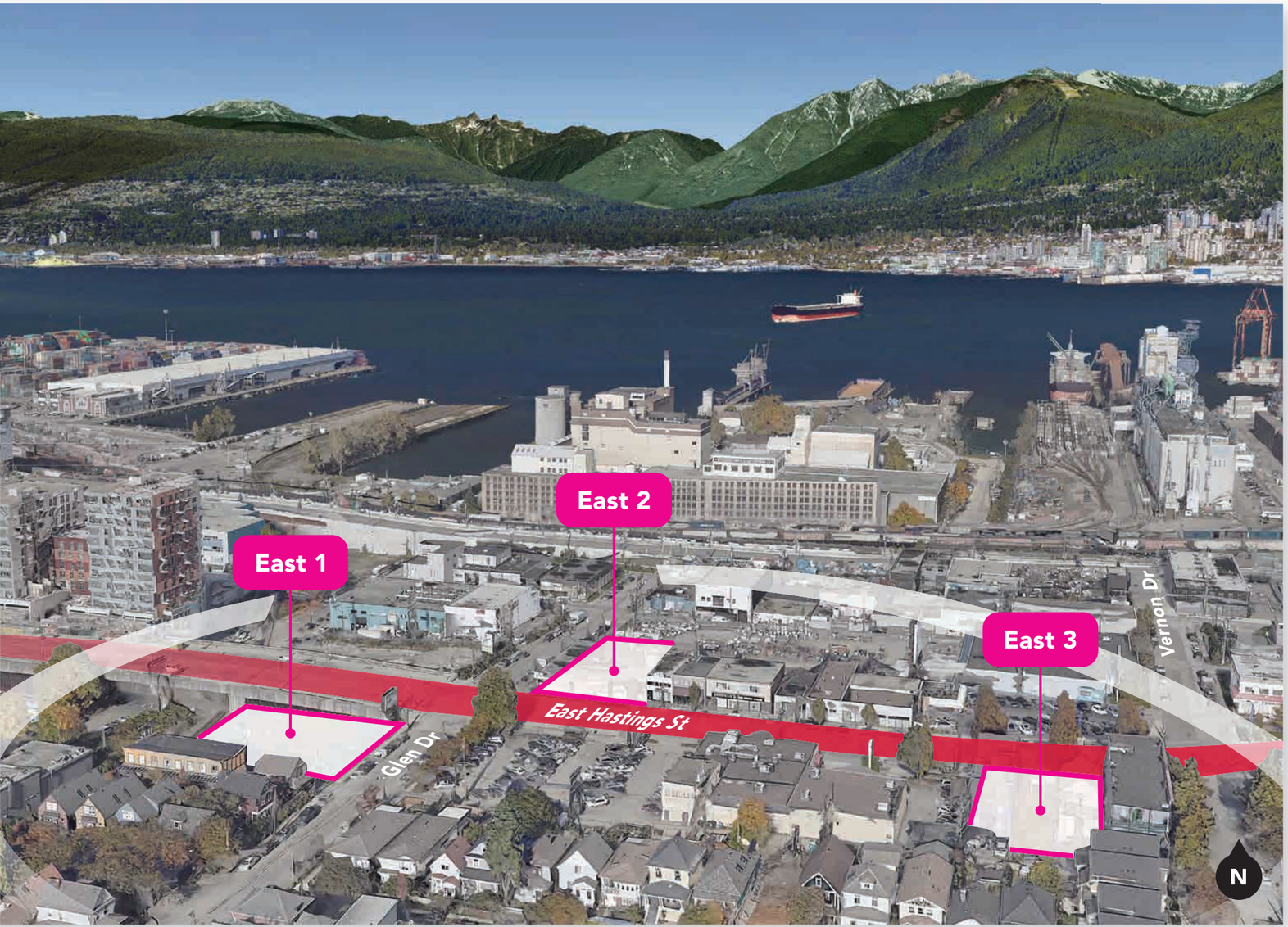
Existing Hastings East communities and emergent developments are well serviced by Hastings Street which maintains its role as a major East-West transportation corridor connecting Vancouver and Burnaby. Nearby Clark Drive connects the waterfront on the north, to the rest of the Lower Mainland to the south.



DTES Neighbourhood Map



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East Village Aerial

East 1: 1030-1070 East Hastings Street
East 2: 1115 & 1127 East Hastings Street
East 3: 1168, 1172 & 1180 East Hastings Street

The Downtown East-side plan has set up a frame work for a resurgence of community led developments along the Hastings corridor that set out and aims to deliver much needed community amenities and Housing. Only a few projects have been able to move forward in the Hastings East area since the plan was released back in 2014. The housing needs for the community and beyond have evolved and there is an urgent need to provide a socially sustainable mix of equitable homes.

The approved Rezoning at 1015 East Hastings is under construction which is adjacent to the East Village sites on the North side of Hastings between Glen Drive and Raymur. Strathcona Village are is another large mixed-use building on the north side of Hastings Street between Campbell Avenue and Raymur Avenue. These projects along with the East Village projects will help to create a new node along this stretch of the Hastings corridor that helps revitalize the public realm, street-frontage while providing much needed housing.

We believe that our East Village project, as a collection of three buildings sited and designed to support community diversity, respect and honour the past, and well serve the needs of the present, offers a remarkable opportunity to redefine, invigorate and bring much needed social housing and community activation to a barren precinct that has seen its most recent use as low density, low activation, and light industrial.

Location

Hastings East is part of a vibrant community that has recently seen a reinvigoration of services and businesses. Traditionally, the DTES has been influenced by waves of different groups starting with the Indigenous peoples, the early lumber industry and many subsequent migrant groups, notably the Irish, Japanese, Russians, Italians and Chinese. As a result, there is a diverse fabric of detached, residential housing at the south of the project sites.

There also exists much built evidence of these groups in the form of cultural buildings such as meeting halls and places of worship. Hastings East's proximity to the industrial waterfront lends another layer to the built character of the neighbourhood with the Rogers Sugar Building, Ballantyne pier, and the container terminal being the more obvious displays of this context. Immediately adjacent to the site are low-rise industrial buildings. Integrated into the industrial nature of the Hastings East waterfront is the rail network that services it.

Hastings Street maintains its role as a major transportation corridor at Hastings East. Notably, there exists major public transportation services that connect east to west. In close proximity is Clark Drive, which connects the waterfront on the north to the rest of the Lower Mainland, to the south. There has been several mixed-use projects that are already complete or have begun the process for approval. These projects are preparing the area for its anticipated growth as set out in the Downtown Eastside Plan.

Responding to Axial Shifts along Hastings

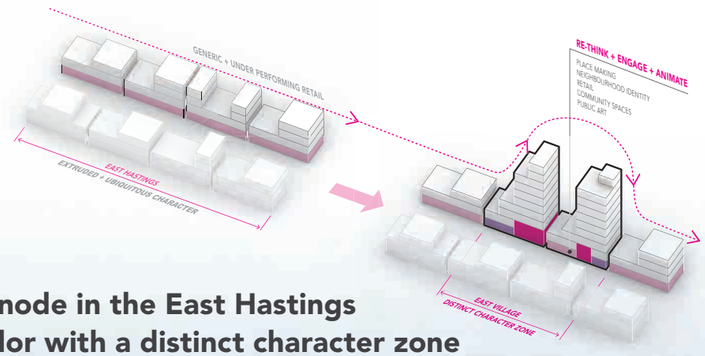
Typically when there is an axis shift on Hastings Street, we observe a special condition in the form of a framed view or a pause point. 1 From the very west of Hastings, there exists a view corridor toward Coal Harbour. 2 At Howe, Hastings Street acts as a framed view for the Marine Building from the east. 3 At Cambie, the shift on Hastings Street creates a framed view of the Epitaph at Victory Square also from the east. 4 At Carrall Street, the slight shift in axis creates a visual widening on Hastings Street and pause point at Pidgeon Park. 5 Immediately adjacent to our project on Vernon, there exists another axis shift, which the Hastings East area plan has already earmarked as flatiron sites. 6 As the rail runs under the viaduct at Raymur it provides a break in the street but also provides unhindered views to the mountains. We see the opportunity for our proposed buildings to have a strong dialog set up between them and the potential to create special gateway node in the neighborhood between the Viaduct and the Wiggle of Hastings Street at Vernon Drive.



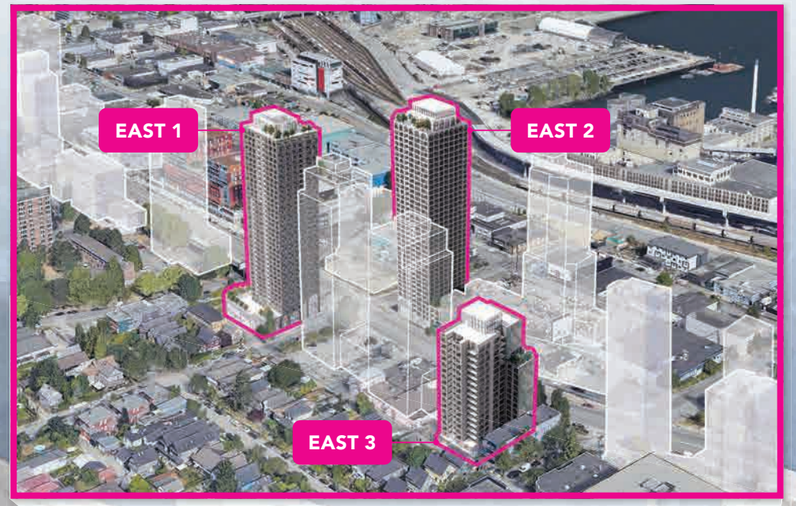








New node in the East Hastings corridor with a distinct character zone



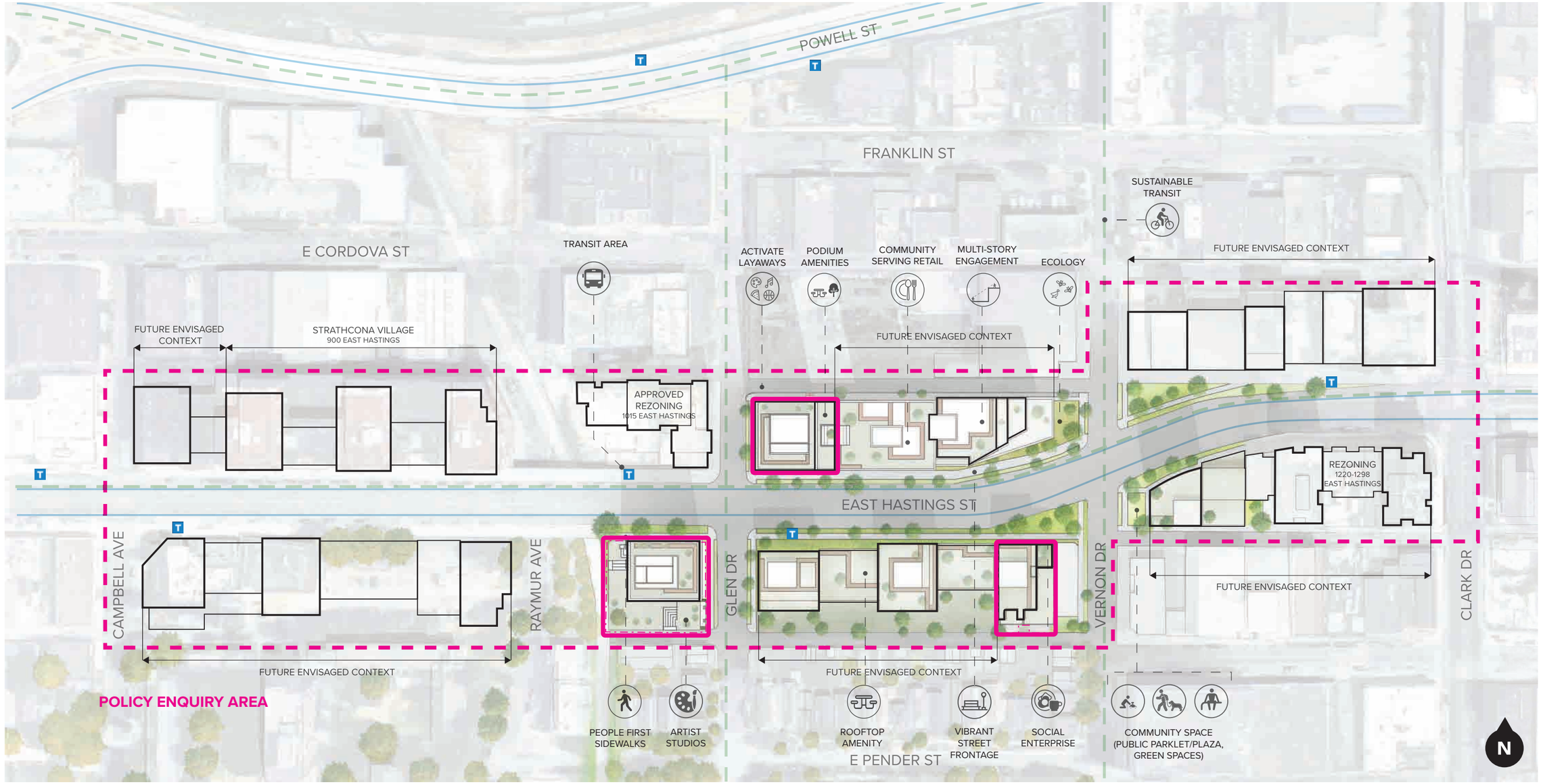
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EAST VILLAGE

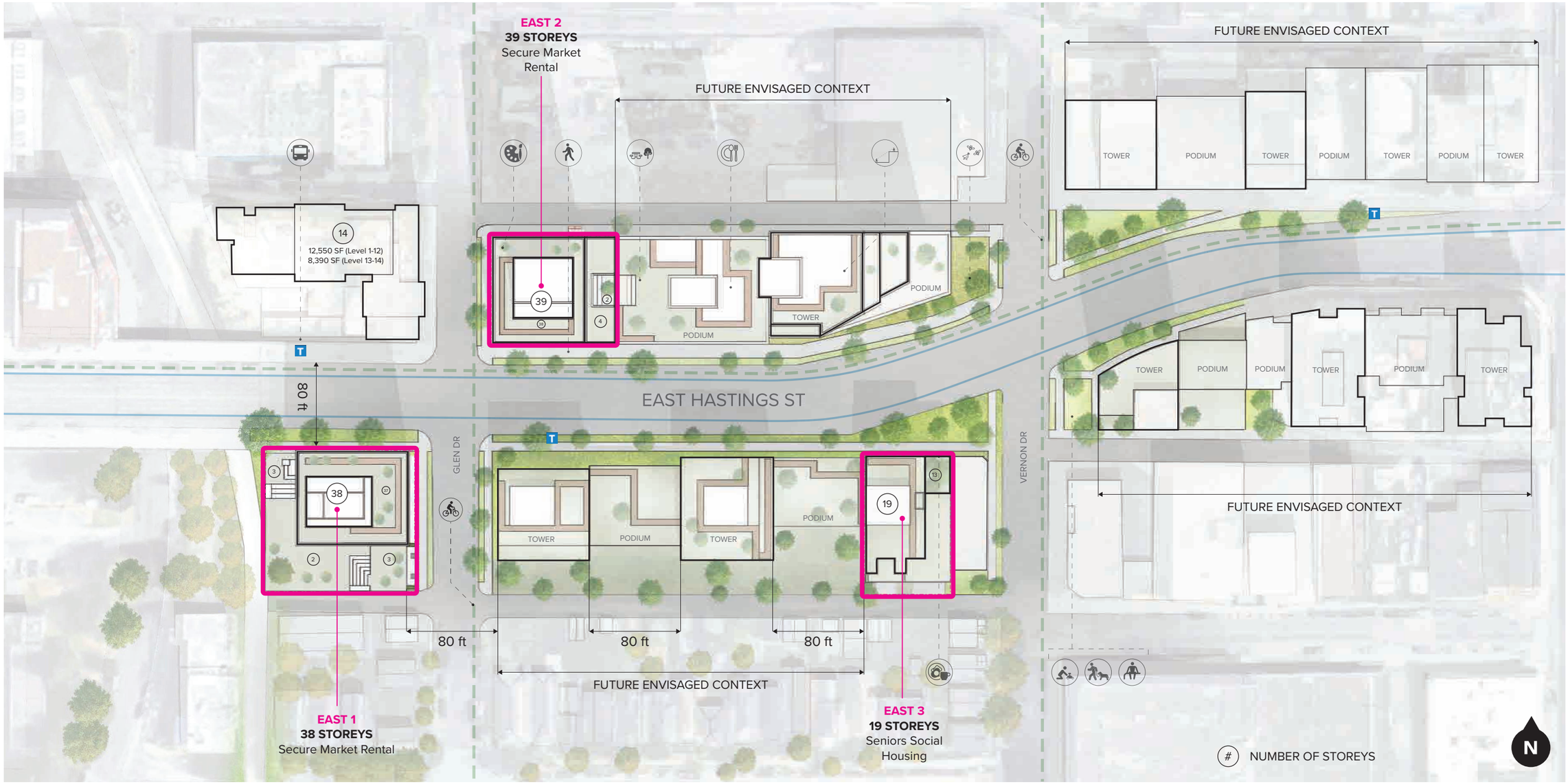
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Policy Area – Urban Design



Neighbourhood – Urban Design



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Location


WATERFRONT STATION
BURRARD ST
GRANVILLE ST
DOWNTOWN
BC PLACE
YALETOWN
ANDY LIVINGSTON PARK
CONCORD COMMUNITY PARK
CREEKSIDE PARK
DAVID LAM PARK
HINGE PARK
SCIENCE WORLD
20 min walk
CRAB PARK
9 mins
2.6 km
GASTOWN
14, 16, 20
OPPENHEIMER PARK
10 min walk
5 min walk
HASTINGS EAST POLICY
E2
E1
E3
EAST HASTINGS ST
R5
CHINATOWN
MAIN ST
HEATLEY AVE
CAMPBELL AVE
MACLEAN PARK
COMMERCIAL DR
WOODLAND PARK
NEW ST PAUL'S HOSPITAL
PRIOR ST
STRATHCONA
STRATHCONA PARK
TRILLIUM TURF
THORNTON PARK
GLEN DR
CLARK DR
BRITANIA RUNNING TRACK
GRANDVIEW PARK
N

Current Use

Both East 1 and East 2 sites are lots on opposing corners of the East Hastings and Glen Drive intersection. East 3 site is located less than a block away.

East 2: 1115 & 1127 East Hastings Street

The 1115 & 1127 East Hastings site is currently a vacant, low-rise commercial building, zoned M-1 with the following adjacencies:

South: Parking lot followed by an existing single family home neighbourhood along Glen Drive
West: Vacant brownfield (Approved Rezoning Application)
North: Industrial and tertiary sites
East: Low-Rise commercial development



Surrounding Program

- Single Family Home Neighbourhood
- Low-Rise Commercial
- Industrial and Tertiary Sites
- Parking Lot
- Vacant Lot
- Mixed-use Development
- Community Centre
- Social Housing
- Restaurant

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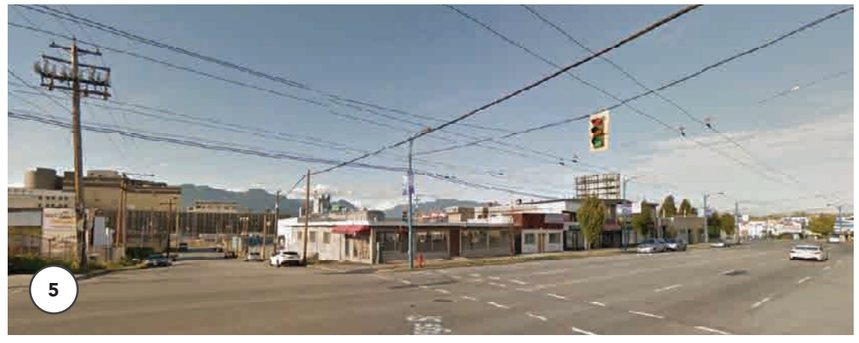
Site Photos



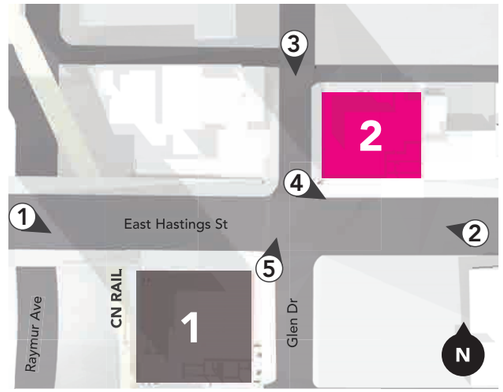








Site Key



Street Elevations

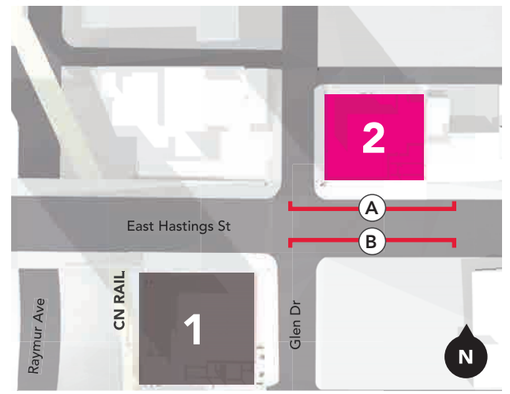


A **East Hastings Street Looking North**



B **East Hastings Street Looking South**

Site Key



Street Elevations

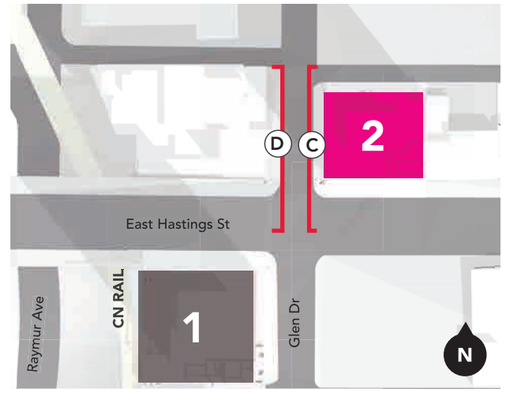


C **Glen Drive Looking East**



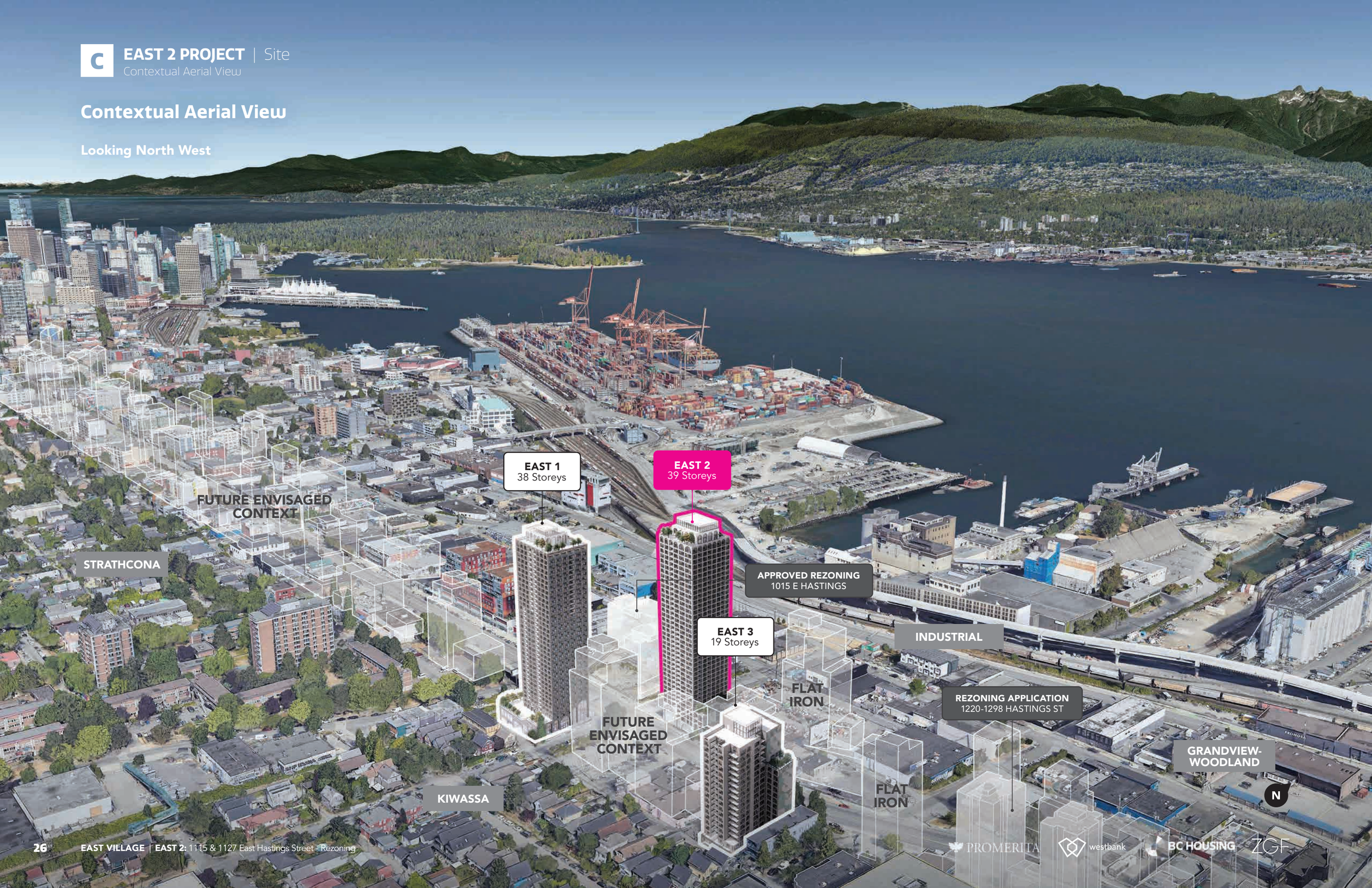
D **Glen Drive Looking West**

Site Key



Contextual Aerial View

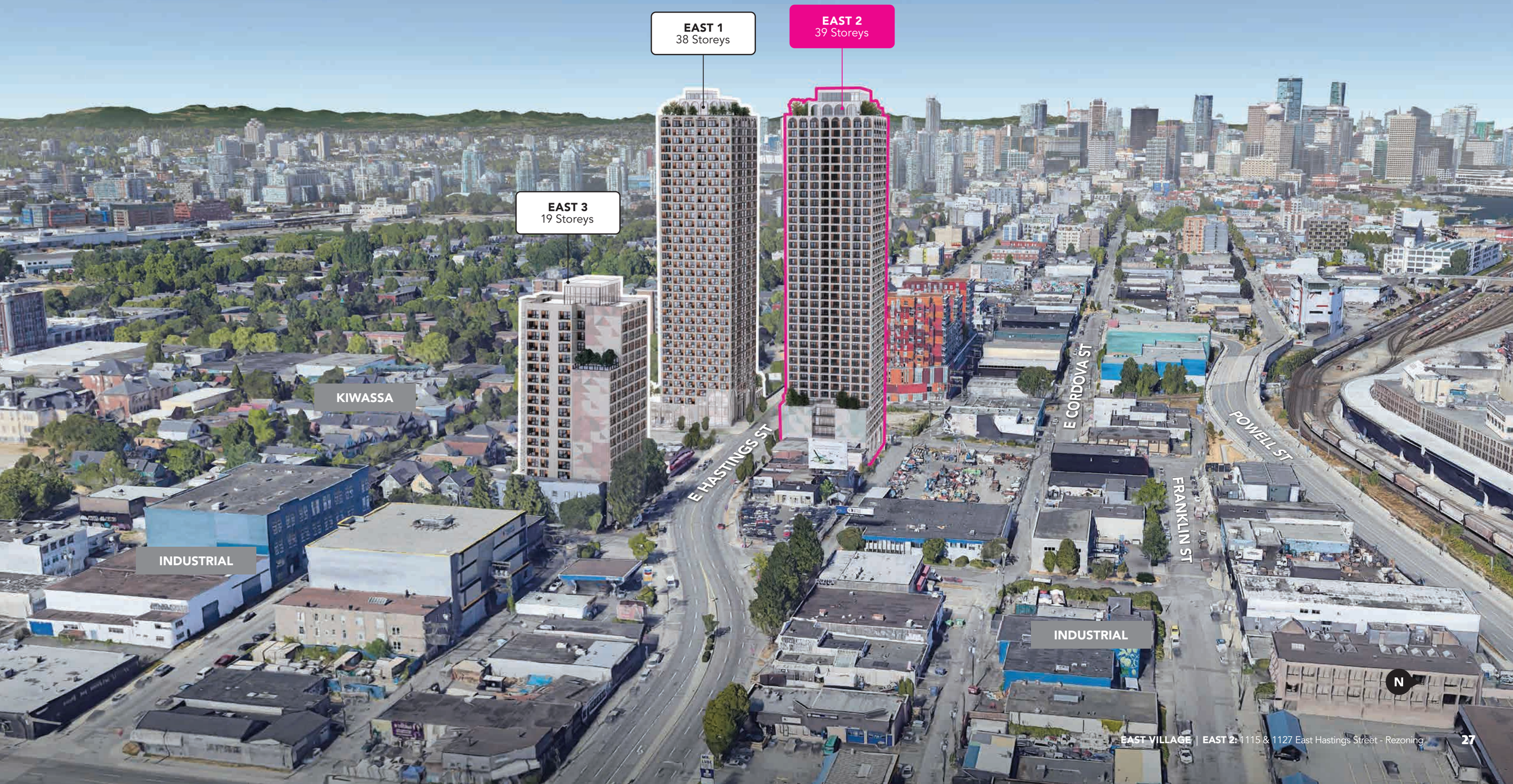
Looking North West



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Contextual Aerial View

Looking South West



Future Contextual Aerial View

Looking South West



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Applicable Policies & Guidelines

- Council-adopted Policy Enquiry Process: Approach and Criteria (2021)
- Downtown Eastside Plan (2018); Downtown Eastside Rezoning Policy (2014)
- SRA (Single Room Accommodation) By-law (2003, last amended 2020)
- SRO Revitalization Action Plan (2017)
- Housing Vancouver Strategy (2017)
- Employment Lands & Economy Review Phase 2 Report: Emerging Directions for Consideration Through Vancouver Plan (2020)
- Culture|Shift (2020)
- Making Space for Arts and Culture: Vancouver Cultural Infrastructure Plan (2019)
- Community Amenity Contributions – Through Rezonings (1999, last amended 2021)
- Community Benefit Agreement Policy (2018) City of Vancouver Green
- Buildings Policy for RezoningCity of Vancouver Parking Bylaw 6059 - January 2019
- High-Density Housing for Families with Children Guidelines (1992)
- Policy Enquiry: Directions Report to council July 21st 2022.

Variance Rationale

This proposal is being considered under the new Policy Enquiry Process, which was endorsed by Council in July 2021. Following this Council unanimously supported the project moving forward with Enhanced Rezoning following the Policy Enquiry Directions Report on July 21st 2022.

The Policy Enquiry Process intends to provide a consistent review process for development enquiries that do not comply with rezoning policy, but which offer opportunities and benefits that warrant further consideration by council due to their significant public benefits.

This Rezoning is seeking support for the three projects that deviate from the heights, densities, and built form guidelines set out in the Downtown Eastside Plan. These variances from policy are needed to support an economically viable project that can deliver critically needed housing for families, singles and Low income seniors.

The entire East Village project significantly contributes to the development of the Hastings corridor and East Hastings neighbourhood by responding to the immediate current and future context and the rising housing needs. The project proposal notably focuses on housing criteria while also meeting majority of other council priorities outlined in the review criteria set by the Policy Enquiry Process. Also, provision of homes for artists/musicians in support of the local community. The team asks that staff consider this rationale and significant community benefits to support the variances needed.



Project Information

Site Location:
1115 & 1127
East Hastings Street
Vancouver BC

Title:
Proposed Lot A
Formerly Lots 31 to 34 (Except North 5ft now Lane)
All of block 9 of block A
District Lot 182,
New Westminster District, Plan 355

Required Setbacks:

West:	4.5m from Curb - Surface Right of Way**
South:	5.5m from Curb - Surface Right of Way**
East:	n/a
North:	10.17' (3.1m) rear yard setback measured from centre of lane***

Allowable Building Height:
120' / 36.58m

Existing Zoning:
M-1

*** Per COV Engineering Department advice*
**** Per M-1 zoning bylaw*

SITE AREA
11,177 SF
1,038.38 m^2

GROSS FLOOR AREA
272,833 SF
25,347.04 m^2
Including Area Exclusions

RESIDENTIAL AREA
264,423 SF
24,565.72m^2
Total
Includes In-suite Storage

COMMERCIAL AREA
7,952 SF
739 m^2
Total Unit Area Commercial

DENSITY
23.30 FSR
Floor Space Ratio

RESIDENTIAL UNITS
385

UNIT MIX
165 STUDIOS
123 1 BED
77 2 BED
20 3 BED
0 LIVE WORK

FAMILY HOUSING
25.19 %

PROPOSED HEIGHT
390'-4"˜
119.0 m
39 STOREYS

CAR PARKING
5
Stalls

BICYCLE PARKING
738
Total (387 Class A stalls provided at below grade and additional 351 provided in-suite, 1 per suite)

COMMERCIAL LOADING
1
Class B stalls
Provided at lane

˜Measured from level 1 T.O.S to top of parapet above the Elevator Machine Room.

1. Housing

Goal: Provide a range of affordable housing choices by shifting towards a focus on rental, social, cooperative, and supportive housing as well as owner occupied homes for first-time buyers.

Criteria

- If the proposal is located within the boundaries of a community / area plan, does it exceed the requirements of the plan (e.g. deeper affordability or a larger number of affordable units) or achieve the plan objectives in an all-rental development?
- Does the proposal retain existing affordable rental units, or if not possible, replaced with affordability retained and tenants supported?
- Does the proposal meet the City's housing affordability goals, focusing on households with incomes below $80,000? Does it achieve deeper levels of affordability for households with lower incomes and/or other housing barriers and/or underserved tenant populations (e.g. lone-parent families, people with disabilities, etc.)?
- Does the proposal support the shift to the right supply of housing, with strong emphasis on rental housing and community-based housing?
- Does the proposal include strata floor area? (Note: strata developments that are not compliant with existing policy should be considered only in exceptional circumstances due to potential for speculative impacts on land value.)

Design Teams Rationale

- The project proposal aims to provide a range of housing types with a focus on housing for families, singles, and seniors. This housing supply responds to the needs of the community that is outlined within the Downtown Eastside Area Plan.
- The project aims to deliver a total of 924 units that include 767 units of secured purpose-built rental housing, and 157 social affordable rental homes for seniors.
- East 1, East 2 buildings are to be owned by Westbank/ Promerita as purpose-built market rental units.
- The Social housing on East 3 will provide higher levels of affordability with homes at Shelter, HIL's and LEM rents. Based on these criteria, approximately 80% of the units across the three buildings would be considered affordable for households with incomes below $80,000. The units on East 3 are aimed at households with much lower incomes.
- The existing Single Room Accommodation (SRA) units located on East 3 site are at the end of their life, undersized (~120 SF) and in need of replacement. The East 3 project proposes to replace the 36 existing SRA units which will be a 1 for 1 replacement with much larger studio units with sizes ranging from 340 SF - 390 SF (gross area). All these replacement SRA units will be offered at shelter rates.



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2. Jobs

Goal: Ensure a resilient local economy that provides a broad range of employment opportunities for all with a particular focus on fostering a strong green, creative, and tech sector.

Criteria

- Does the proposal assist with addressing the challenges identified through the Employment Lands and Economy Review?
- Provides major office or hotel space in high demand areas (DT West, Broadway Corridor, Oakridge)
- Increases small office / retail-commercial space above what is typically delivered in residential or choice of use areas
- Delivers stacked light industrial space
- Provides secured space for non-profit operators / arts and culture / social services / social enterprise / childcare

Design Teams Rationale

- The project aims to deliver 12,925 SF of street related community serving commercial space.
- 2,289 SF of Social Enterprise space will be offered in the East 3 project.
- The East 3 project would be Non-Profit owned. This site will provide a standalone Social Housing Building for Seniors and complemented with community serving social enterprise located at grade.
- The construction of three building projects will generate extensive employment opportunities for the workers in the construction industry.
- The East 1 project will contain 3 dedicated affordable Live Work Units. These are intended to be made available to to the creative community such as local artists and musicians help foster the creative culture within the area. Strategically located in the massing to allow for a stepped down transition from the tower to the lower density Kiwassa Neighborhood to the south. The programmed space at grade level has the opportunity to create a more active edge on Glen Drive interface with the laneway.
- East 2 project contains 1,559 SF Community Serving Retail/Maker Space. The intent would be to have dedicated programed space that would support and foster creative culture within the community with space for craft, woodworking carving creating & making. This will create a good program transition to the industrial lands North of the site and help keep an activate the edge along Glen Drive and the laneway.



EAST 1
4,973 SF Community Serving Retail
2,481 SF of Live Work - These are intended to be made available to the creative community such as local artists, musicians etc.



EAST 2
7,952 SF Community Serving Retail
1,559 SF Community Serving Retail/Maker Space



EAST 3
2,289 SF Social Enterprise
Non-Profit operated Social Housing

3. Cultural, Social, and other City Serving Amenities

Goal: Fulfill a City goal and/or meet City targets that is otherwise difficult to achieve through existing mechanisms or policy, including social or cultural infrastructure, i.e. culture shift.

Criteria

- Does the proposal include a significant public amenity(ies), including social and/or cultural public amenity(ies), based on an identified need in the community and cannot be delivered through existing mechanisms (e.g. childcare, community facilities, cultural spaces, new park space)?
- Is there an immediacy of the opportunity based on funding / partnership opportunities?
- If the proposal is located within the boundaries of a community / area plan, does the proposal include a significant public amenity, pursuant to policy direction in the plan and/or the area Public Benefit Strategy, that is beyond what would be expected as a CAC in the proposed development under plan policy.
- Does the proposal meet a City goal and/or target, i.e. Culture|Shift goals, priorities and cultural space targets?
- Does the proposal secure significant cultural space and meet Reconciliation and/or Cultural Redress infrastructure needs of the community?

Design Teams Rationale

- Social Enterprise located on the grade level at East 3 project will serve the community and respond to activating the street frontage.
- Public art is proposed on the façades of East 3 building. A façade treatment/mural will be added to the building interface of East 1 and the CN Rail.
- East 3 project proposes a 1 for 1 replacement of the 36 SRA units that are undersized and at the end of their lives.
- In response to the change in axis of East Hastings Street at Vernon Drive in front of the East 3 site, an opportunity to create a small public plaza or park space will be explored with the City for civic improvement.
- In an attempt to embrace the creative culture rooted within the community the project is proposing 3 Affordable Live Work Units: These are intended to be made available to the creative community such as local artists and musicians.
- To help continue to foster and grow this creative culture within the neigbourhood the project is proposing 1,559 SF of Community Serving Retail/Maker Space with dedicated space for craft, woodworking carving creating & making.



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4. Energy and Greenhouse Gases

Goal: Eliminate dependence on fossil fuels, helping residents and local businesses survive and thrive in a post-carbon era.

Criteria

- Is the proposal in an area well-served by sustainable active transportation networks, such as pedestrian, public transit and bike infrastructure (or can be provided through development) to meet City goals for safety and sustainable transportation (including Transportation 2040 & Climate Emergency Action Plan)
- Will the project electrify and be energy efficient? What is the material strategy to reduce the embodied carbon impact? What is the design rational for Climate Resiliency? What are transit connections to reduce reliance on cars?

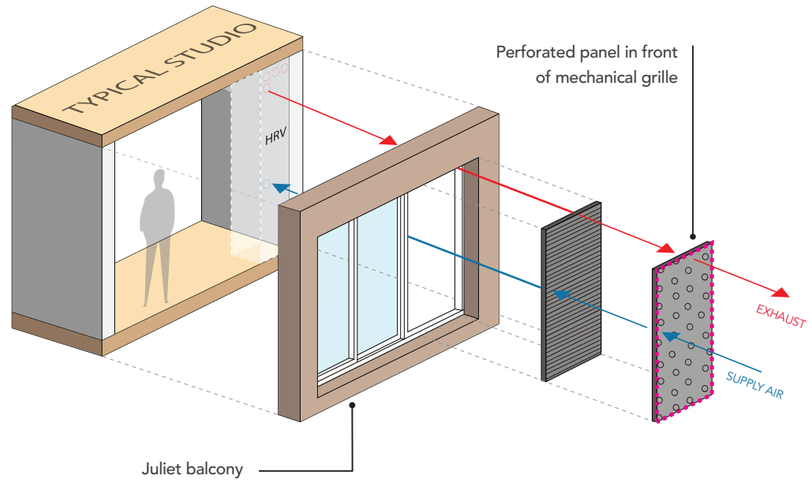
Design Teams Rationale

Operational Energy:
- The project will be fully electrified, reducing the GHGI of the project.
- Energy efficient design strategies include simple form factor, reduced WWR, Air-to-Water Heat pump for heating, cooling and DHW.

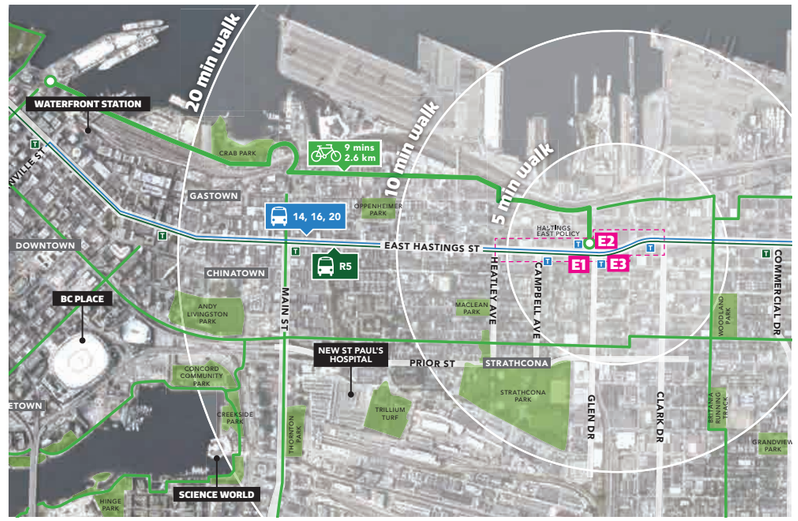
Embodied Carbon:
- Volume of concrete will be reduced through reducing parking levels and transfer slabs
- Low embodied carbon materials will be selected meeting the City of Vancouver target of 10% reduction on 400kgCO_2e/m^2

Climate resiliency:
The team has conducted Climate Resiliency Hazard Assessment and are developing Climate Resilient Design strategies, including:
- Earthquake – project is designed to comply with CSA-A23.3
- Extreme heat and warmer summer / winter temperatures – Strategies include reducing the Window-to-Wall Ratio (WWR) and the mechanical cooling system is sized for future warming weather conditions.
- Poor air quality (wildfire and traffic) – Each unit's Heat Recovery Ventilation (HRV) system includes a MERV 13 filter.
- Power outage – there is a diesel back-up generator located on roof providing emergency back up for life safety systems,
- Drought / Water restrictions – Investigation into high-efficiency irrigation systems with timed and rain sensor controls. The planting scheme prioritizes native, adaptive, and drought-resilient vegetation.
- Design Team will further develop and refine the Climate Resilient Design strategies through workshops and analysis in subsequent development stages.

Sustainable Transport:
- The intent for each of the buildings is to offer housing with accessible transit and active mobility options. This approach intends to reduce the dependency on individually owned cars and will allow inhabitants to have easier access to, fosters sustainable modes of transport, and promote the health and wellbeing of the occupants. The project team will work with Bunt and Associates on our TDM plan that aims to encourage sustainable modes of transportation such as walking, cycling, public transit and car share.
- The project sites are located less than a 10-minute cycle from the downtown convention center and the project intends to foster a strong bike culture through enhanced bicycle amenities.



Integrating the intake and exhaust air into envelope systems



Bike path network, Bus and Rapid bus routes in proximity to the project sites.

5. Neighbourhoods

Goal: Ensure our neighbourhoods are places where residents and workers have access to open space, shops and community amenities and where urban land use and street networks support everyone's ability to walk, roll, and take transit for their daily needs.

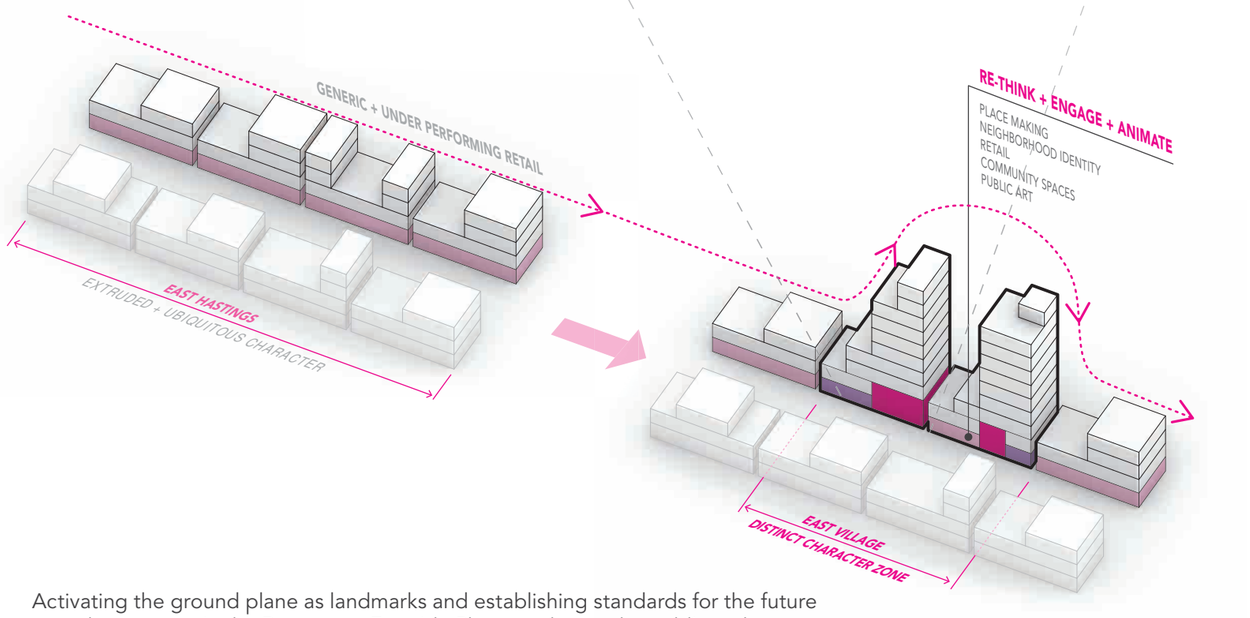
Criteria

- Is the proposal located in an area that has convenient access to shops, community centres or neighbourhood houses, childcare, parks, plazas, or other open space amenities?
- Will the proposal make a significant contribution to the completeness of the neighbourhood, through a combination of increased affordable housing, local-serving retail, and/or public amenities which meet a demonstrated community need?
- Does the proposal retain existing local-serving commercial or non-profit spaces, or if not possible, replace these with affordability retained and tenants supported?
- If the proposal is located within the boundaries of a recently approved community / area plan (2010 onward), are there other specific factors that need to be considered (will vary by plan area policies)

Design Teams Rationale

- East village project aims to create a heart in the Hastings East Area of the Downtown Eastside. The development of these three building along with the recently approved 1015 East Hastings project will act as a catalyst for future growth of this socially sustainable neighborhood.
- These collections of projects aim to provide community serving retail for the occupants and residents living in the surrounding Kiwassa and Strathcona areas.
- The project proposes active frontages on the streets, additional sidewalk widths, small parklets and places to pause to enhance the public realm and create a more walkable neighborhood.
- The project has easy access to rapid transit route and bicycle routes to increase how its connected to the rest of the city. Climate Emergency Plan and Transportation 2040 identifies actions to develop the Hastings corridor transit route and services to serve the future growth and improve the transit network.
- The East 3 project is to be owned by a Non-Profit. Social Enterprise at ground level to enhance and support affordable community serving retail at the ground level. The team intends to work with the local community groups and residents to better understand the needs for these community serving retail spaces.





Activating the ground plane as landmarks and establishing standards for the future growth as set out in the Downtown Eastside Plan to enhance the public realm

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Proposal

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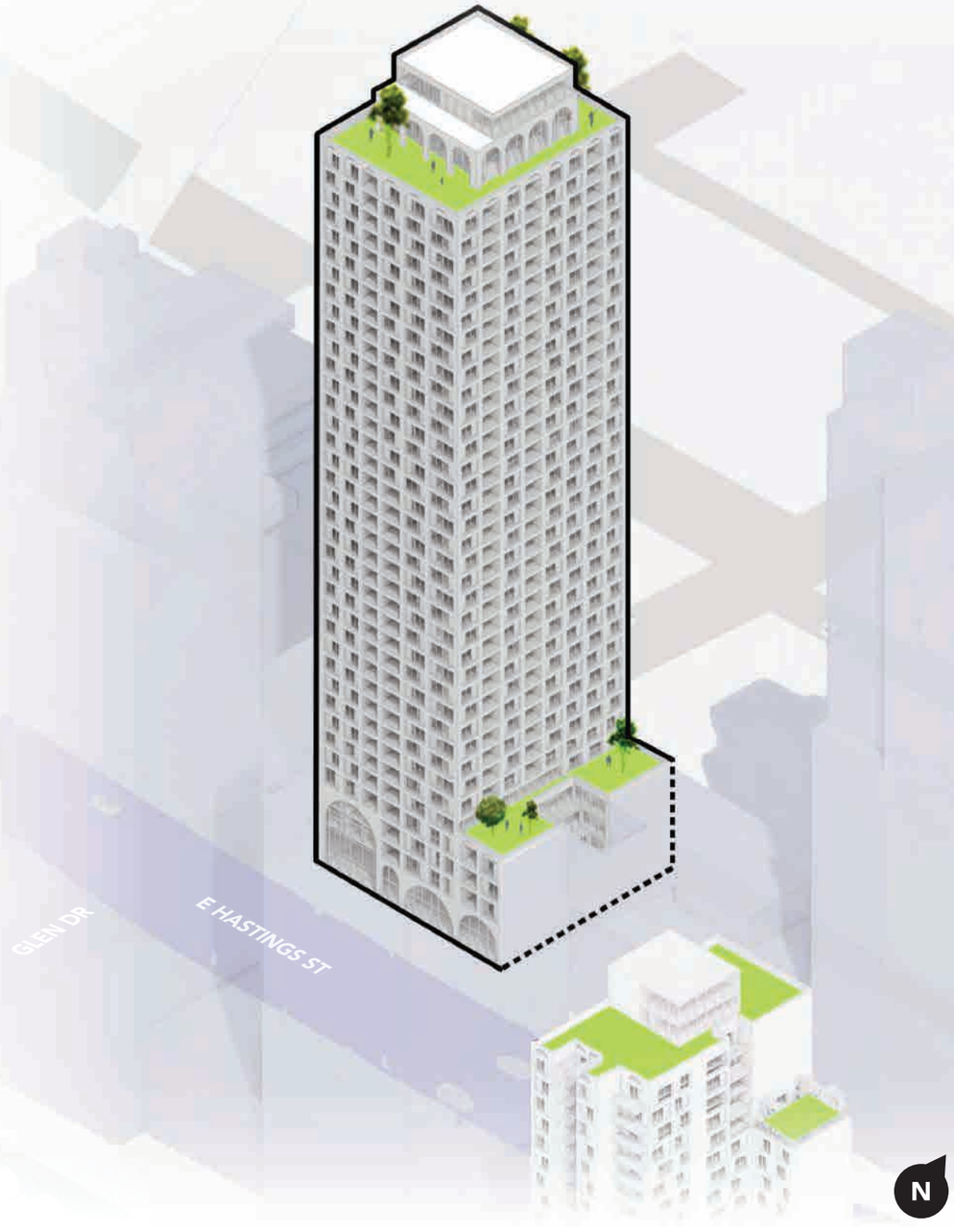
2

East 2 Project Overview

Proposed for the East 2 site is a 39 storey building with 1 level of underground parking. There will be 385 Purpose-built market residential units with a variety of unit mixes from studios to 3 bedrooms. There will also be 7,952 SF (739 m^2) of commercial space accessed from Hastings St. To help continue to foster and grow the creative culture within the neigbourhood the project is proposing 1,559 SF of Community Serving Retail/Maker Space accessed from Glen Drive.

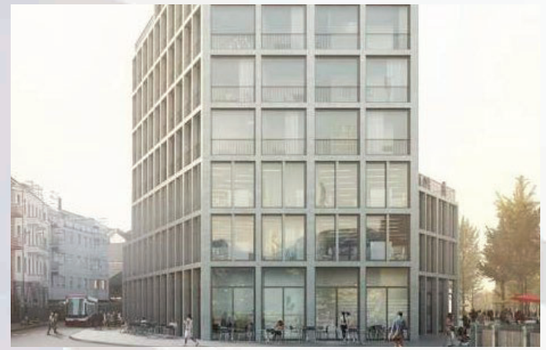
The project takes cues from the heritage of the traditional Hastings Block Typology. The volume of the building is broken up into the base, the middle, and the top. While the middle reflects the rhythm and order of the Hastings Block Typology and provides direct contextual connection, the base and top breaks from the typology to create a new relationship to the street and the pedestrian scale.

The base and top departing from the Hastings Block Typology allows us to initiate the activation and articulation of the ground and roof planes. The scale of the ground plane commercial podium seeks to respond to the different scales of the neighbourhood and create relationships and transitions of the massing to its context—from residential detached homes, to industrial buildings and towers. The proportions of the middle and top of the building responds to the future growth and density of the neighbourhood as set out in the Downtown Eastside Plan.





Relate to the Hastings Block Typology



Industrial Like Simplicity

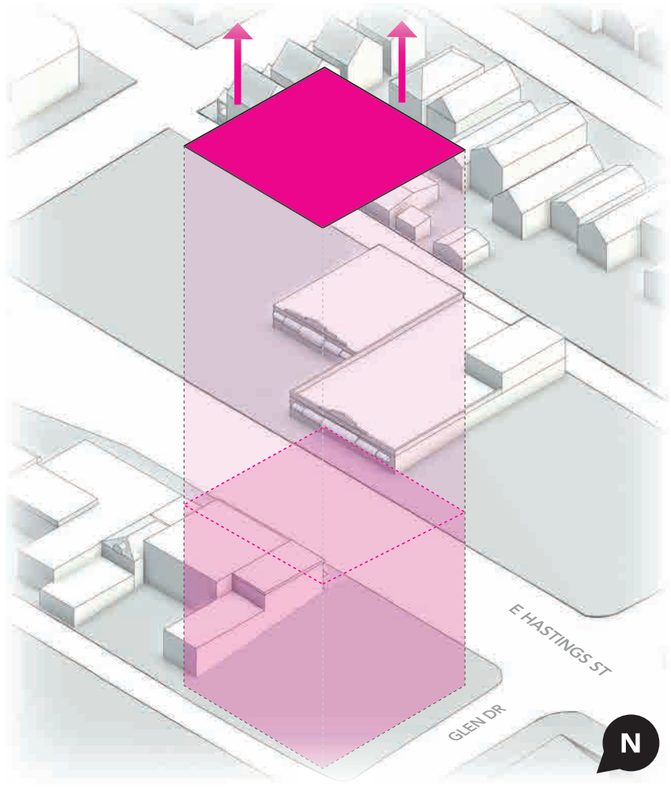


Expression of Grid

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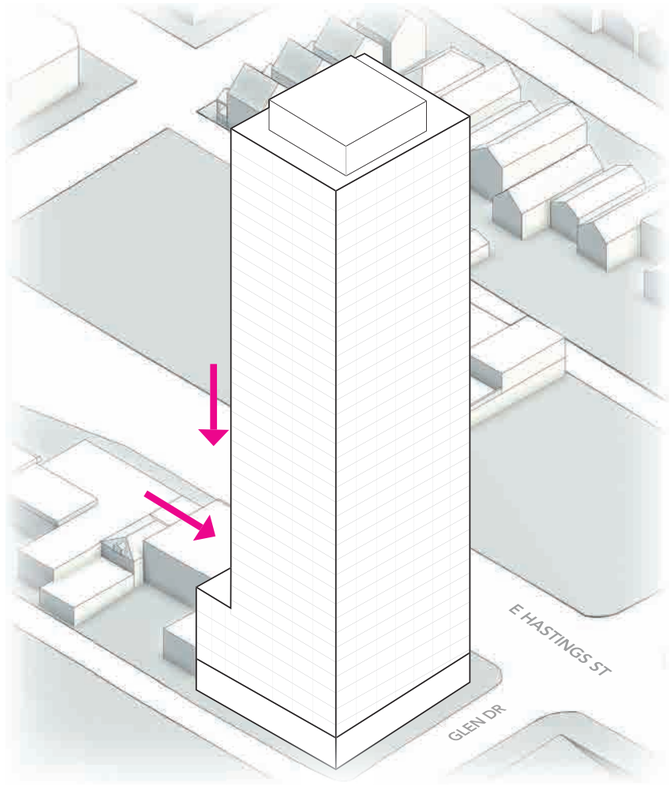
Key Design Moves

The design aims to redefine the Hastings Block Typology through a series of key design moves, creating new relationships to the site and greater activation of the public realm while working with the objectives set out in the Downtown Eastside Plan.



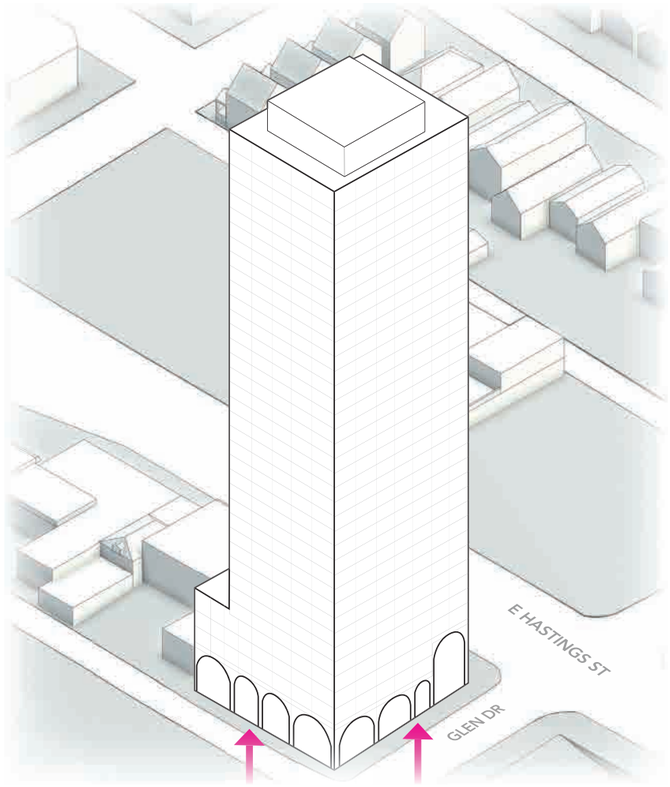
Maximize

Maximize site area based on setbacks from the Downtown Eastside Plan.



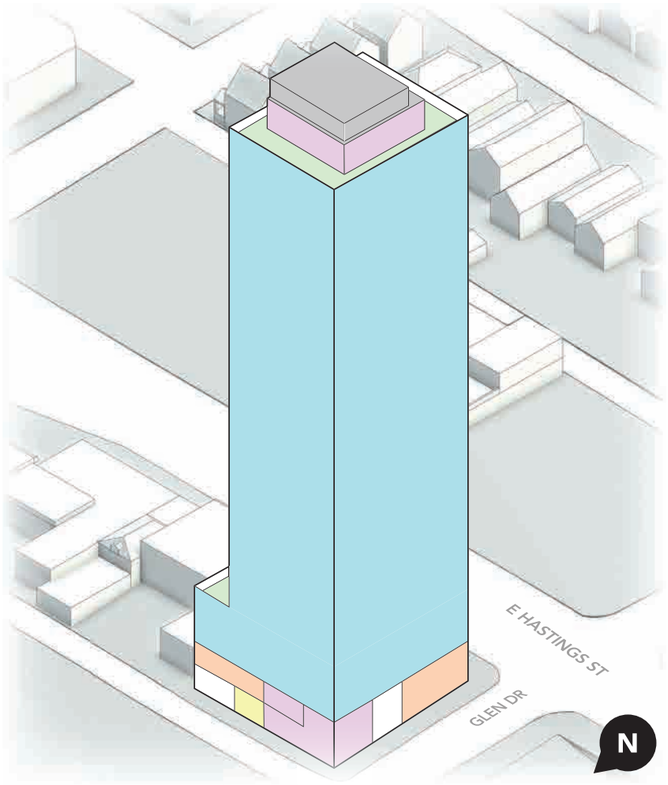
Integrate

Activate the site area for podium and tower and set up the formation of a distinct base, middle, and top that reflects the rhythm and order of the traditional tripartite Hastings Block Typology through simple massing, lasting materials, and proportion.



Articulate & Activate

While the middle of the building retains the connection to the Hastings Block Typology and industrial context, the ground plane is articulated to break from the typologic form and departs from the traditional base. Articulation of the ground plane challenges and redefines the Hastings Block Typology, specifically the building's relationship to the street. This articulation reflects and responds to the variety of scales in the neighbourhood context and highly activates the pedestrian scale.

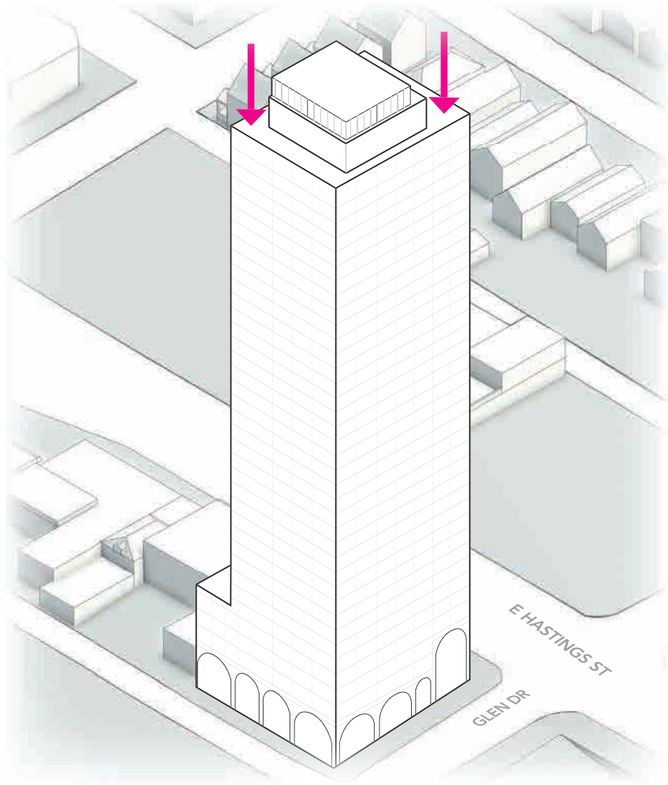


Program

Deliver an appropriate mix of studio, one bedroom, and family homes. Introduce indoor and outdoor amenities that promote and support a healthy and active lifestyle for tenants.

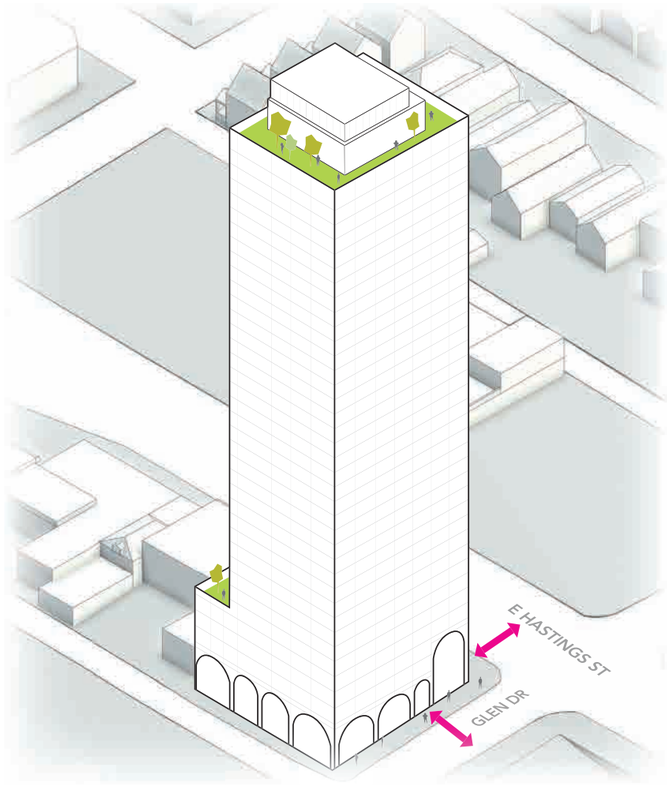
Key

- Commercial
- Residential
- Bike Storage
- Outdoor Amenity
- Indoor Amenity



Lighten

Lighten the top of the building to break from the typologic form and to speak to the Vancouver skyline.



Enhance

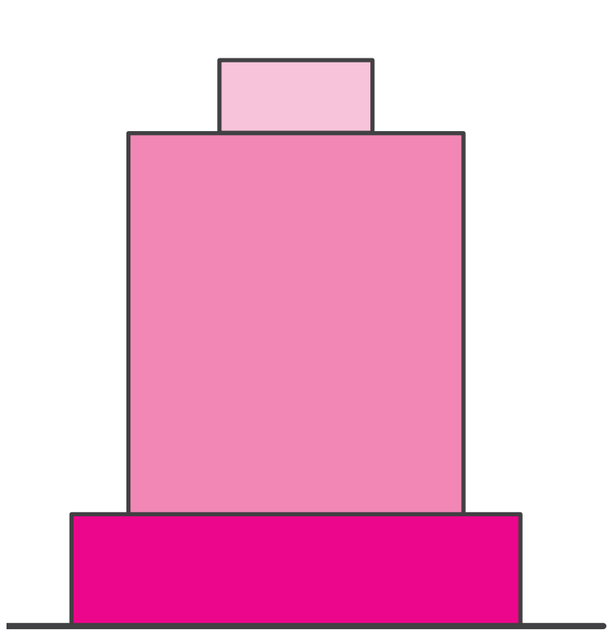
The proposal seeks to enhance the public realm experience by positioning active uses along East Hastings Street and Glen Drive, while being mindful of CPTED concerns. The form is integrated to the public realm to create engagement, visibility, and vibrancy of the East Hastings streetfront as described in the Downtown Eastside Plan.

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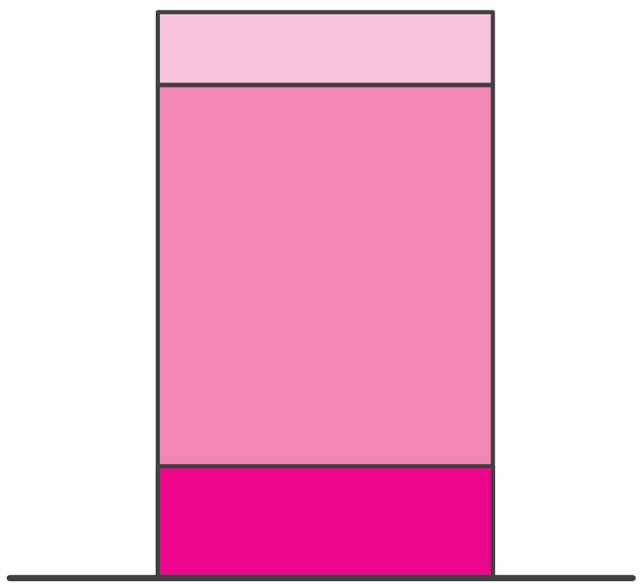
Hastings Block Typology

While maintaining certain connections to the Hastings Block Typology through simplicity, proportions, and strong ties to the grid structure, the project strives to challenge and redefine the relationships established by the traditional Hastings Block Typology.

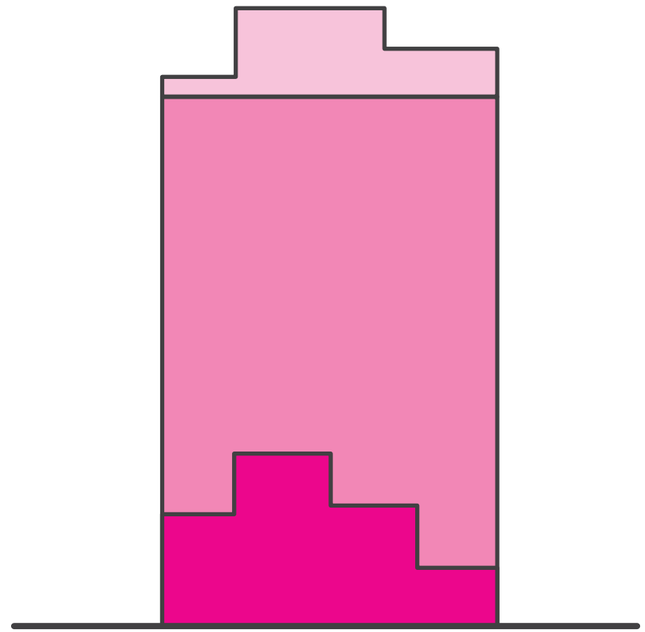
The departure from the established typology allows us to rethink the relationship between the building and the street and challenge traditional building and planning notions in both the urban design scale and the building scale. This allows us to essentially transform the relationship to the street and enhance the public realm.



Typical Podium Building



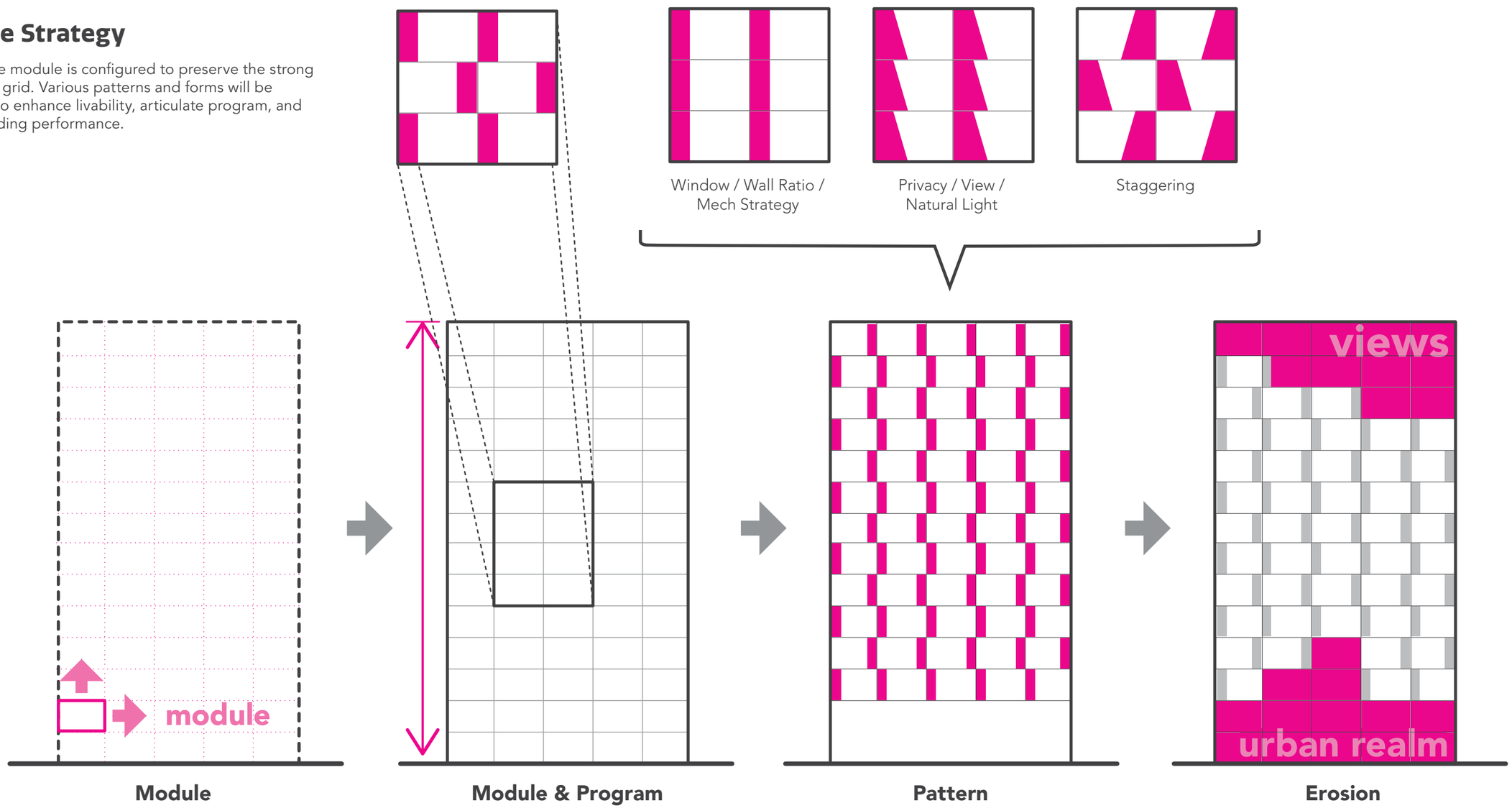
East Hasting Block like typology
Tripartite base middle top composition



Evolution of Hastings Block Typology
with erosion at the base and top

Facade Strategy

The facade module is configured to preserve the strong ties to the grid. Various patterns and forms will be explored to enhance livability, articulate program, and aid in building performance.

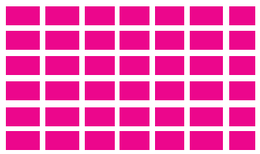


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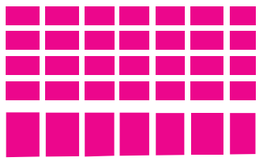
Podium Strategy

The design of the building podium aims to integrate elements that harmonize with the surrounding single-family neighbourhood and keep the connection with the historical context.

Drawing inspiration from the neighbourhood's architectural vernacular while challenging the relationships established by the traditional Hastings Block Typology.



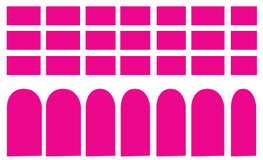
1. Grid



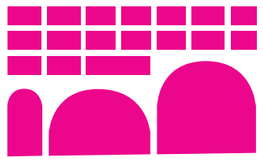
2. Podium Expression



3. Podium + Program



4. Coxtetual Relationship



5. Program Specificity

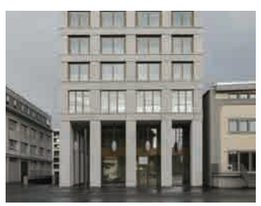






















Architectural Expression

Top

Celebrate the Industrial Heritage of the Site
Arches at the top of the massing will help reinforce the East hastings Block like topology at the top and draw a strong connection to the industrial typology surrounding the site

The upper floor amenity spaces offer incredible views to the north-shore mountains. The architectural articulation and expression at the top of these buildings will help frame a gateway at the new node of East village when traveling East along Hastings Street to the Grandview Woodlands area.

Middle

Relationship to Hastings Block Typology
Through simple massing, materiality, proportions, and strong ties to the grid structure, the project strives to maintain the connection to the Hastings Block Typology and the relationship to the grid.

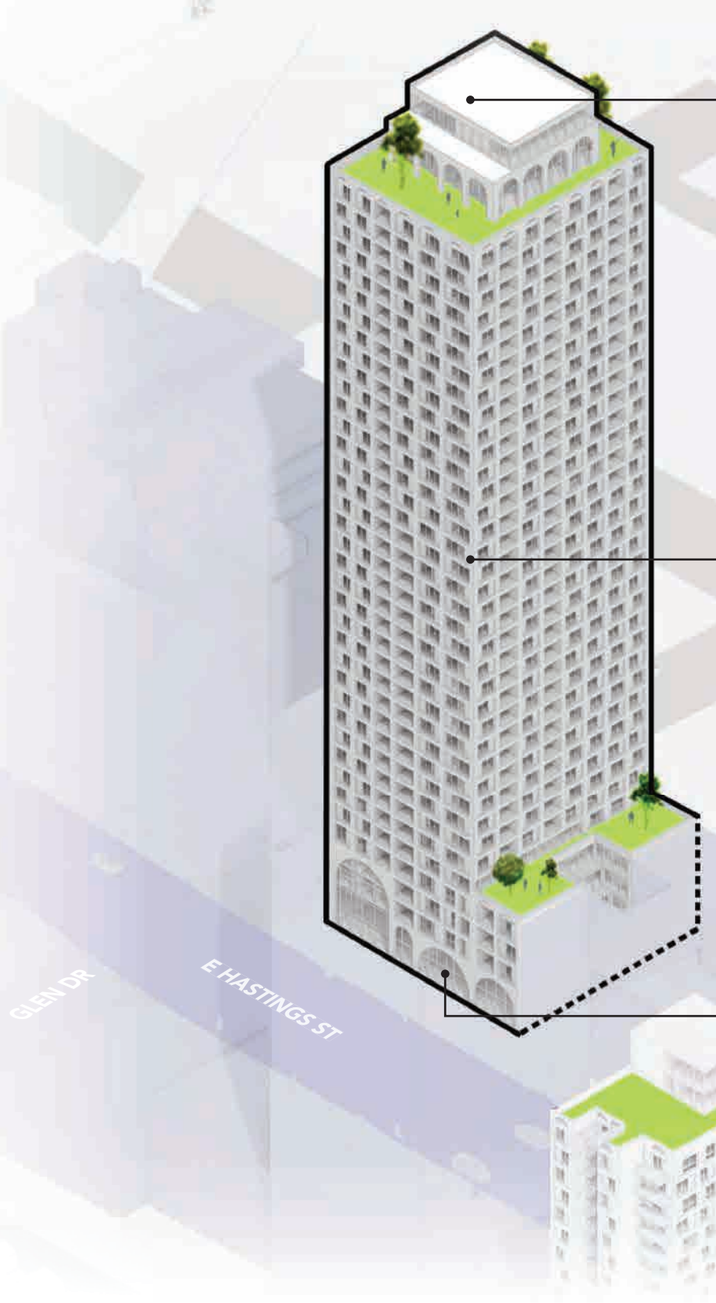
Celebrate The Industrial Heritage of the Site
The project is rooted in the order and rhythm that is emphasized in its industrial context.

Base

Connect to Nature
The manipulation of the scale of the ground plane and how the building hits the ground seeks to reflect the openness of nature by bringing the outdoors in.

Outdoor space and amenity locations are oriented to maximize views to the Two Sisters Mountains.

Relate to A Variety of Neighbourhood Scales
The project aims to create a transitional scale between residential, industrial, and tower typologies by responding to the variation of scales in the neighbourhood.




View to the Two Sisters Mountains


The Middle reflects the order and rhythm of the Hastings Block Typology


Break from typological form

Ground Floor Commercial Space at Hastings St and Glen Dr



Form of Development

1 Transitional Scale
- Variation in scale of the massing base and ground plane allow the buildings to respond to the variety of scales in the neighbourhood.
- Connection to Hastings Typology and scale.

2 Reducing Massing Bulk
The change in the upper floor facade expression breaks down and lightens the building mass.

3 Activating Street Frontage
Hastings Street is activated with commercial use at grade. Glen Drive is activated with CRU and residential entry. A pedestrian scaled street frontage enhances pedestrian experience by breaking down the commercial facade into smaller units.

4 Project Performance
Targets for building performance requires the building to achieve 35-40% glazing.

5 Hastings Block Typology
The distinct bottom, middle, and top reflects the architectural nature of Hastings Street. Regular rhythm and order are emphasized in the middle, while the bottom and top break from that order to create new relationships to the street and pedestrian scale.

6 Balconies
Located throughout the project and inset on 1, 2 & 3 bed units to align to the strong design intent of the exterior grid and its reference to Hastings Block Typoloogy. Smaller balconies and Juliets will be provided for the studio units to enhace the livability of these smaller units.



B URBAN DESIGN RATIONAL | Proposal

Form of Development

1 Transitional Scale
Variation in scale of the massing base and ground plane allow the buildings to respond to the variety of scales in the neighbourhood.

Connection to Hastings Typology and scale.

2 Reducing Massing Bulk
The change in the upper floor facade expression breaks down and lightens the building mass.

3 Activating Street Frontage
Hastings Street is activated with commercial use at grade.
Glen Drive is activated with CRU and residential entry.
A pedestrian scaled street frontage enhances pedestrian experience by breaking down the commercial facade into smaller units.

4 Project Performance
Targets for building performance requires the building to achieve 40-50% glazing.

5 Hastings Block Typology
The distinct bottom, middle, and top reflects the architectural nature of Hastings Street. Regular rhythm and order are emphasized in the middle, while the bottom and top break from that order to create new relationships to the street and pedestrian scale.

6 Balconies
Located throughout the project and inset on 1, 2 & 3 bed units to align to the strong design intent of the exterior grid and its reference to Hastings Block Typoloogy.
Smaller balconies and Juliets will be provided for the studio units to enhace the livability of these smaller units.



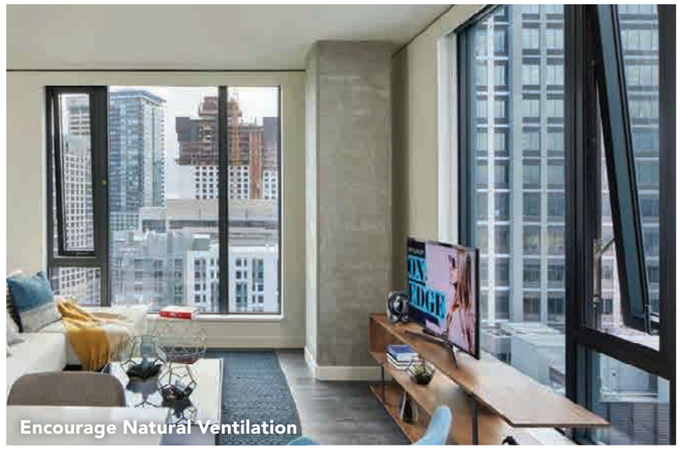
Livability

The project strives to surpass livability of occupants through:

- Maximizing indoor comfort through building performance goals
- Maximizing daylight and views
- Encouraging natural ventilation
- Bringing the outdoors in
- Access to shared amenities
- In-Suite bulk storage
- Flexibility
- Modularity
- Accessibility.



East 2: Typical Studio

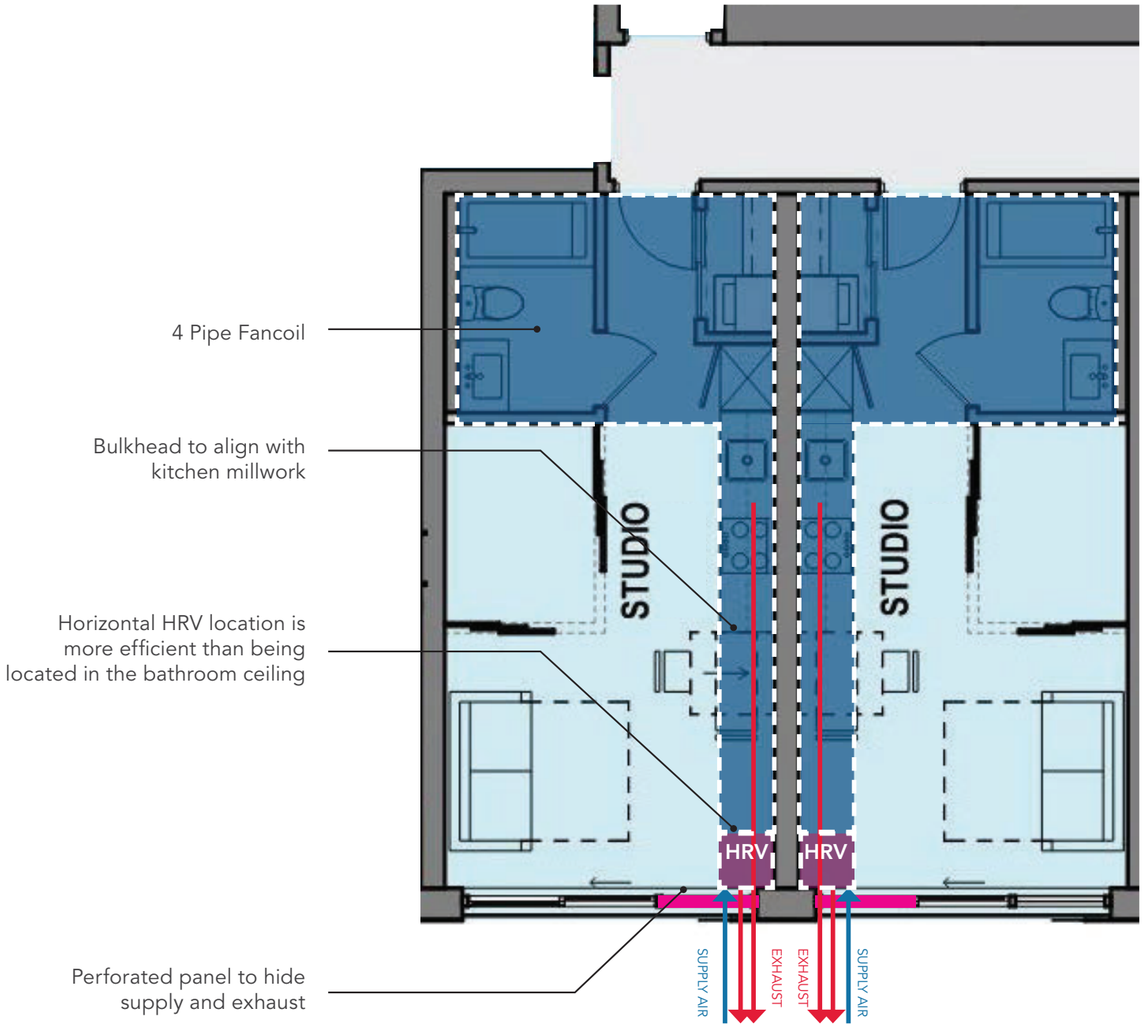

Encourage Natural Ventilation

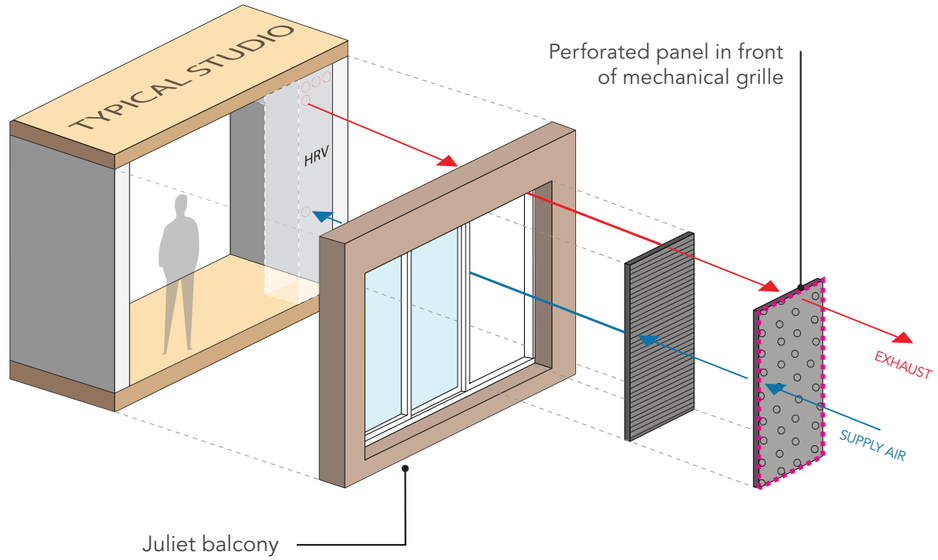

Maximize Daylight & Views


Create a Private Oasis


Bring the Outdoors In

The facade module is configured to preserve the strong ties to the grid. Individual HRV's located closer to the window minimizes the run of insulated ductwork and can prove to be more cost effective. The addition of a perforated panel aims to hide the supply and exhaust penetrations of the individual HRV's and maintain a seamless architectural expression.







Amenities

The proposal aims to maximize indoor and outdoor semi-public amenities within each building to aid in the enhanced livability of residents. Additionally, public amenity spaces through CRU contributes to broader community spaces .

Indoor:

There are multiple indoor amenity spaces dispersed throughout the podium including commercial space and a maker space on the ground floor, a working space/library and additional commercial space on the mezzanine level, a work from home space on the second floor, a multi-purpose room on the third floor, a games room on the fourth floor, a gym on the fifth floor and shared indoor amenity and lounge space on the rooftop.

Outdoor:

Multiple outdoor spaces are provided and are mostly adjacent to indoor amenity spaces, including a lightwell on the second floor podium and various outdoor terraces on the third and fourth floor. There is additional outdoor amenity on the fifth floor roof deck and the building roof top. Some of the outdoor spaces have been designed to be exposed to south facing light and are oriented to maximize views to the Two Sisters Mountains to the northwest, while other spaces are designed to let in daylight into the building and provide locations of outdoor relief in multiple areas throughout the building.

Key

- Future Context (Downtown Eastside Plan)
- Commercial
- Social Enterprise
- Amenity
- Bike Storage
- Residential Entry
- Outdoor Amenity
- BOH



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East 2 aims to provide a multitude of interior and exterior amenity spaces to enhance the overall livability of residents.

Interior

- Concierge desk
- Mail packages drop off
- Building manager office
- Bike lounge
  - Bike workshop
  - Hang out space
  - Bike wash station
  - Changing rooms
- Multi-purpose room
  - Cooking / Servery
  - Lounge
  - Party room
  - Connection to outdoors
- Health and wellness
  - Fitness centre / gym
- Building Co-working space
  - Office space
  - Floating workstations
  - Meeting rooms
  - Lounge / business center
  - Library
- Billiards / games room
- Dog Wash (buildings are pet friendly)
- Below grade storage lockers.

Exterior

- Rooftop gardens
- Rooftop BBQ area
- Outdoor Fitness
- Firepit lounge.

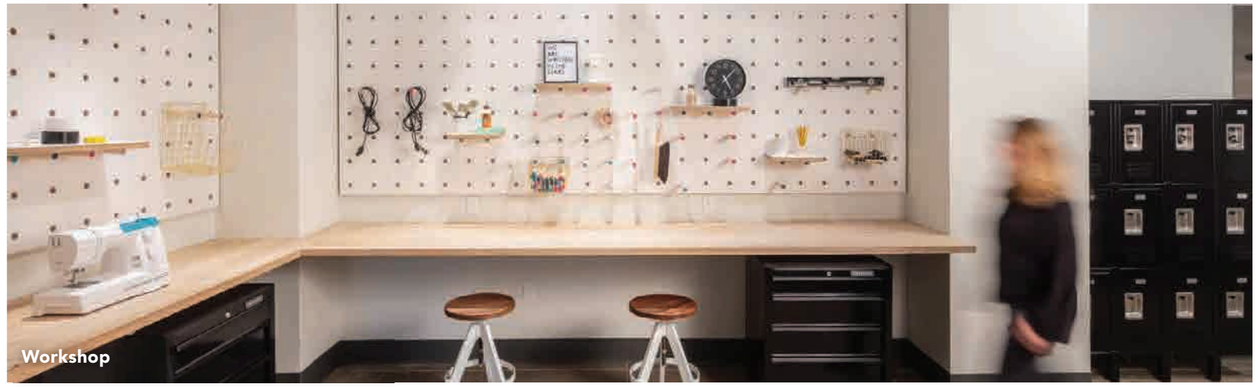

Rooftop BBQ & Social Space


Co-working space for residents


Games room / Kids space



Dogwash Station

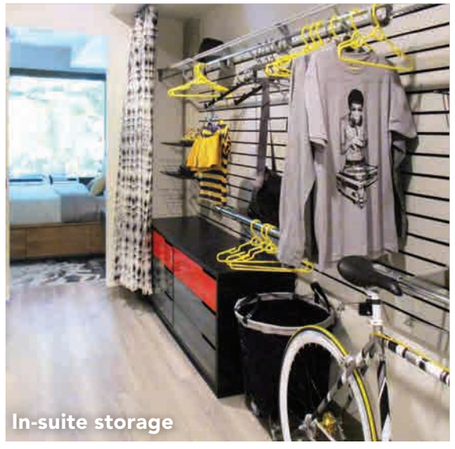

Workshop

Sustainable Transport

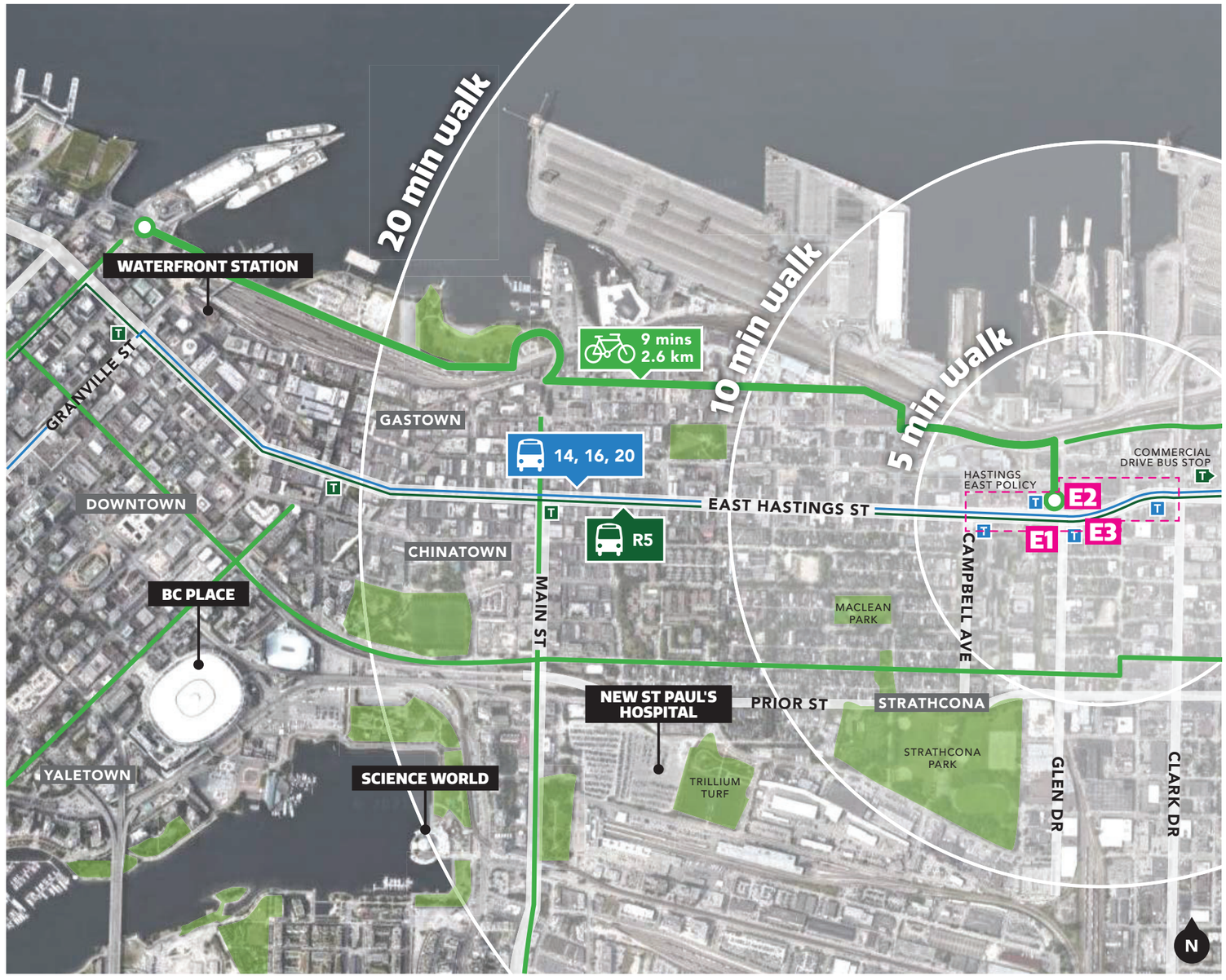
The proposal aims to provide enhanced bicycle amenities and storage within each building, to support and promote cycling lifestyles. Additionally, the project team is investigating strategic design moves to incorporate bicycle and gear storage in-suite. Adjacent to the site, there is a key bike path network with connections to downtown and across the City of Vancouver.

East Village is also adjacent to bus stops providing access to the number 14, 16, and 20 major bus routes and a 5-10 min walk to the Commercial Drive RapidBus Bus Stop.


Enhanced bike amenities


In-suite storage





Sustainability

Green Buildings Policy for Rezoning

The sustainable design strategy for the East Village portfolio is being developed to meet the City of Vancouver's (CoV) Policy: Green Buildings for Rezonings (last amended July 25th, 2023). East 2 Green and Resilient Building Measures Package has been developed with energy modelling, Life Cycle Analysis and a desk top Climate Risk Assessment. The Green and Resilient Building design strategies for East 2 will be further refined through detailed workshops, iterative energy modelling, and Life Cycle Analysis.

Sustainability Goals

The sustainability strategies include:

- Green transit with a reduction in car parking and the provision of bike facilities adjacent to a bike path network with connections across the City of Vancouver.
- Shared exterior landscaped roof top terraces.
- Full electrification of systems, with high energy efficient design strategies.
- Embodied carbon reduction through volume reduction of concrete and selection of low embodied carbon materials.
- Climate Resilient design features to mitigate identified Climate Hazards.

Requirements

Energy & Emissions Performance Summary Proposed (adj)[1]	TEUI (kWh/m²) - 120.6 Pass TEDI (kWh/m²) - 24.8 Pass GHGI (kgCO2/m²) - 1.2 Pass
Embodied Carbon Limits	Early stage wbLCA analysis indicates that 10% reduction target on 400kgCO_2e/m²
Resilient Buildings Planning	Resilient design strategies are being included in the project to respond to hazard events including earthquake/extreme heat/ poor air quality.
Enhanced Commissioning	3rd party commissioning authority will form part of team and will develop commissioning plan and report in line with City of Vancouver commissioning requirements.
Energy System Sub-metering	Energy sub-metering will be incorporated in line with City of Vancouver requirements.

[1] *Includes TEDI / TEUI adjustment*

CPTED Measures

Building Identification & Exterior Entrances

- East 2 will be clearly identified with a street number towards the street frontage.
- Lobbies are designed to be visible from Glen Drive with clear identifiable signage as well as landscaping and paving features directing users towards the entries.

Common/Open Space Areas and On-Site Open Space

- Active outdoor amenities are located adjacent to indoor amenity spaces and residential units so that visual connection promotes indirect surveillance.
- Visual connection that the outdoor amenity space has to the laneway, Hastings Street frontage and the crash wall adjacent railway, is maintained to promote indirect surveillance to those areas.

Lighting - Exterior

- All outdoor amenity areas, the lane, and street frontages will be well lit for both residents and public.

Natural Surveillance

- Public and semi-private areas provide unobstructed eye-level views from other regularly occupied areas. Barriers such as fences and gates are also minimized. Where fences are required, the project will provide decorative picket fencing.
- Where possible, windows are provided to stairways, corridors, shared amenity, and other common rooms to improve visibility and safety.
- All building surface materials will be graffiti resistant.
- There are no alcove conditions along the building frontages, on Hastings Street and the lane.
- All door and window hardware will be durable and vandal resistant.
- Operable windows are located at higher levels and in visible areas to minimize any potential for concealed attempts at breaking and entering.
- Garbage and recycling rooms are fully enclosed within the building footprint and accessible only to residents and tenants.

Parking

- Parking area will be well lit and monitored.
- All surfaces will be painted with a light and reflective colour to provide a bright environment.
- Access into the parking area will have a secured overhead entry door controlled with remote electronic key access.

Security

- At all entry points into residential areas, the buildings will be fitted with electronic key access and enterphone systems to reduce unauthorized entry.
- A monitored fire alarm system with annunciator will be installed. The commercial spaces, residential units, and the parking areas will have their own fire detection and suppression system.

Site and Building Layout

- Main entrances into the buildings are oriented towards, and visible from, East Hastings Street and Glen Drive.
- The number of entry points into the buildings are minimized.
- Access to elevators, stairwells, and pedestrian pathways are clearly marked and lit, and unsecured hidden areas are minimized.

Drawing Sets

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2

Development Data

EAST VILLAGE: Project Stats

East 1:		382 Units
East 2:		385 Units
East 1 + East 2:		**767 Units**
East 3:	Senior Social Housing Units	121 Units
East 3:	Replacement SRA Units	36 Units
Senior Social Housing (East 3):		**157 Units**

Project Total Social Housing (Including SRA replacement) **157 Units** **20.47% Social ***

**20.47% of total rental units that are provided on East 1 & East 2 (767 units) would be dedicated Social housing and these units would be provided on the East 3 site. Westbank and Promerita have transfered the ownership of the East 3 Land to BC Housing for the construction of these 157 standalone Social Housing units for Seniors on the East 3 Site.*

Street Level Commercial - East 1 + East 2 total: **12,925 SF**
Street Level Commercial Enterprise - East 3 **2,289 SF**

EAST 2: Project Data Summary

Site Address

Street: 1115 & 1127 East Hastings Street, Vancouver, BC
Legal: Proposed Lot A, Formerly Lots 31 to 34 (Except North 5ft now Lane), All of block 9 of block A, District Lot 182, New Westminster District, Plan 355

Gross Site Area		**11,177**	**Sq.Ft.**	**1,038.38**	**Sq.M.**
Total Commercial Unit Area		7,952	Sq.Ft.	738.77	Sq.M.
Total Commercial Non Unit Area		458	Sq.Ft.	42.55	Sq.M.
Total Residential Area		264,423	Sq.Ft.	24,565.72	Sq.M.
Gross Floor Area		**272,833**	**Sq.Ft.**	**25,347.04**	**Sq.M.**
Exclusions	** See stats breakdown for details*	12,403	Sq.Ft.	1,152	Sq.M.
Net Floor Area		**260,430**	**Sq.Ft.***	**24,195**	**Sq.M.**
Floor Space Ratio		**23.30**	**F.S.R***		

Exterior Areas

	Rate	Permitted/ Required		Proposed	
Balconies	8% of residential GFA	21,154	Sq.Ft.	14,969	Sq.Ft.
Outdoor Amenity				6,072	Sq.Ft.
Total Exterior				**21,041**	Sq.Ft.

Height and Setbacks

	Permitted/ Required		Proposed	
Building Height:	120 ft	30.5m		
(Measured: Top of Level 1 slab to top of parapet above the uppermost habitable floor)			*363'-4"*	*110.7m*
(Measured: Top of Level 1 slab to top of amenity enclosure)			*378'-4"*	*115.3m*
(Measured: Top of Level 1 slab to top of parapet above the Elevator Machine Room)			*390'-4"*	*119.0m*
Tower Setbacks				
North			*7'-0"*	*2.1m*
West			*5'6*	*1.7m*
South			*3'-0"*	*0.9m*
East			*25'-0"*	*7.6m*

Proposed measurements to tower: See Zoning Analysis & drawings for details

Bike Parking

Residential								
			Required / permitted		40 % TDM Increase		Proposed	
Rate	Rate	Units	Class A	Class B	Class A	Class B	Class A	Class B
Units under 65m2 (700 st)	1.5	288	432		605			
Units Under 105m2 (1,130sf)	2.5	97	242.5		340			
Units Over 105m2 (1,130sf)	3	0	0		0			
Class B 2/20 units	20	385		19.25				19.25
TOTAL:			**674.5**	**19.25**	**944**		387	19
Bike Storage Provided In-Suite							351	
TOTAL Including In-Suite Bike storage:							738	

of which Regular Horizontal	3							
Min Lockers	10%		67.45		94			
Max Vertical	30%		202.35		283			
Max Stacked	NA							
Max Stacked + Vertical	60%		404.7		567			
Oversized	5%		33.725		47			
TOTALS								

Retail								
			Required		40 % TDM Increase		Proposed	
Rate	Rate	Area	Class A	Class B	Class A	Class B	Class A	Class B
Class A 1/340m2 (3,660sf)	3660	7952	2.2		0		2	
Class B: 6 > 1,000m2(10,764)	6.0	0		0	0		0	

Vehicle Parking

Residential	Rate	Areas/ units	Required	60% With TDM Reductions	Proposed
1/125 sm of Residential Unit Area	125	20,012	160	64.0	
Visitor Parking 0.05/ Unit	0.05	385	19.25	7.7	
Total Actual stalls Residential			**179**	**71.7**	5
Total with Accessible stalls X2					**10**
of which are accessible stalls			14	5.5	5
of which are small car	25%	MAX		MAX 18	0
of which are regular stalls					0

Commercial (Restaurant use)					
Restaurant 1/50m sq for 1st 100m sq	1	100	2	0.8	
Restaurant 1/10m sq after 1st 100m sq	1	639	64	25.6	
Total Commercial Restaurant			**66**	**26.4**	0

TOTALS			**245**	**98.1**	**5**

Loading

Residential	Rate	Areas/ units		Required	Proposed
Residential Class B		-		2	1
Commercial				1	1
Passenger Loading (drop off)				3	2
Total Loading				**6**	**4**

Project is proposing to minimize the use of vehicle parking and focus on sustainable transportation. Parking Loading and Bike parking numbers are approximate.

(TDM and parking stats to be verified by BUNT)

Development Data

Proposed Stats Details

	Rental Unit Area (Incudes in-suite storage)						Rental Program Area						Commercial		GFA	Exclusions				FSR	Exterior	
Level	Total Units	Studios	1 Bed	2 beds	3 beds	Res Rental	Residential Amenity	Admin / Support	Circulation	Service	Storage (excludes in-Suite)	Residential Total	Commercial Unit	Commercial Circulation		Amenity	In Suite storage	* Other	Total Exclusions		Roof Terrace	Balcony
Level 39 (Amenity)	-	-	-	-	-	-	1,353	-	904	575	-	2,832	-	-	2,832	1,353			1,353	1,479	3,974	-
Level 38	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891			6,891	-	173		173	6,718	-	308
Level 37	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 36	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 35	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 34	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 33	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 32	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 31	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 30	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 29	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 28	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 27	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 26	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 25	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 24	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 23	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 22	12	2,520	1,745	1,635	-	5,900	-	-	954	37	-	6,891	-	-	6,891	-	173		173	6,718	-	308
Level 21	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 20	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 19	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 18	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 17	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 16	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 15	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 14	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 13	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 12	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 11	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 10	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 09	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 08	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 07	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 06	9	751	2,441	1,637	890	5,719	-	-	952	36	-	6,707	-	-	6,707	-	179		179	6,528	-	491
Level 05	7	757	1,278	1,640	890	4,565	1,302	-	926	36	-	6,829	-	-	6,829	1,302	160		1,462	5,367	1,579	663
Level 04	10	1,516	1,278	2,437	1,121	6,352	636	-	1,625	36	-	8,649	-	-	8,649	636	268		904	7,745	114	398
Level 03	10	1,516	1,278	2,427	1,121	6,342	762	-	1,598	36	-	8,738	-	-	8,738	762	268		1,030	7,708	103	408
Level 02	10	1,516	1,278	2,427	1,121	6,342	875	-	1,588	36	-	8,841	-	-	8,841	875	268		1,143	7,698	302	408
Mez Level	-	-	-	-	-	-	706	185	803	-	-	1,694	2,827	-	4,521	706			706	3,815		
Level 01	-	-	-	-	-	-	-	308	1,648	-	425	2,381	5,125	458	7,964	-			-	7,964		
Total	**385**	**60,161**	**73,833**	**62,918**	**18,493**	**215,405**	**5,634**	**493**	**40,542**	**1,924**	**425**	**264,423**	**7,952**	**458**	**272,833**	**5,634**	**6,769**	**-**	**12,403**	**260,430**	**6,072**	**14,969**
Total (sq m)		**5,589**	**6,859**	**5,845**	**1,718**	**20,012**	**523**	**46**	**3,766**	**179**	**39**	**24,566**	**739**	**43**	**25,347**	**523**	**629**	**-**	**1,152**	**24,195**	**564**	**1,391**

Parking and below grade Areas

81.46%

FSR: 23.30

		Amenity	Support	Circulation	Service	Storage (Includes Bike Storage)		Parking	Loading	Total Area					
P1 level			-	1,578	2,934	821		2,995	1,134	9,462	-		9,462		-
P2 level				1,554		7,942				9,496			9,496		
Total (sq ft)	**-**	**-**	**-**	**-**	**-**		**-**	**-**	**3,132**	**2,934**	**8,763**		**2,995**	**1,134**	**18,958**			**18,958**		**-**
Total (sq m)	**-**	**-**	**-**	**-**	**-**		**-**	**-**	**291**	**273**	**814**		**278**	**105**	**1,761**	**-**		**1,761**		**-**

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Proposed Unit Mix - Breakdown

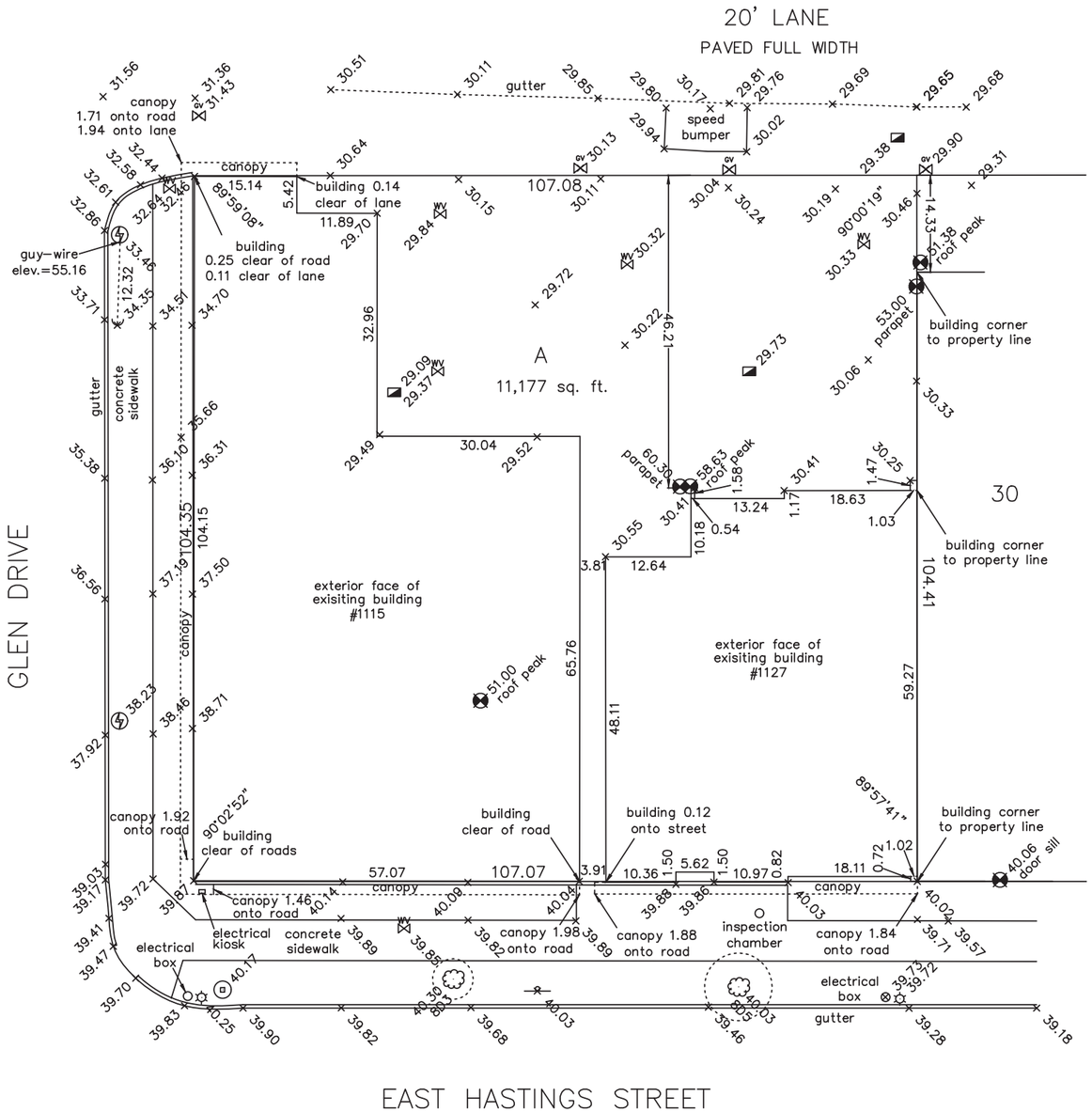
Level	Total	Studios	1 Bed	2 beds	3 beds	Rental SF
(Amenity Level) Level 39	0					0
Level 38	12	7	3	2	0	5900
Level 37	12	7	3	2	0	5900
Level 36	12	7	3	2	0	5900
Level 35	12	7	3	2	0	5900
Level 34	12	7	3	2	0	5900
Level 33	12	7	3	2	0	5900
Level 32	12	7	3	2	0	5900
Level 31	12	7	3	2	0	5900
Level 30	12	7	3	2	0	5900
Level 29	12	7	3	2	0	5900
Level 28	12	7	3	2	0	5900
Level 27	12	7	3	2	0	5900
Level 26	12	7	3	2	0	5900
Level 25	12	7	3	2	0	5900
Level 24	12	7	3	2	0	5900
Level 23	12	7	3	2	0	5900
Level 22	12	7	3	2	0	5900
Level 21	9	2	4	2	1	5719
Level 20	9	2	4	2	1	5719
Level 19	9	2	4	2	1	5719
Level 18	9	2	4	2	1	5719
Level 17	9	2	4	2	1	5719
Level 16	9	2	4	2	1	5719
Level 15	9	2	4	2	1	5719
Level 14	9	2	4	2	1	5719
Level 13	9	2	4	2	1	5719
Level 12	9	2	4	2	1	5719
Level 11	9	2	4	2	1	5719
Level 10	9	2	4	2	1	5719
Level 09	9	2	4	2	1	5719
Level 08	9	2	4	2	1	5719
Level 07	9	2	4	2	1	5719
Level 06	9	2	4	2	1	5719
Level 05	7	2	2	2	1	4565
Level 04	10	4	2	3	1	6352
Level 03	10	4	2	3	1	6342
Level 02	10	4	2	3	1	6342
Level Mez						0
Level 01	0	0	0	0	0	0

Proposed Unit Mix Summary

	Total	Studio	1 Bed	2 Bed	3 Bed
Avg. Unit SF *(Gross)*	1	365	546	716	924
Unit Count	385	165	123	77	20
Percentage of Units	0.00%	42.86%	31.95%	20.00%	5.19%
Family Units %	-		-	25.19%	

Site Survey

SURVEY PLAN OF LOT A, CURRENTLY LOTS 31 TO 34
EXCEPT NORTH 5 FEET NOW LANE
ALL OF BLOCK 9 OF BLOCK A, DISTRICT LOT 182
NEW WESTMINSTER DISTRICT, PLAN 355



NTS

16 0 16 32
All distances are in feet.

NOTES:

Lots 31 and 32 are subject to an Easement and Indemnity Agreement, P42460.

- Lot dimensions are derived from field survey.
- Elevations are based on the GVRD Datum and are derived from control monument V–1647 situated at the intersection of East Hastings Street and Vernon Drive. Elevation = 36.18 feet.
- For elevation control, use control monument or lead plugs in concrete sidewalk only. Elevation control must be checked against second source. Contractor assumes all responsibilities and risk when carrying out work using elevation control.
- All trees and stumps shown as required by municipal bylaws.
- All elevations along curb lines are gutter levels.
- All dimensions are to exterior faces unless otherwise noted.
- Symbols plotted are for illustrative purposes and are not representative of their true size.

denotes hydro pole.
denotes lamp standard.
denotes catch basin
denotes manhole
GV denotes gas valve
WV denotes water valve
denotes tree.
8C10
- drip line radius (feet)
- C=coniferous
- D=deciduous
- diameter (inches)

CIVIC ADDRESS

1115 & 1127 EAST HASTINGS STREET
VANCOUVER, B.C.

ZONING: M1

CERTIFIED CORRECT.
DATED THIS 7TH DAY OF DEC., 2016

LOUIS NGAN B.C.L.S.

PID: 004–313–925 (LOT31)
PID: 004–313–941 (LOT32)
PID: 015–366–189 (LOT33)
PID: 015–366–201 (LOT34)

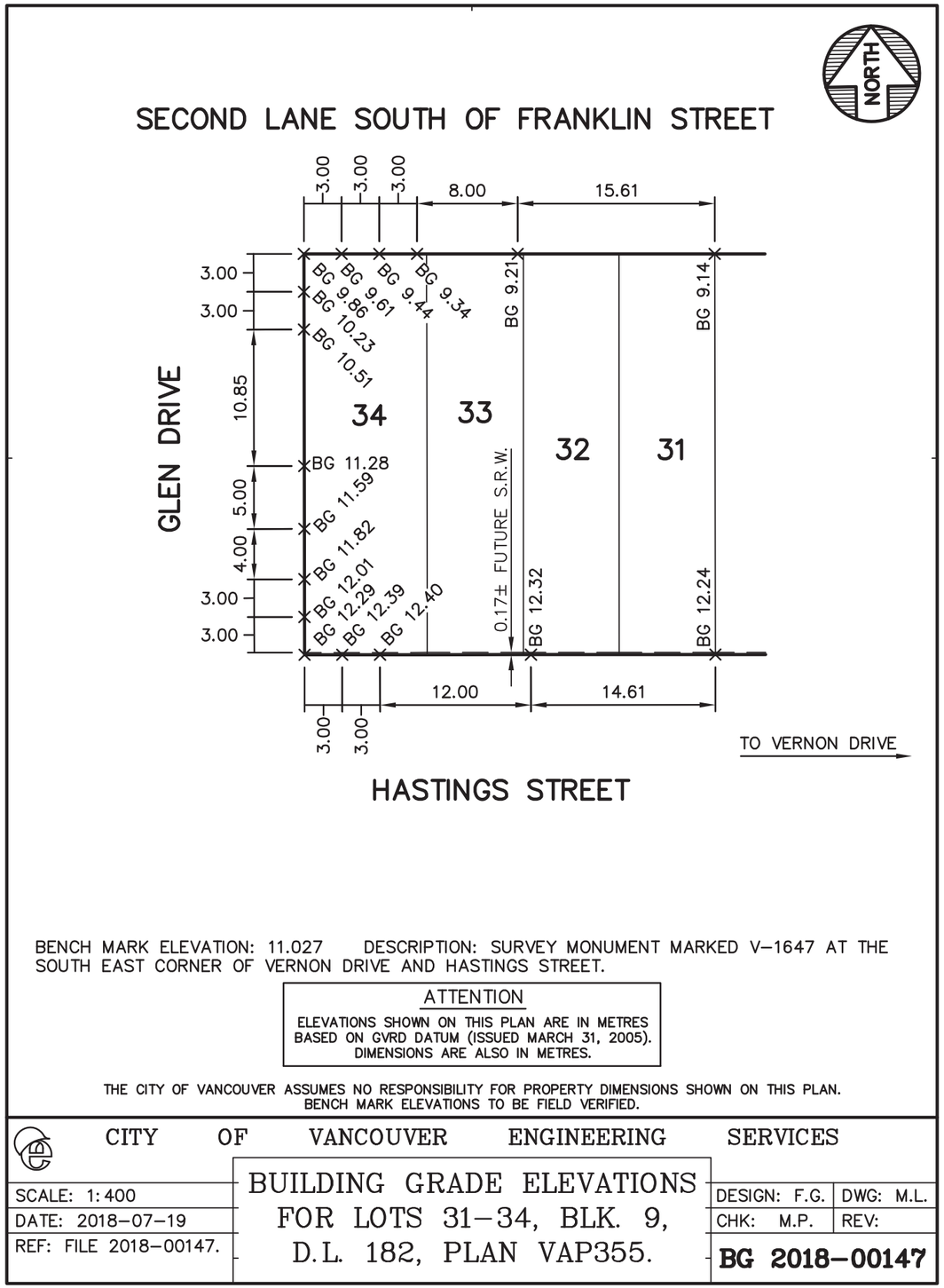
FILE: 17484TP

L N L S METRO VANCOUVER LAND SURVEYORS

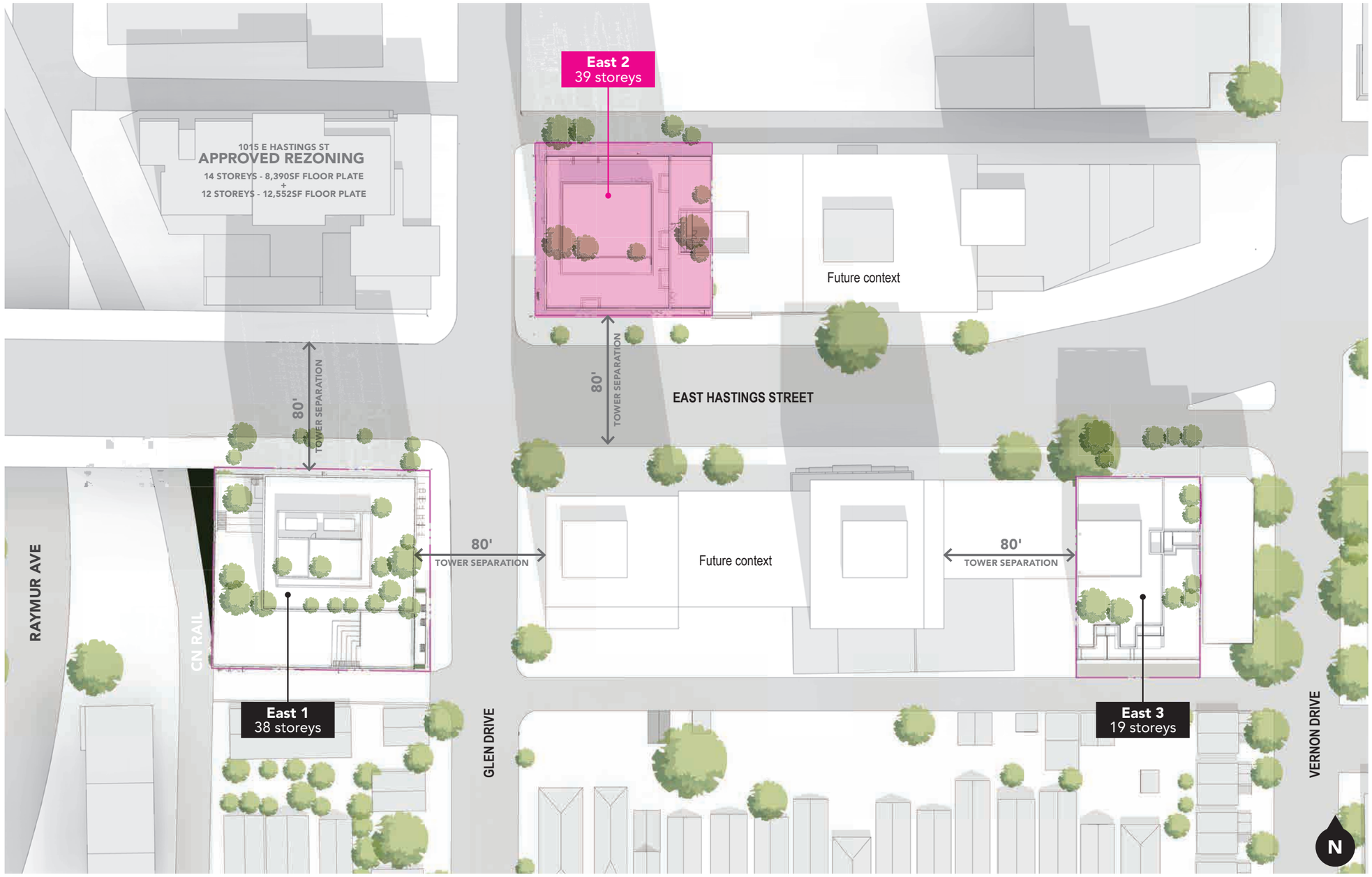
4932 VICTORIA DRIVE, VANCOUVER, BC, V5P 3T6
T 604.327.1535 WEB WWW.LNLS.CA

PROMERITA westbank BC HOUSING ZGF

Building Grades Survey

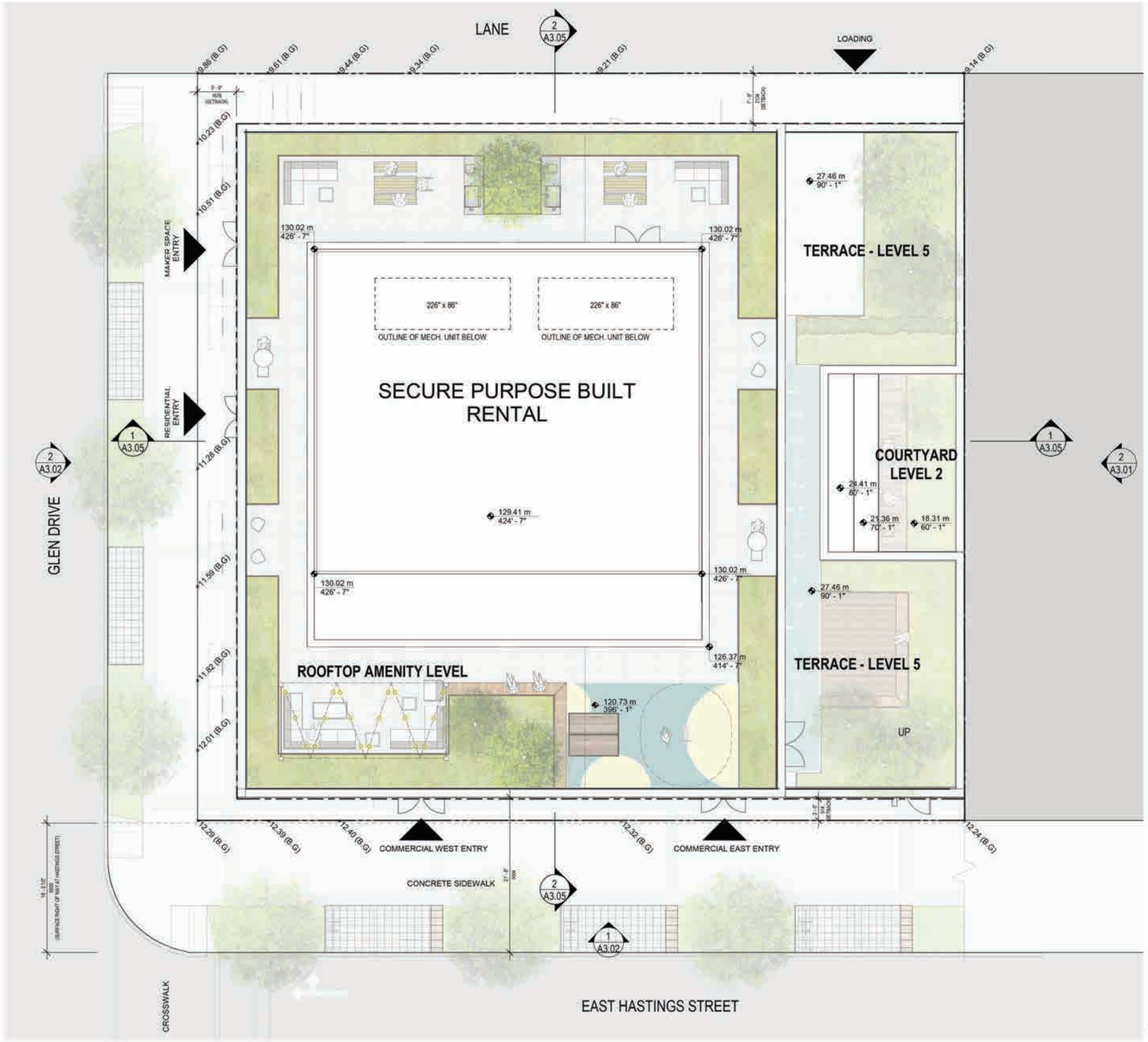


Context Site Plan

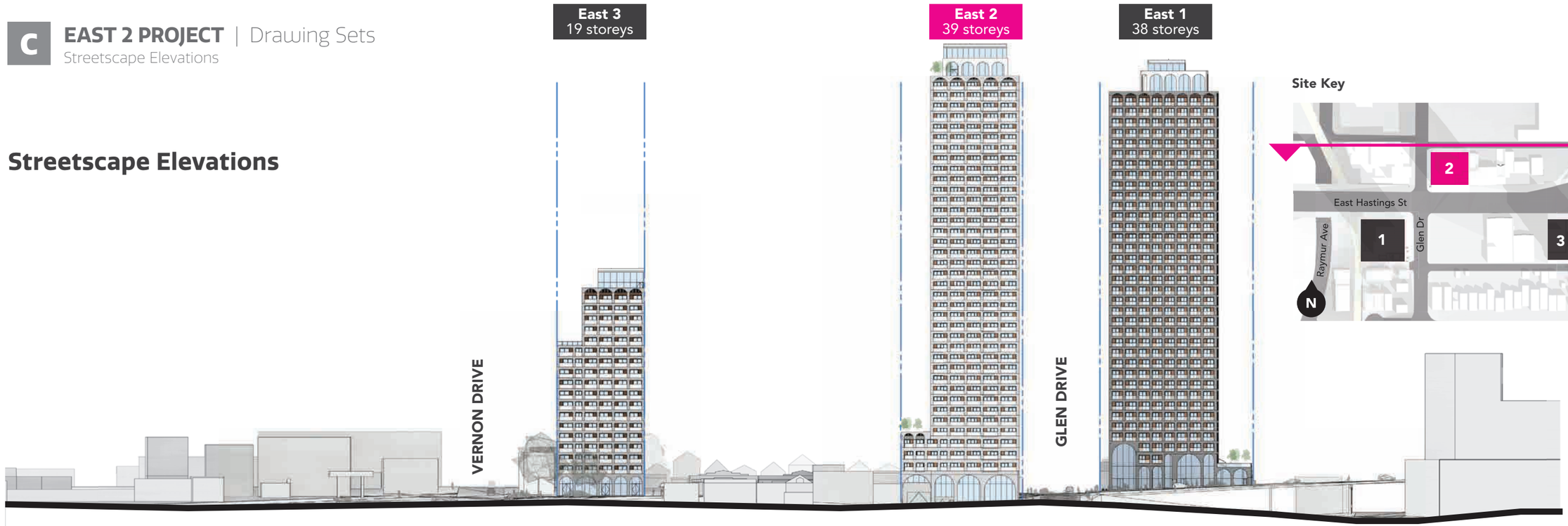


PROMERITA westbank BC HOUSING ZGF

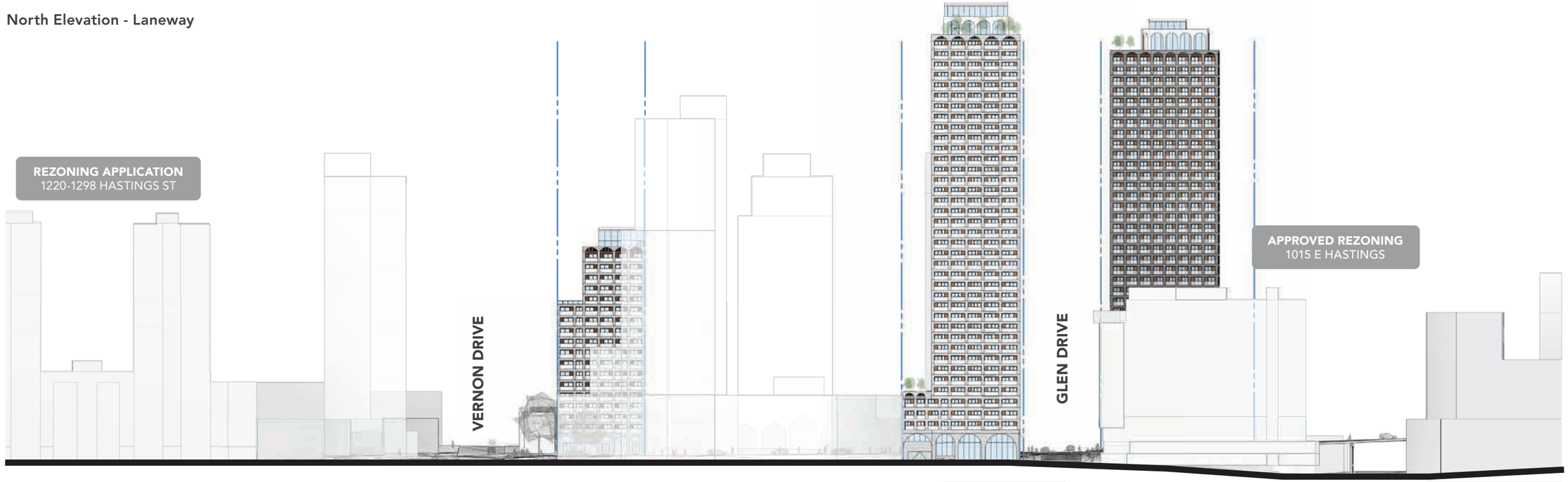
Site Plan


LANE
LOADING
GLEN DRIVE
MAKER SPACE ENTRY
RESIDENTIAL ENTRY
SECURE PURPOSE BUILT RENTAL
226" x 86"
OUTLINE OF MECH. UNIT BELOW
226" x 86"
OUTLINE OF MECH. UNIT BELOW
130.02 m
426' - 7"
129.41 m
424' - 7"
126.37 m
414' - 7"
120.73 m
396' - 1"
27.46 m
90' - 1"
TERRACE - LEVEL 5
COURTYARD LEVEL 2
21.41 m
70' - 1"
21.36 m
70' - 1"
18.31 m
60' - 1"
ROOFTOP AMENITY LEVEL
TERRACE - LEVEL 5
UP
COMMERCIAL WEST ENTRY
COMMERCIAL EAST ENTRY
CONCRETE SIDEWALK
CROSSWALK
EAST HASTINGS STREET
TN
N

Streetscape Elevations



North Elevation - Laneway

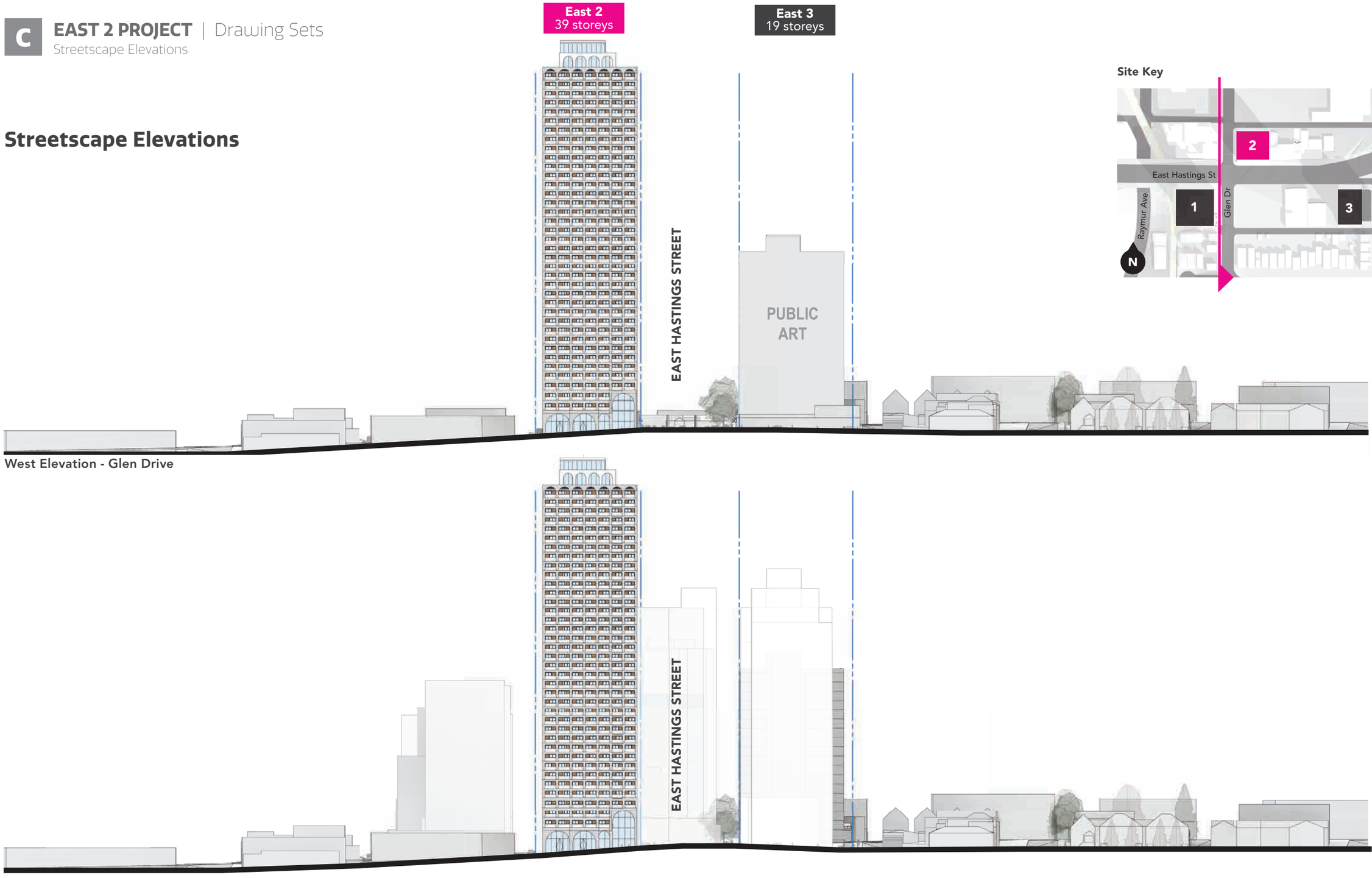


North Elevation - Future Context Assumptions

Site Key

PROMERITA westbank BC HOUSING ZGF

Streetscape Elevations

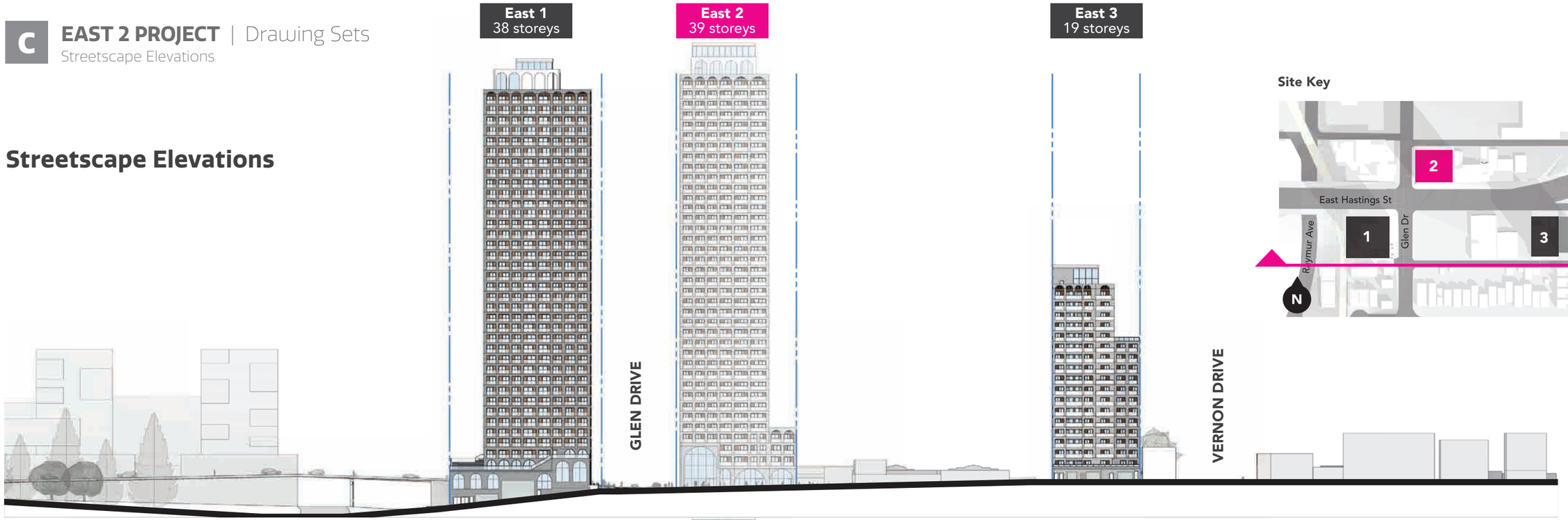


West Elevation - Glen Drive

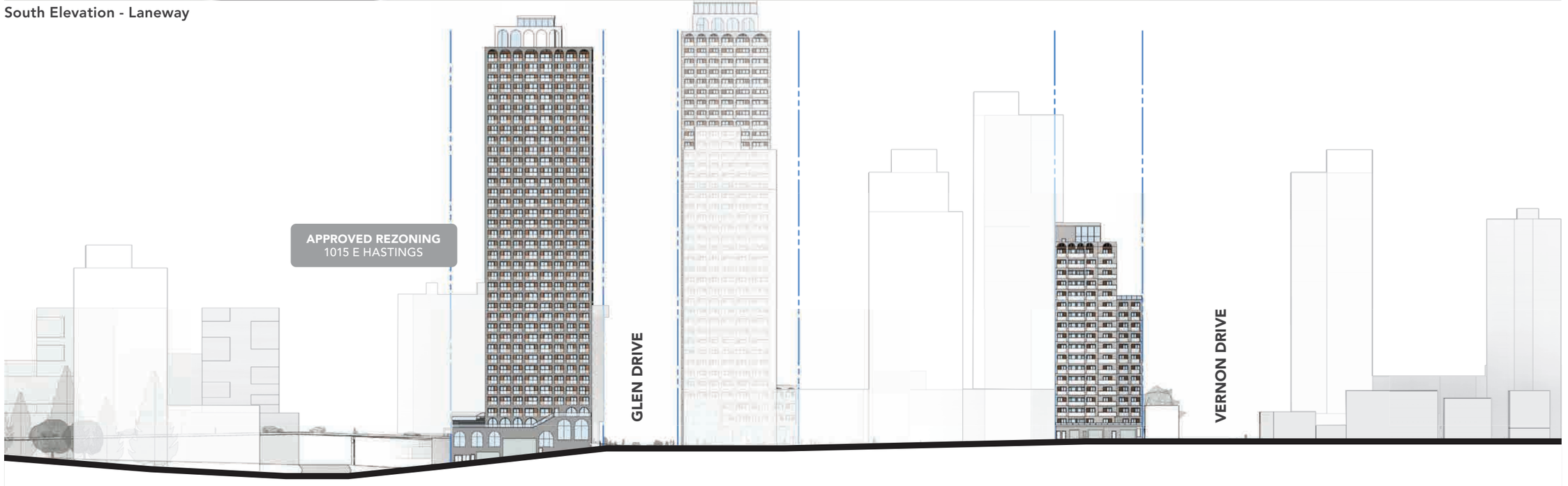
West Elevation - Future Context Assumptions

Site Key

Streetscape Elevations



South Elevation - Laneway



South Elevation - Future Context Assumptions

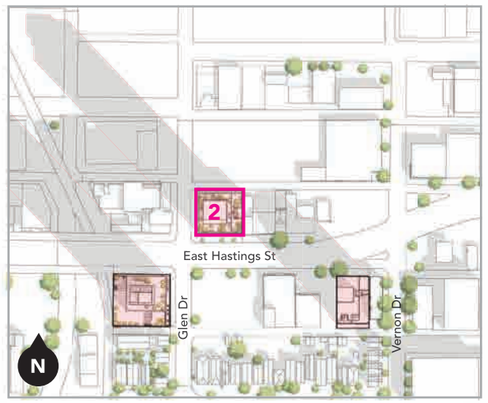
Site Key

PROMERITA westbank BC HOUSING ZGF

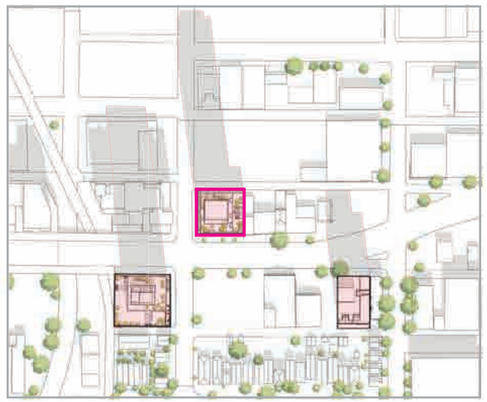
Shadow Study

No parks are shaded with proposed building heights.

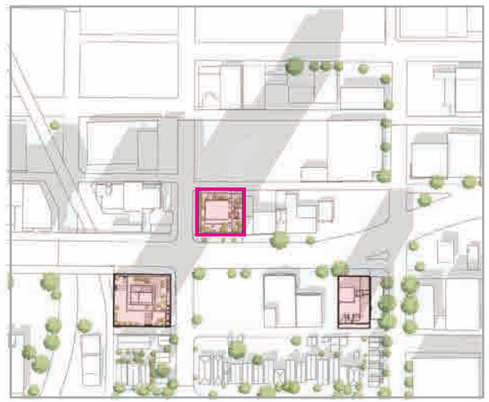
Spring Equinox



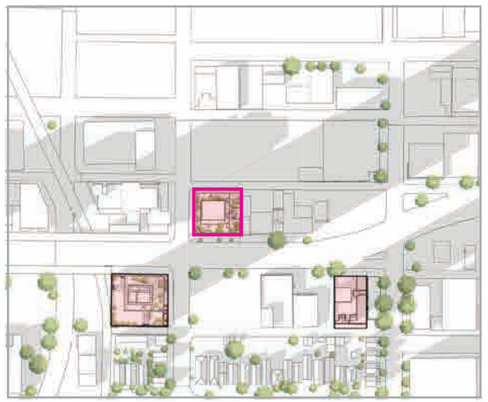
10.00 AM



12.00 PM

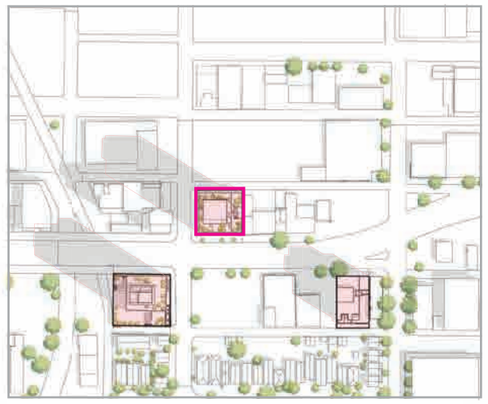


2.00 PM

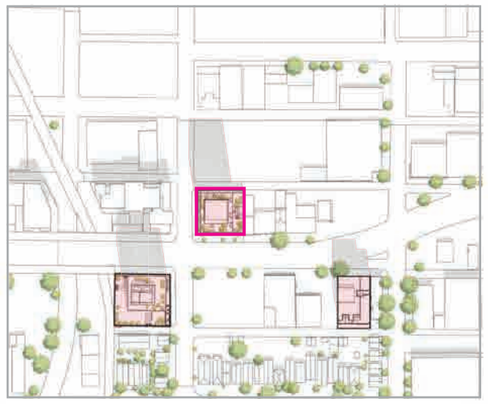


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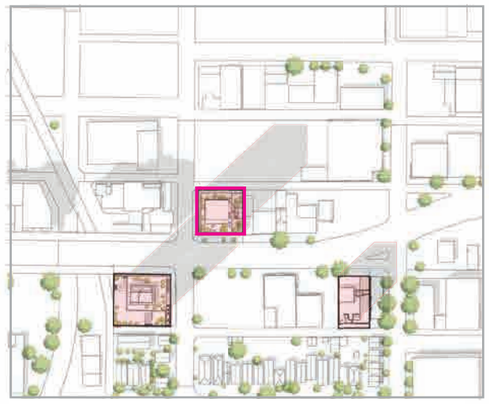
Summer Solstice



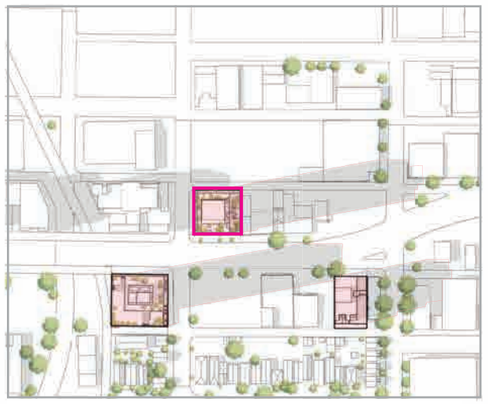
10.00 AM



12.00 PM

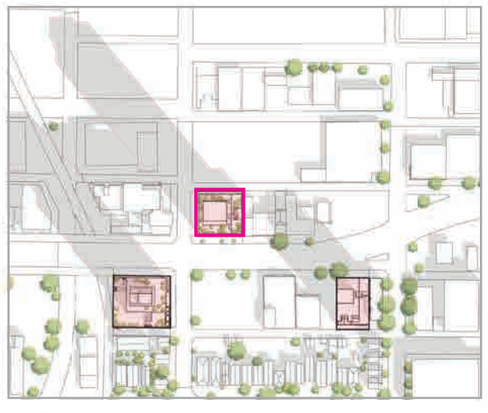


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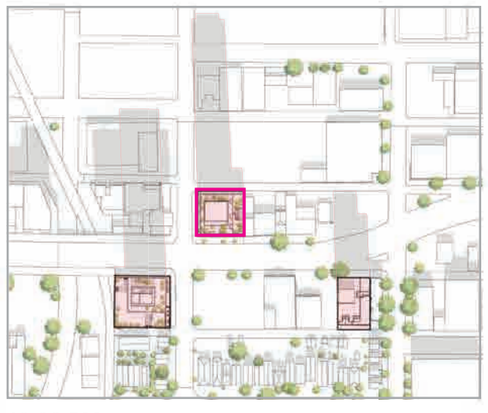


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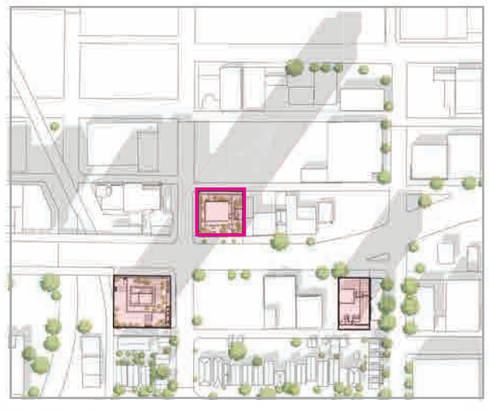
Autumn Equinox



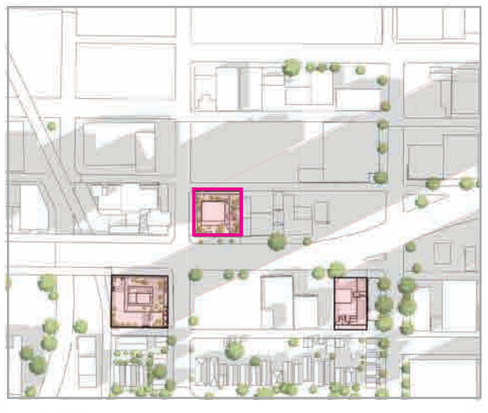
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12.00 PM



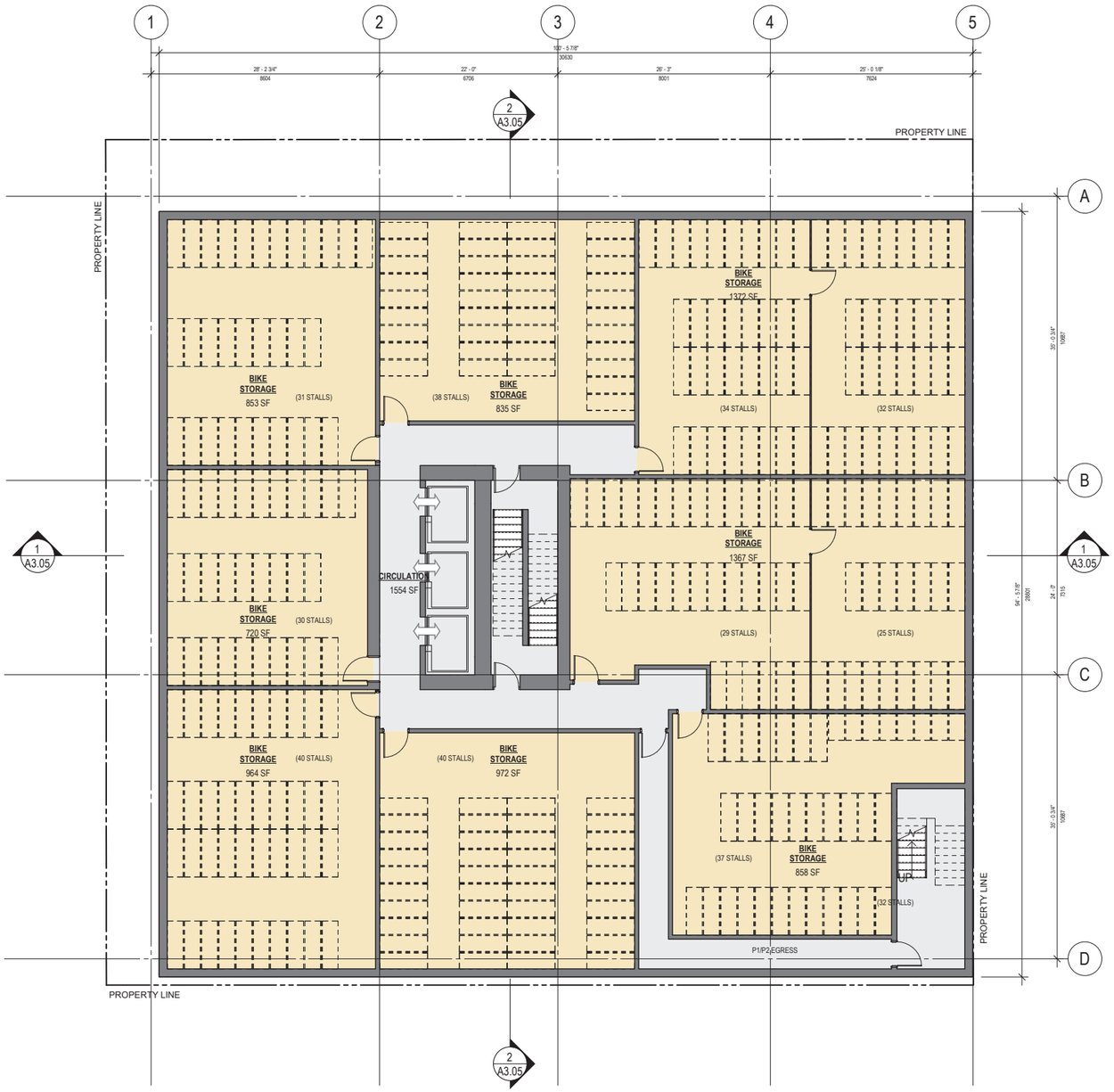
2.00 PM



4.00 PM

Floor Plans

Parking P2



Key

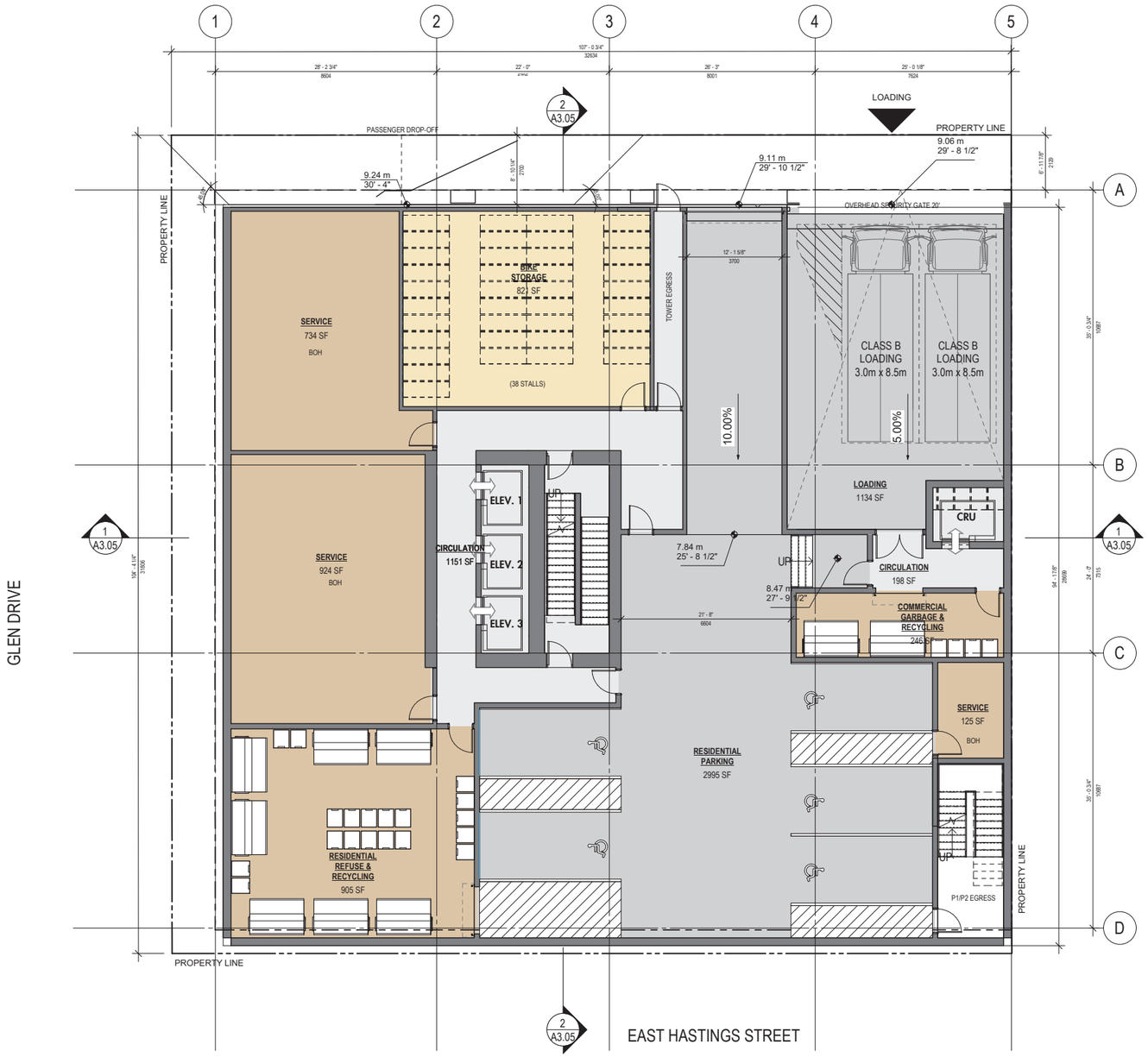
- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

N

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Floor Plans

Parking P1



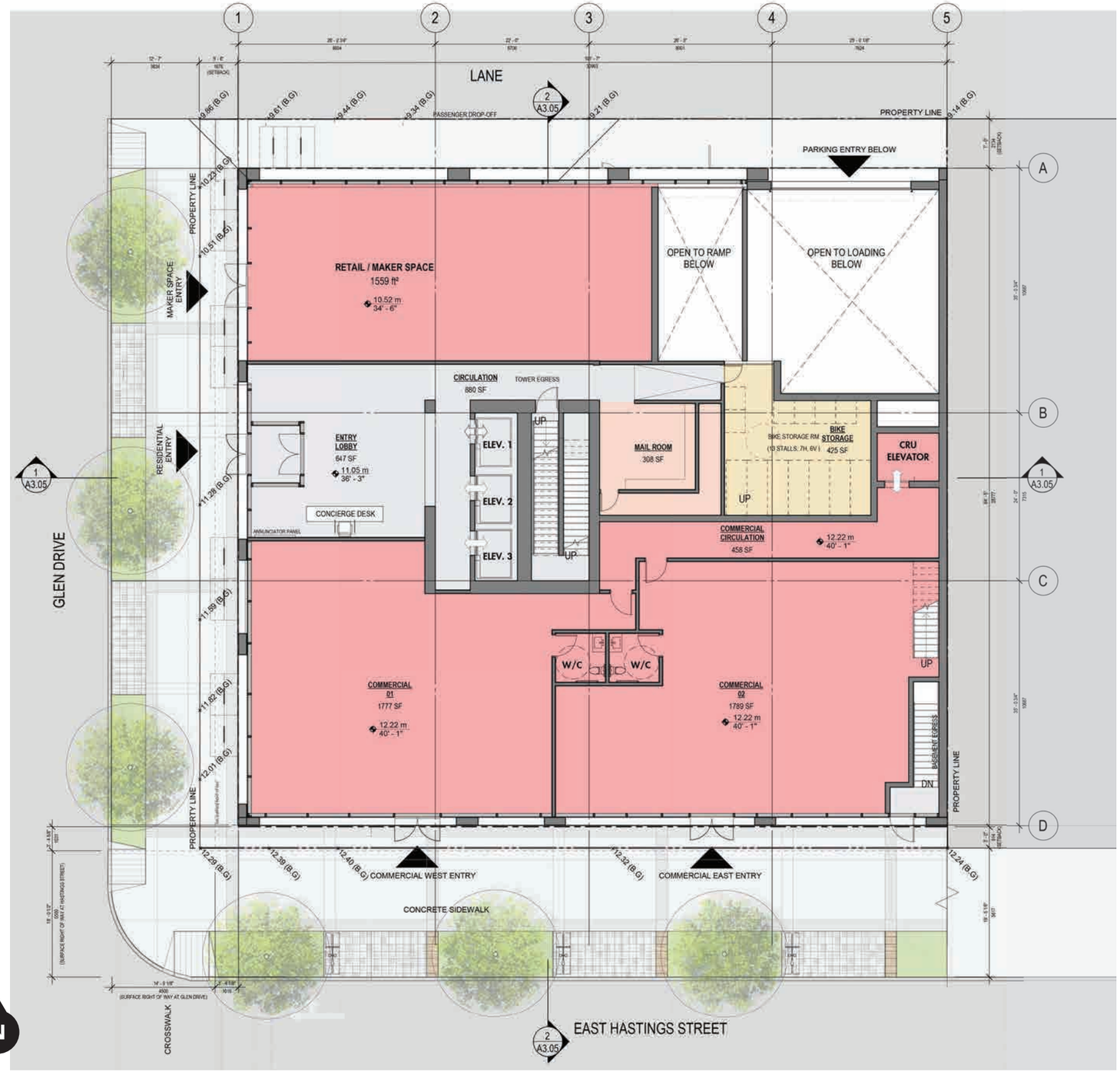
Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

N

Floor Plans

Level 1



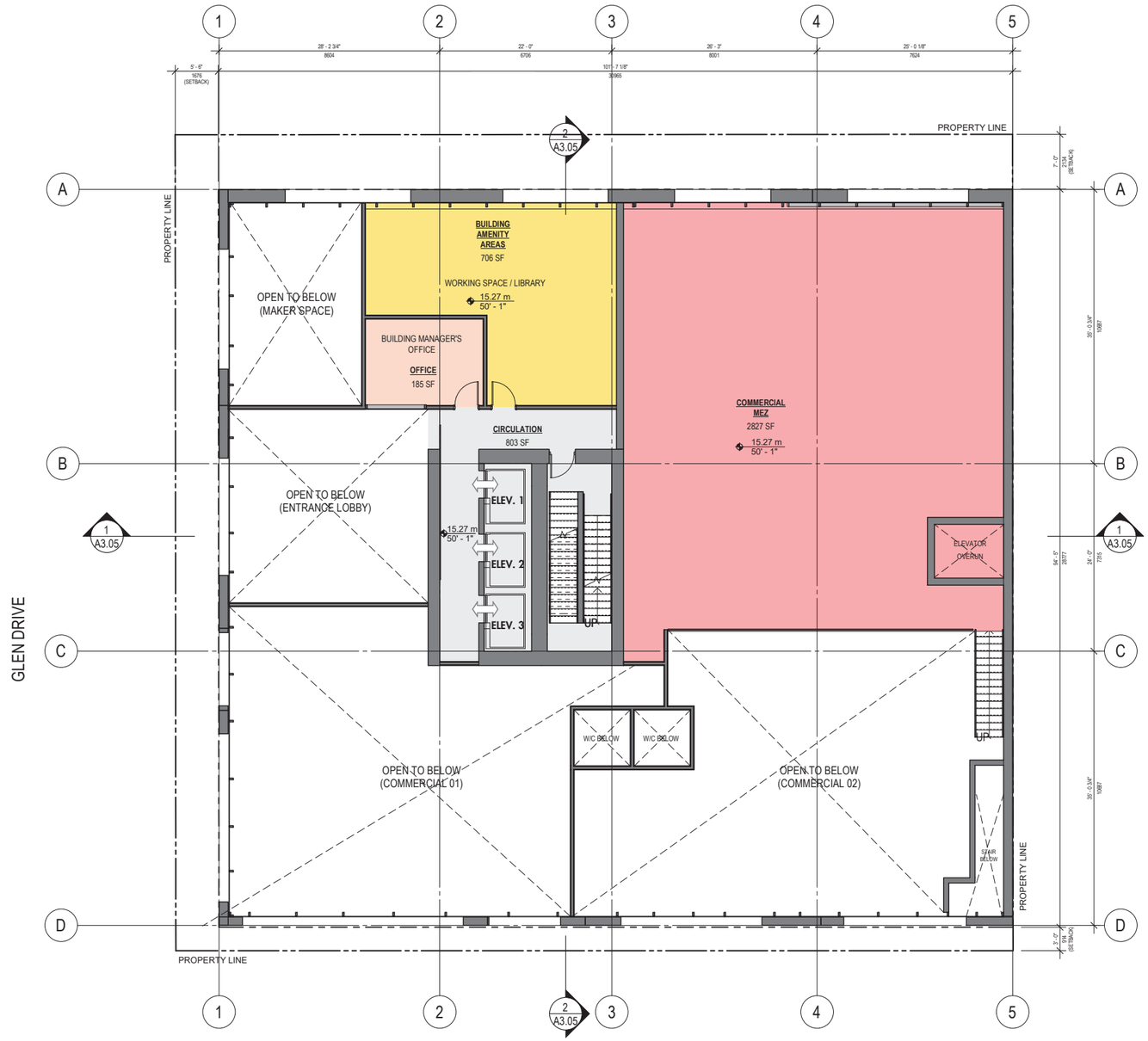
Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed

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Floor Plans

Mezzanine



Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

N

Floor Plans

Level 2

Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity



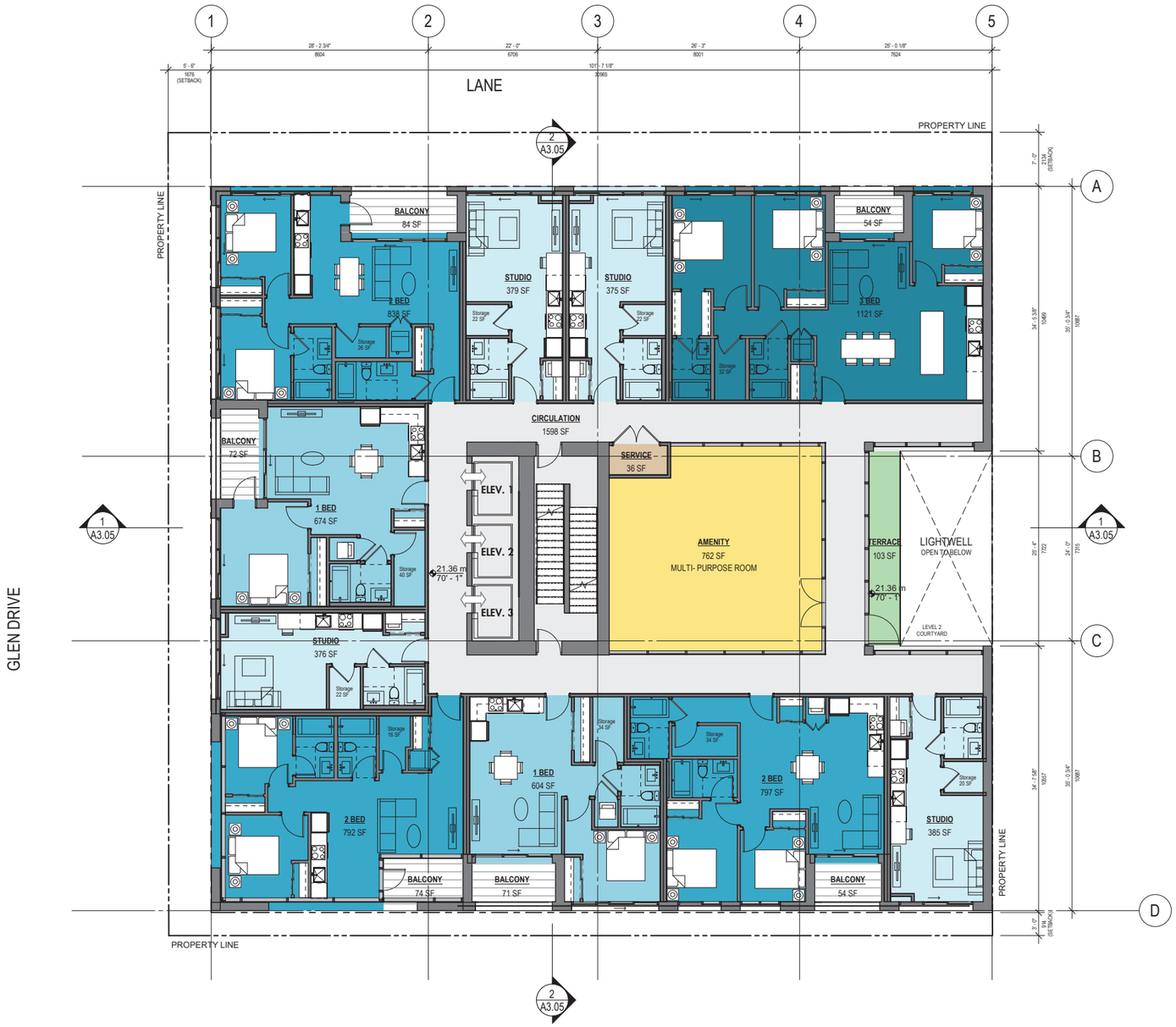
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Floor Plans

Level 3

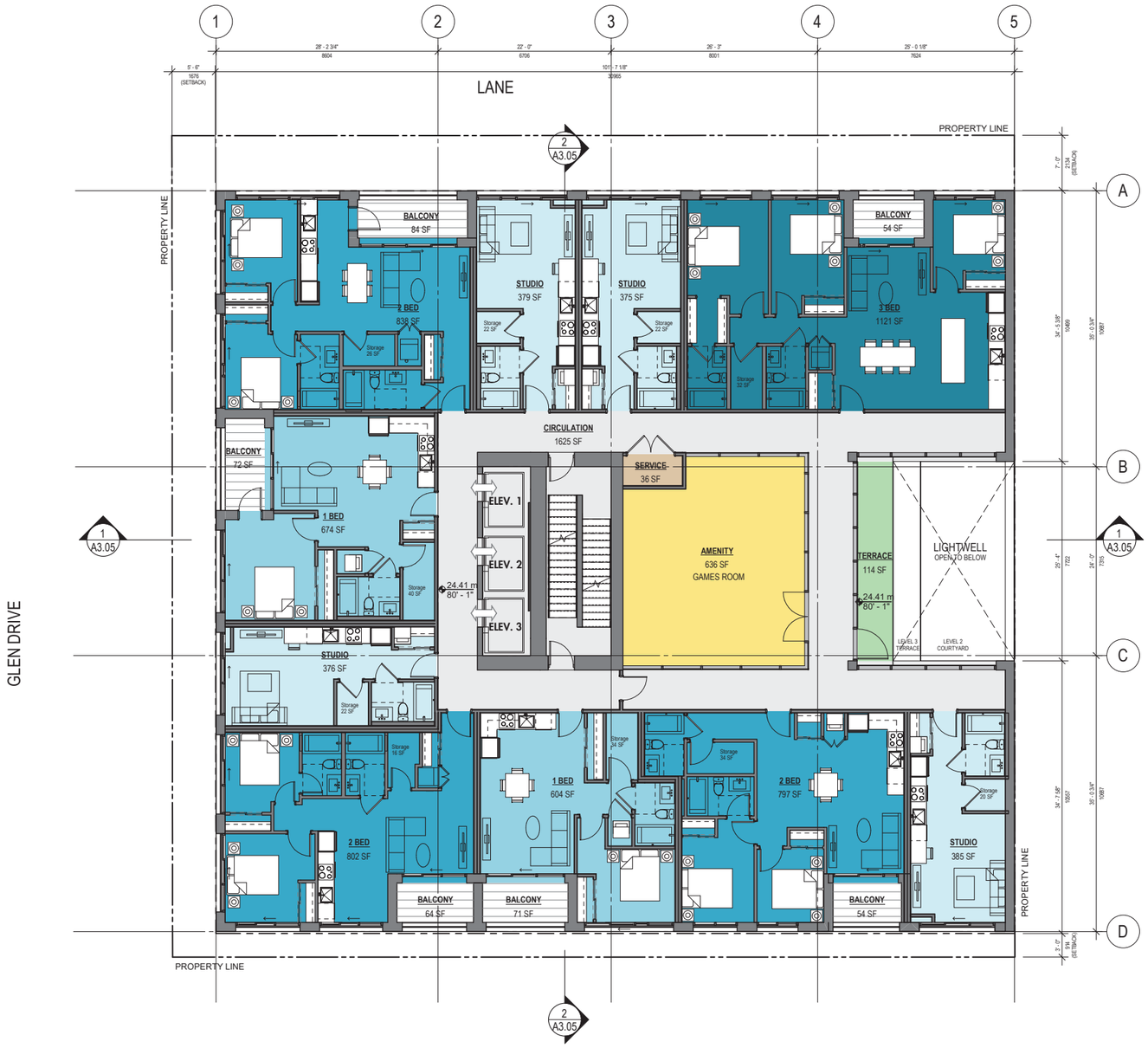
Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity



Floor Plans

Level 4



Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

N

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Floor Plans

Level 5



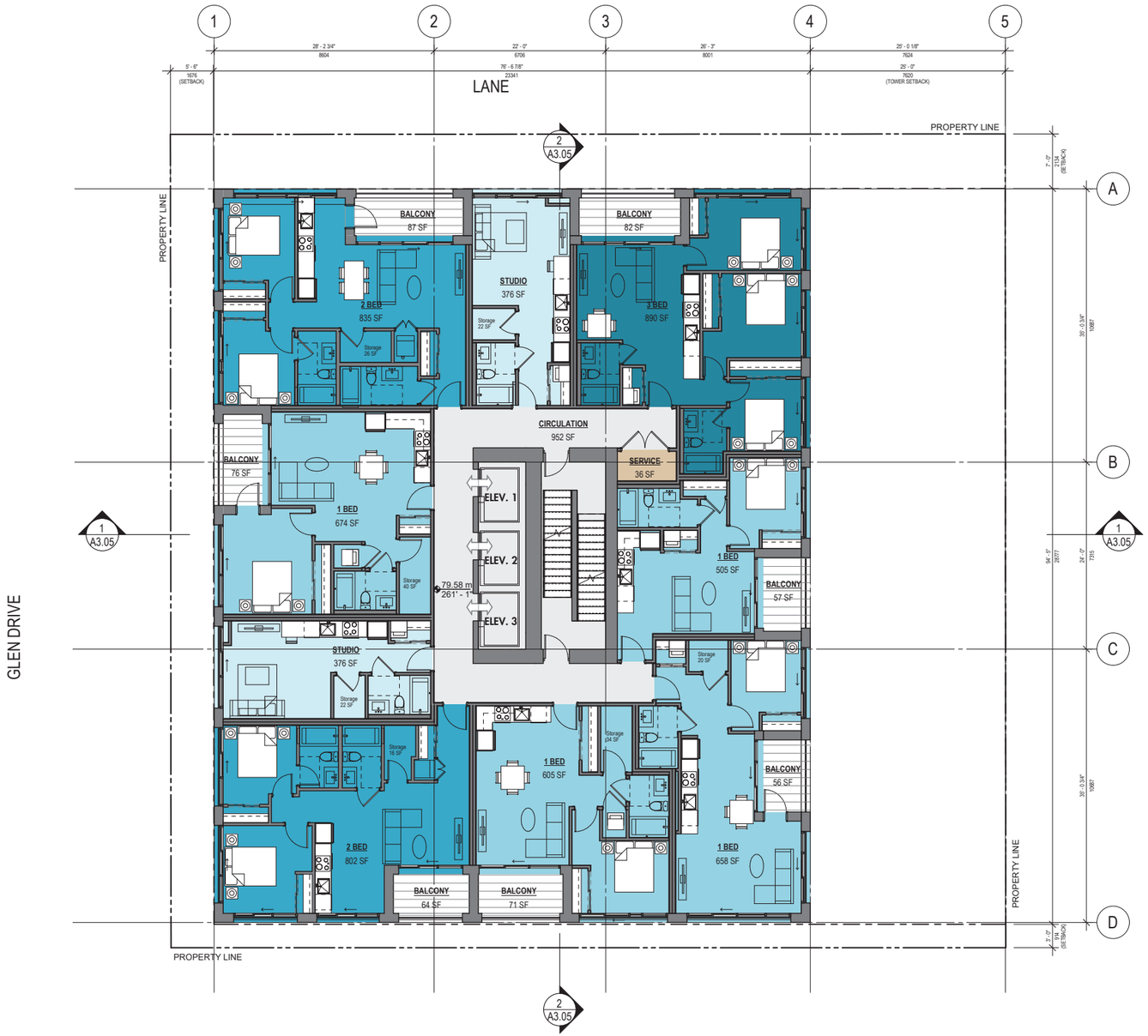
Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

N

Floor Plans

Level 6-21



Key

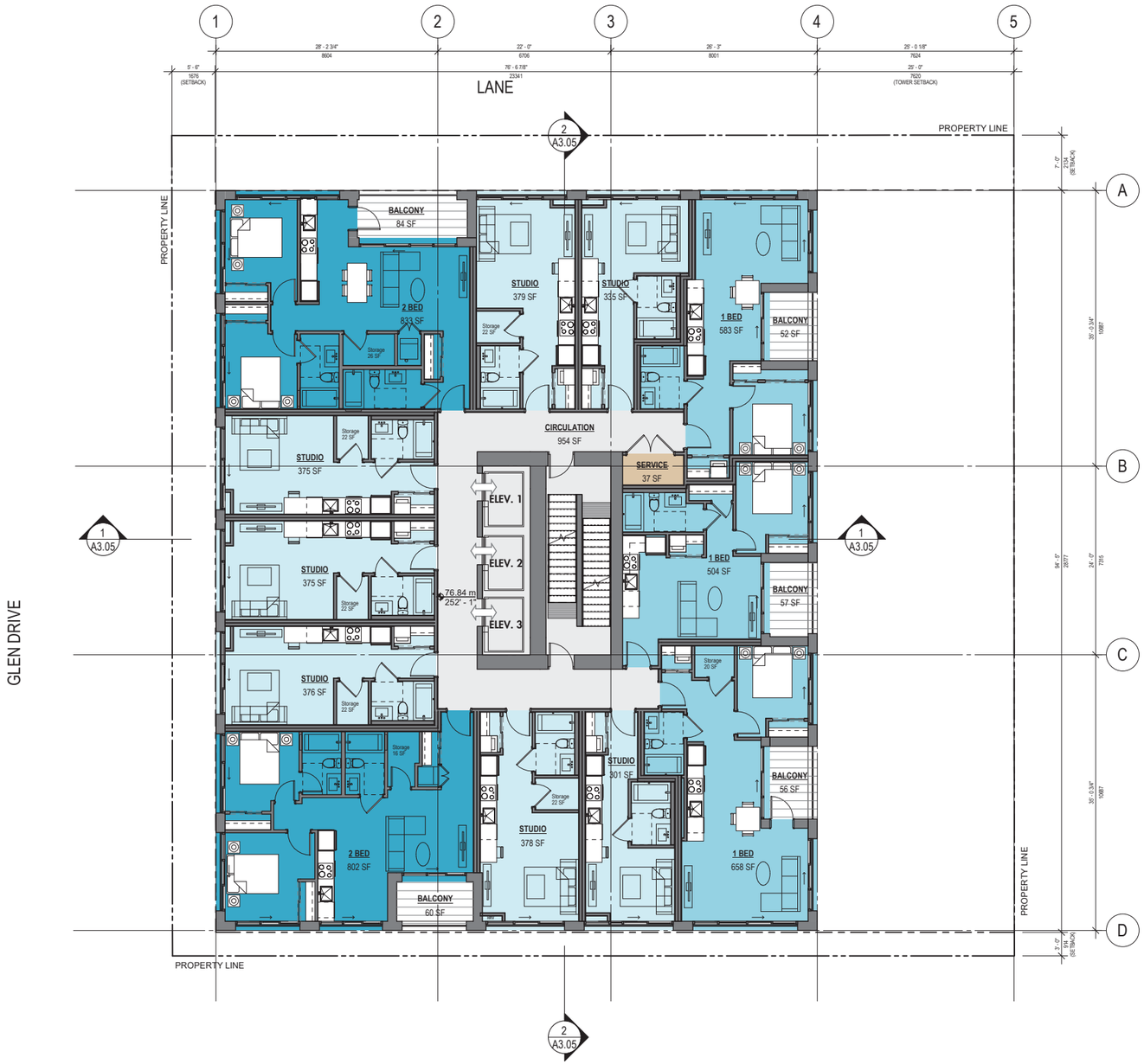
- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

N

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Floor Plans

Level 22-38



Key

- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity

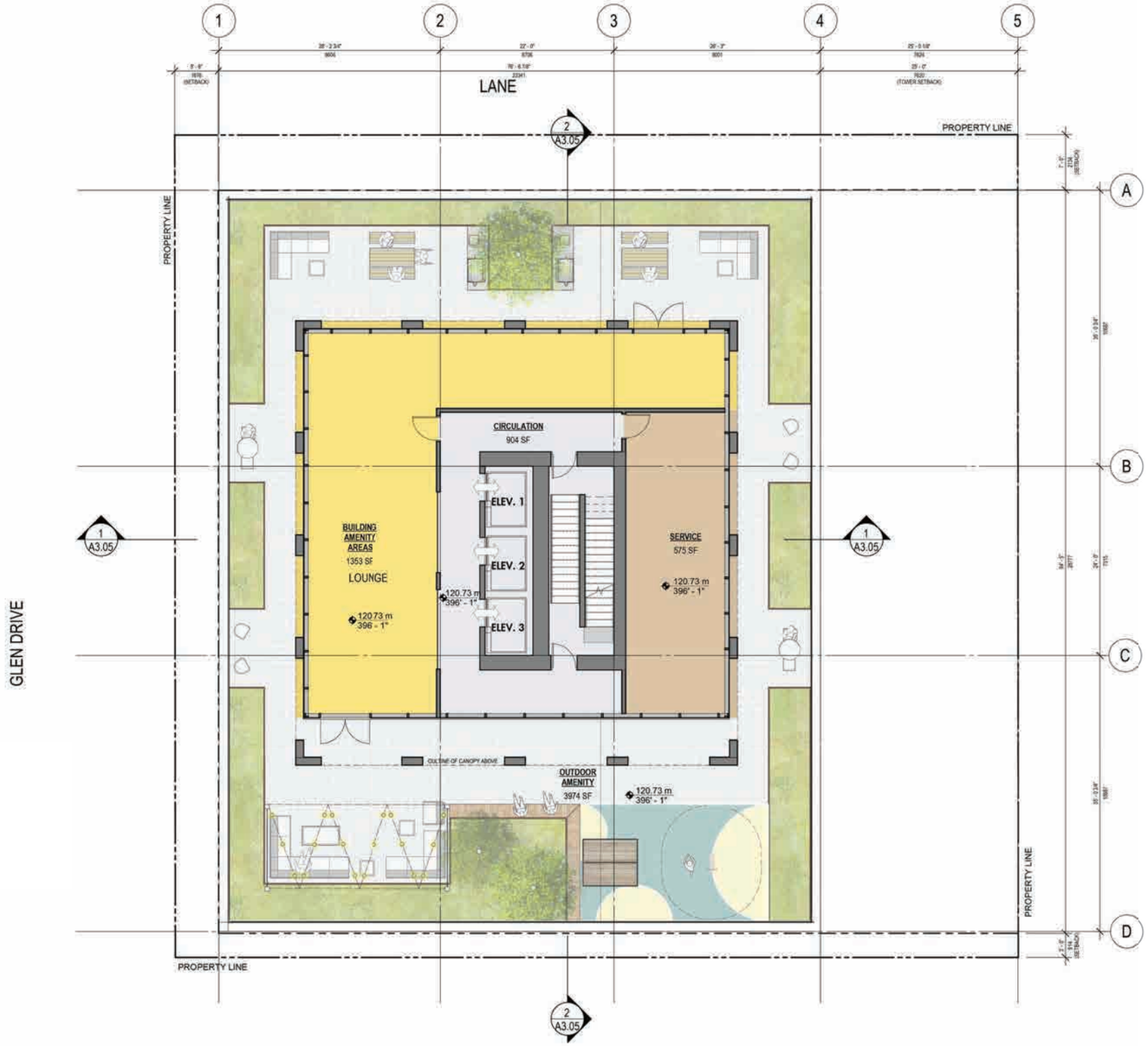
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Floor Plans

Roof

Key

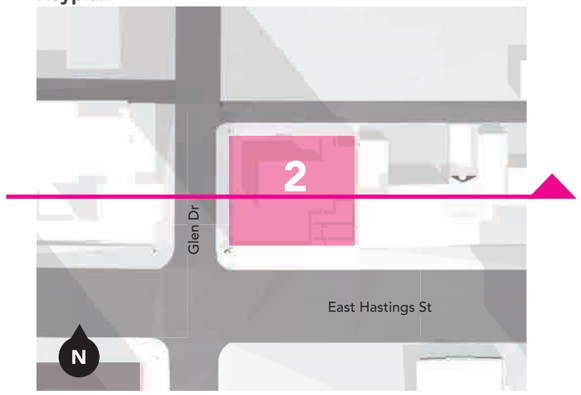
- Office / Administration
- Storage
- Service
- Circulation
- Parking
- Commercial
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed
- Residential 3 bed
- Community Amenity



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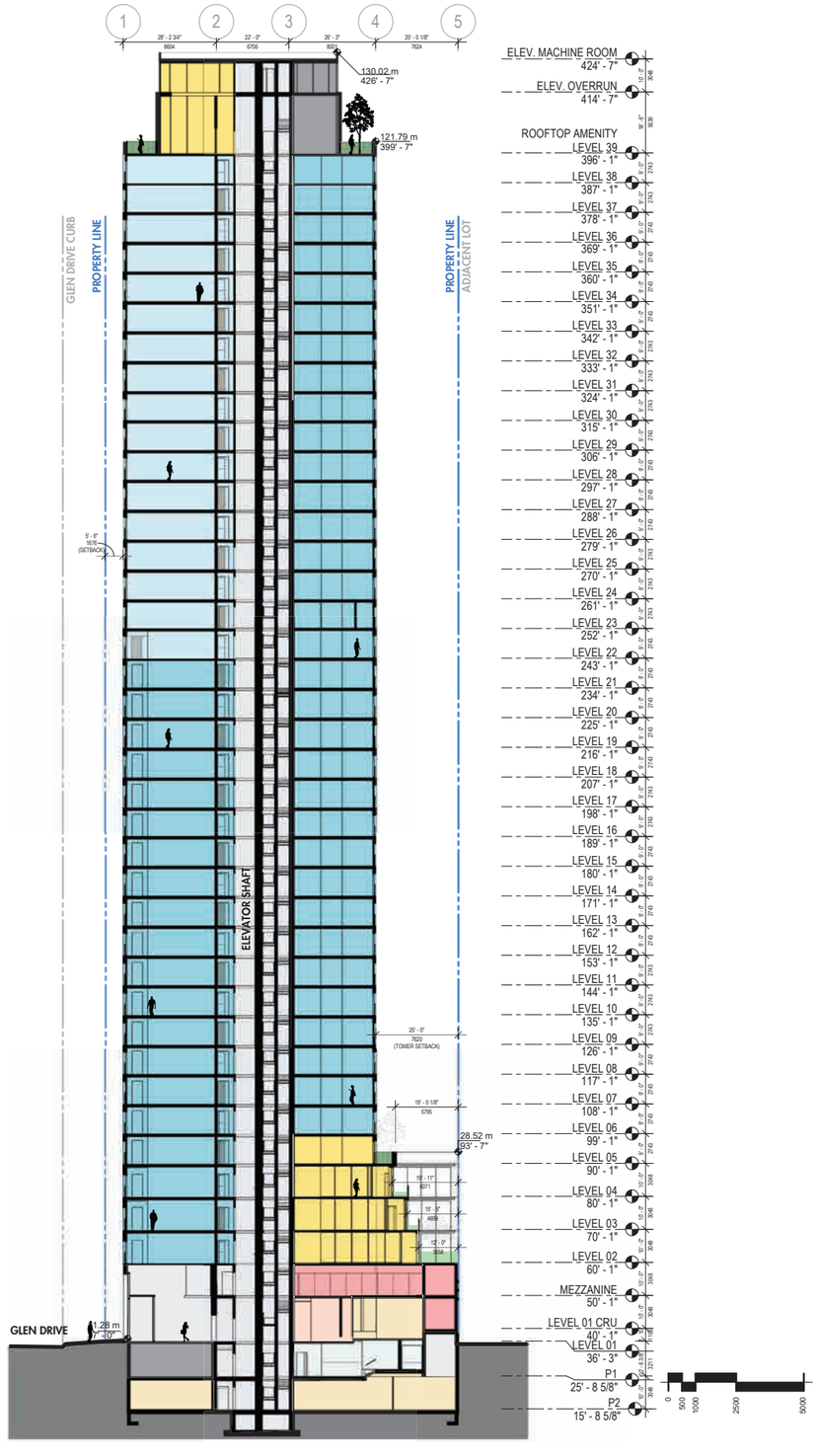
Section East/West

Keyplan



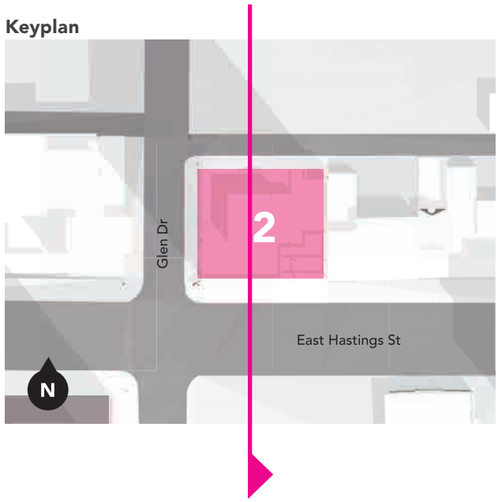
Key

- Commercial
- Bike Storage
- Parking
- Service
- Circulation
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed



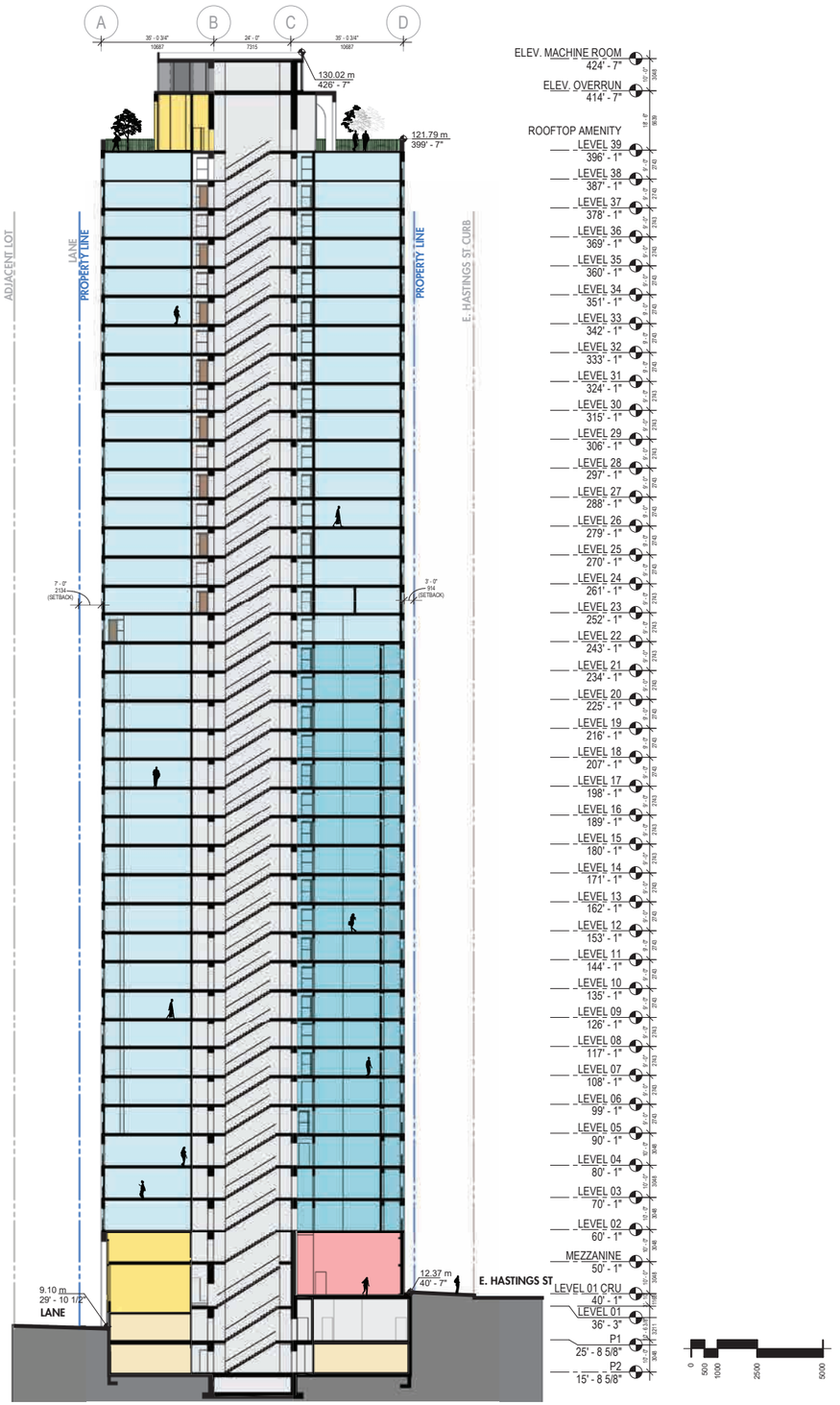
Section North/South

Keyplan



Key

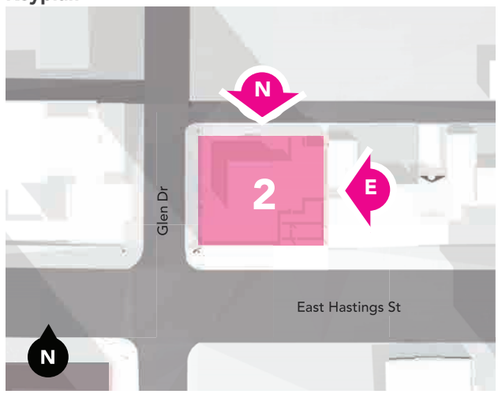
- Commercial
- Bike Storage
- Parking
- Service
- Circulation
- Outdoor Amenity
- Indoor Amenity
- Residential Studio
- Residential 1 bed
- Residential 2 bed



PROMERITA westbank BC HOUSING ZGF

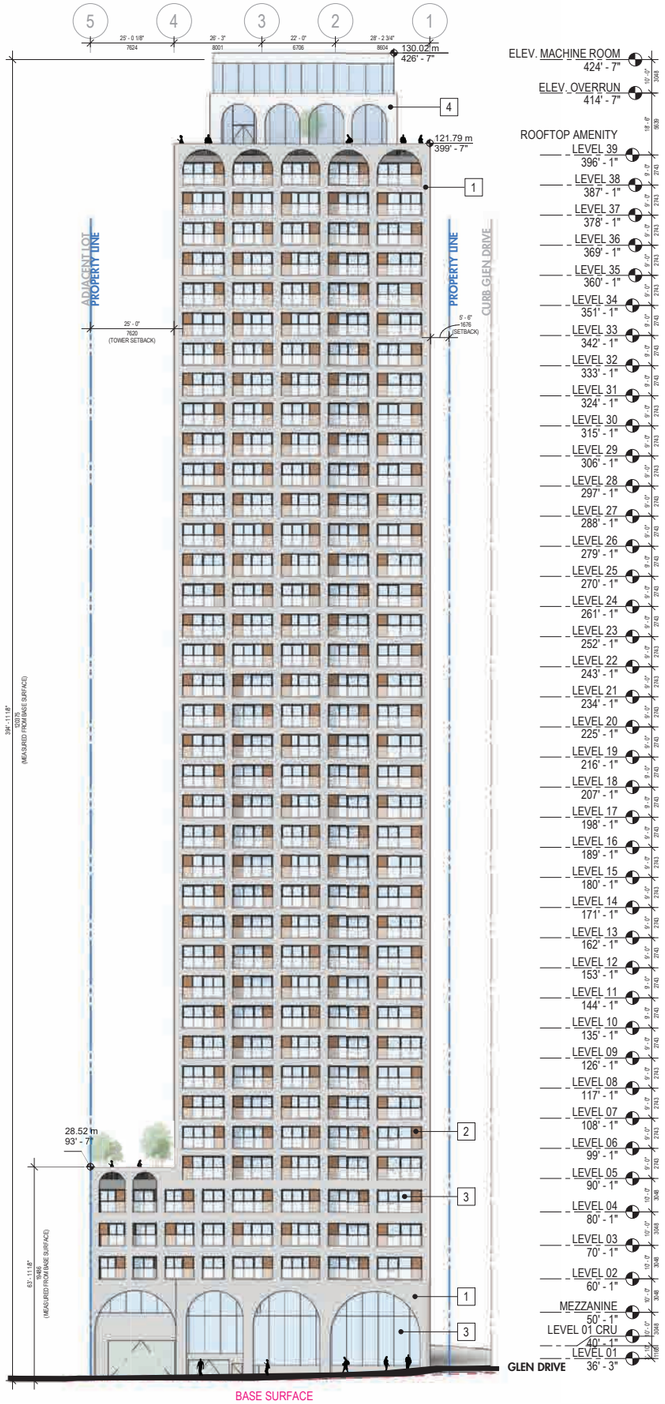
Elevations

Keyplan

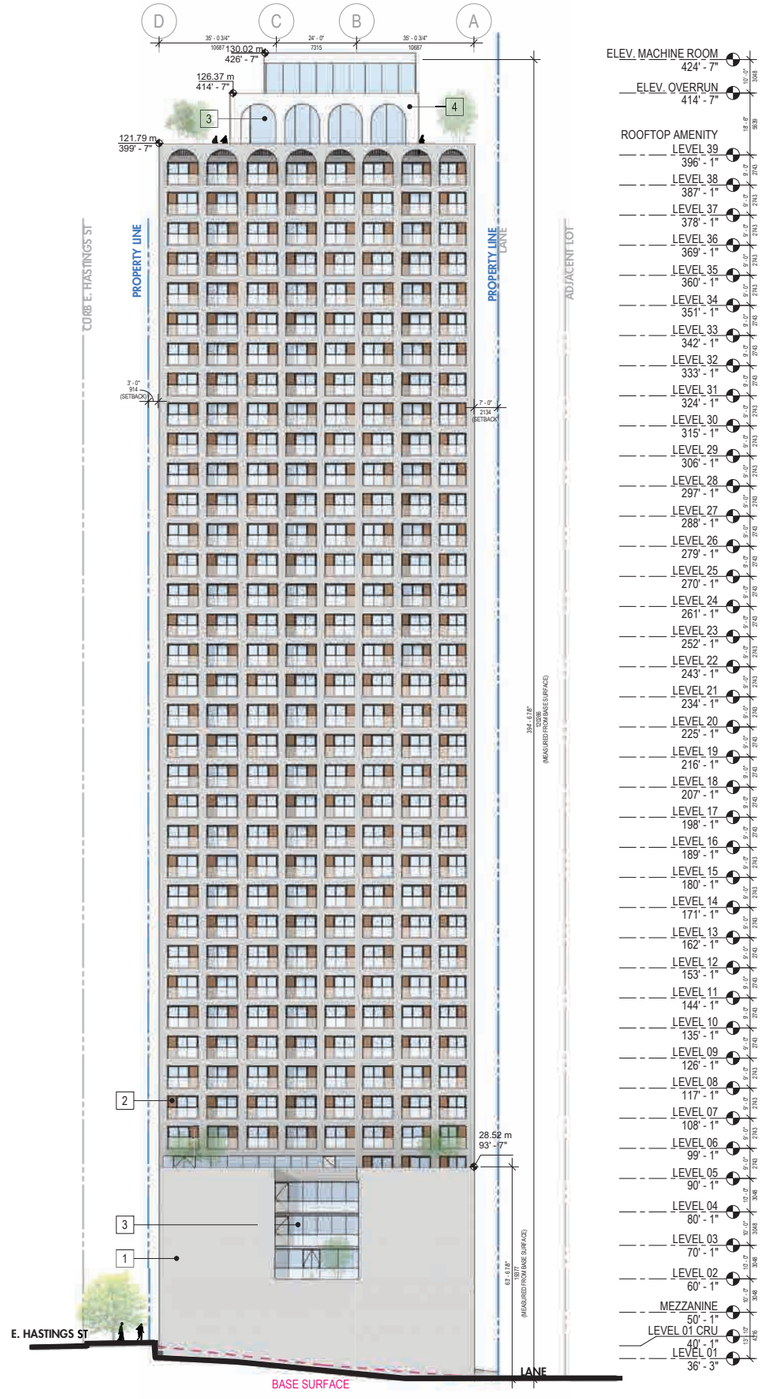


Legend - Materials

1. Masonry - Light Grey
2. Metal Panel - Copper
3. Glazing
4. Metal Panel - White



North Elevation: Lane

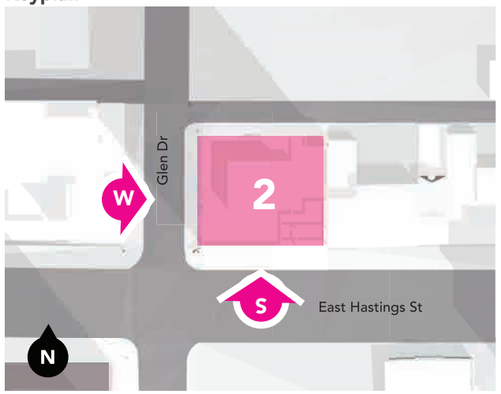


East Elevation: Property Line



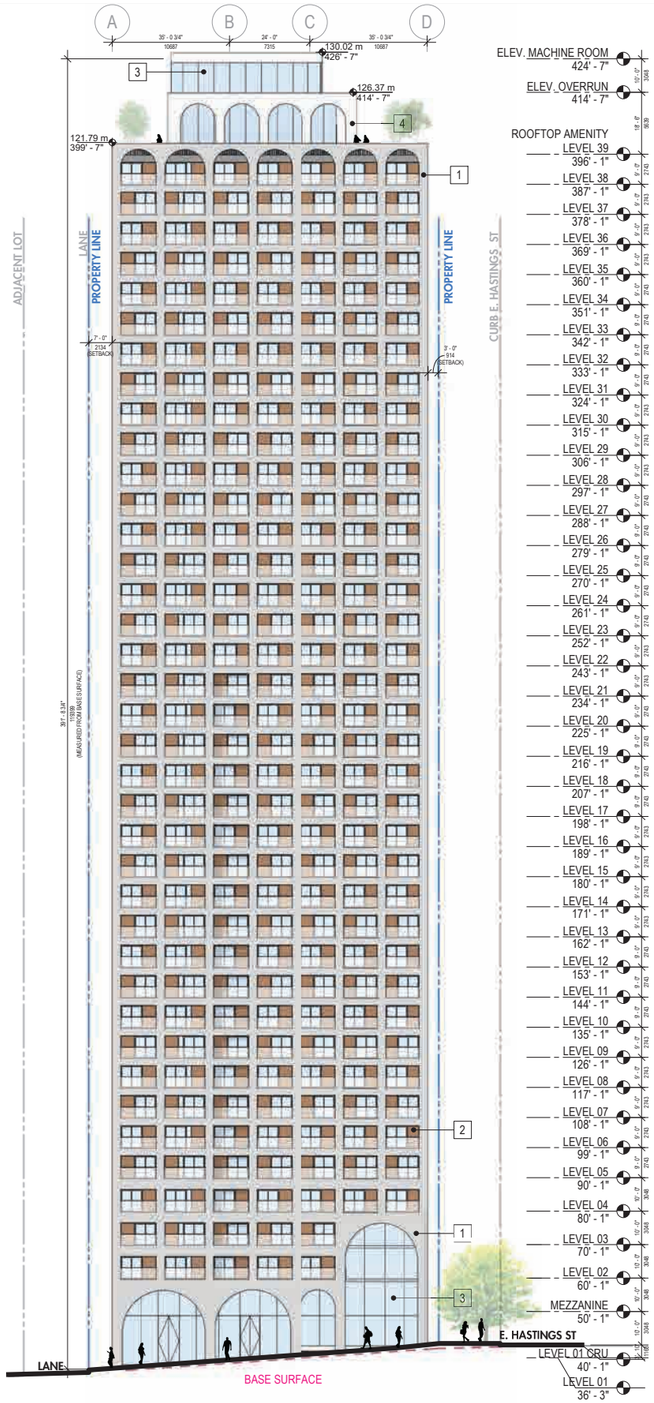
Elevations

Keyplan

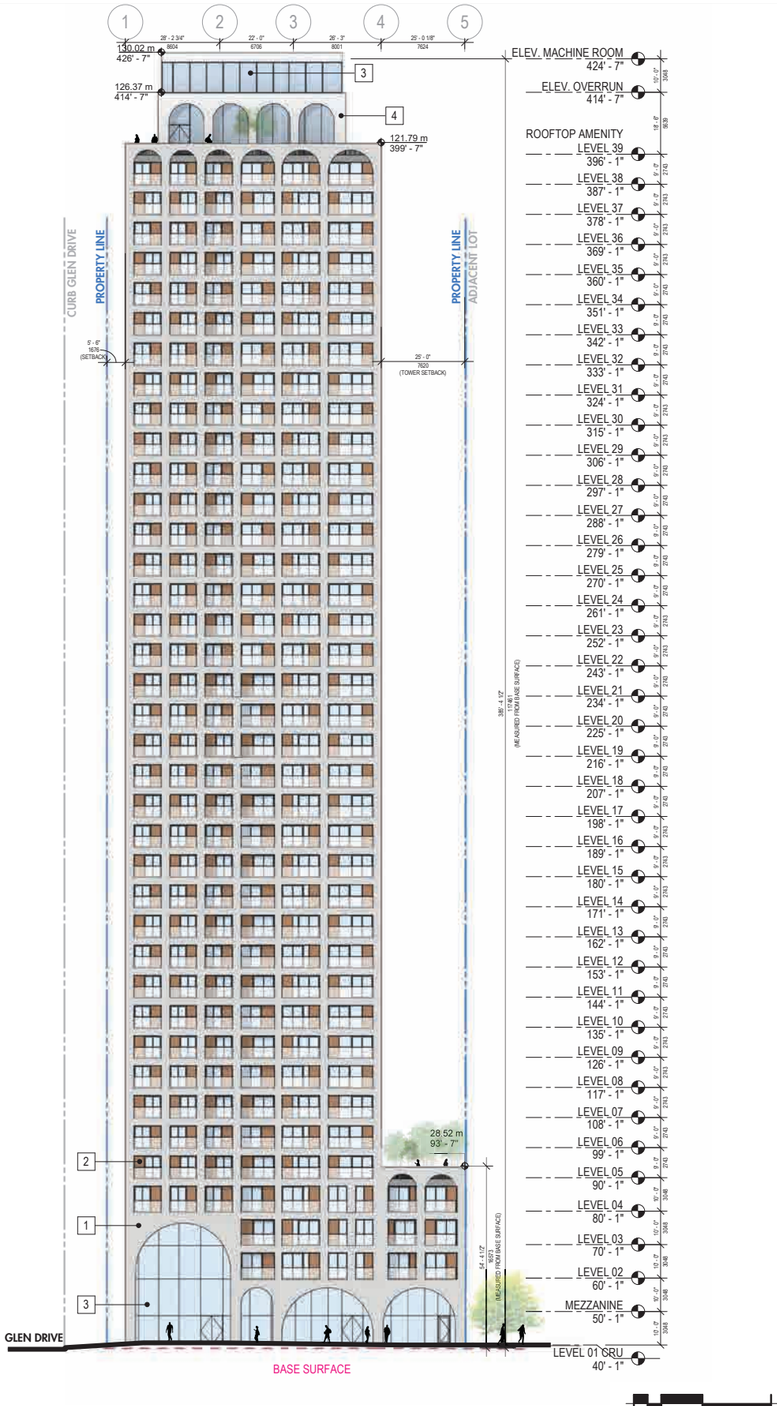


Legend - Materials

1. Masonry - Light Grey
2. Metal Panel - Copper
3. Glazing
4. Metal Panel - White



West Elevation: Glen Drive



South Elevation: East Hastings Street



PROMERITA westbank BC HOUSING ZGF

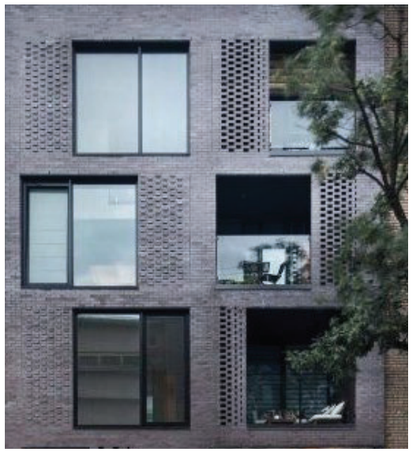
Materials



Cladding



Juliet Balconies



Openings & Inset Balconies



Window Openings

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