CITY OF VANCOUVER

**REFFERAL REPORT**

Report Date: January 20, 2026
Contact: Nick Danford
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VanRIMS No.: 08-2000-20
Meeting Date: February 3, 2026

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: (i) 1030-1070 East Hastings Street, (ii) 1115-1129 East Hastings Street & 360 Glen Drive and (iii) 1168-1182 East Hastings Street

## Recommendation to Refer

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

### Recommendations for Public Hearing

A. THAT the application by Westbank on behalf of:

(i) 1046079 B.C. Ltd.[1], the registered owner of the lands at 1030-1070 East Hastings Street [Lots 4 to 8 of Block 64 District Lot 181 Plan 196; PIDs 015-579-557, 015-579-565, 015-579-573, 015-579-581 and 015-579-590 respectively] to rezone the lands from M-1 (Industrial) District to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 5.0 to 16.0 and the building height from 30.5 m (100 ft.) to 112 m (368 ft.), to permit the development of a 37-storey rental residential building containing 382 residential units with commercial space on the ground floor;

(ii) Living East Village Investments Inc., the registered owner of the lands located at 1115-1129 East Hastings Street and 360 Glen Drive [Lots 34, 33, 32 and 31 Except the North 5 Feet Now Lane, all of Block 9 of Block A District Lot 182 Plan 355; PIDs 015-366-201, 015-366-189, 004-313-941, and 004-313-925, respectively], to rezone the lands from M-1 (Industrial) District to CD-1 (Comprehensive Development) District to increase the

[1] Represented by Beauty and Grace 2

floor space ratio (FSR) from 5.0 to 23.2 and the building height from 30.5 m (100 ft.) to 116 m (381 ft.), to permit the development of a 39-storey rental residential building containing 385 residential units with commercial space on the ground floor, and

(iii) Provincial Rental Housing Corporation, the registered owner of the lands located at 1168-1182 East Hastings Street [Lots 14 to 16, all of Block 14 of Block A District Lot 182 Plan 355; PIDs 007-763-301, 005-599-148 and 015-365-450 respectively], to rezone the lands from M-1 (Industrial) District and RT-3 (Residential) District to CD-1 (Comprehensive Development) District to increase the floor space ratio (FSR) from 5.0 and 3.95 respectively to 10.3 and the building height from 30.5 m (100 ft.) and 8.5 m (28 ft.) respectively to 56 m (184 ft.), to permit the development of a 19-storey social housing building containing 157 units with commercial space on the ground floor,

be approved in principle as one application together for all three non-contiguous sites;

FURTHER THAT all of the draft CD-1 By-laws, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed forms of development also be approved in principle, generally as prepared by ZGF Architects, received June 13, 2024;

FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendices B1, B2 and B3;

AND FURTHER THAT the Director of Legal Services be instructed to bring forward the draft CD-1 By-laws together for enactment on the same day under one omnibus By-law that will enact all CD-1 By-laws at the same time.

B. THAT subject to approval in principle of the rezoning and the Housing Agreements described in Part 2 of Appendices B1, B2 and B3, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-laws for enactment prior to enactment of all of the CD-1 By-laws, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and General Manager of Planning, Urban Design and Sustainability.

C. THAT subject to approval of the CD-1 By-laws, the application to amend the Sign By-law to establish regulations for the CD-1 By-laws, generally as set out in Appendix C.

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

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

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

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

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

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

**Purpose and Executive Summary**

This report evaluates the applications to rezone three non-contiguous sites, owned by different property owners, in the Downtown Eastside neighbourhood to three CD-1 By-laws: (i) 1030-1070 East Hastings Street (referred to as "East 1 site" or "East 1"), (ii) 1115-1129 East Hastings Street and 360 Glen Drive (referred to as "East 2 site" or "East 2"), and (iii) 1168-1182 East Hastings Street (referred to as "East 3 site" or "East 3"). The proposal is as follows:

(i) On the East 1 site, the application proposes a 37-storey rental residential building with 382 units with commercial uses on the ground floor. A building height of 112 m (368 ft.) and a floor space ratio (FSR) of 16.0:

(ii) On the East 2 site, the application proposes a 39-storey rental residential building with 385 units with commercial uses on the ground floor. A building height of 116 m (381 ft.) and an FSR of 23.2: and

(iii) On the East 3 site, the application proposes a 19-storey social housing building with 157 units. A building height of 56 m (184 ft.) a floor space ratio (FSR) of 10.3.

Though the applications exceed the anticipated height and density expected for this subject site in the *Downtown Eastside Plan,* the proposal delivers 767 units of secured rental housing and 157 social housing units.

If Council approves these rezoning applications, conditions have been prepared to secure the construction of East 3 (the social housing building) in advance or at the same time as East 1 and East 2. The issuance of an occupancy permit for East 3 is required prior to the issuance of any occupancy permit for East 1 and/or East 2. Management of the social housing building would be by a housing operator selected by the Provincial Rental Housing Corporation (BC Housing).

The applicants have presented this application for three separate rezonings as a combined "all-or-nothing" package. Given the dependencies between the sites, staff have prepared this report and the associated By-laws on the assumption that the rezonings will be considered at the same meeting and if Council approves these applications in principle, that the By-laws will be enacted at the same future Council meeting. Staff are not obligating Council to enact all

rezoning By-laws but recommend that all three rezoning processes move forward together due to the inter-related nature.

Staff recommend the application be referred to Public Hearing with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained in Appendices B1, B2 and B3.

## Context and Background

1. Site and Context

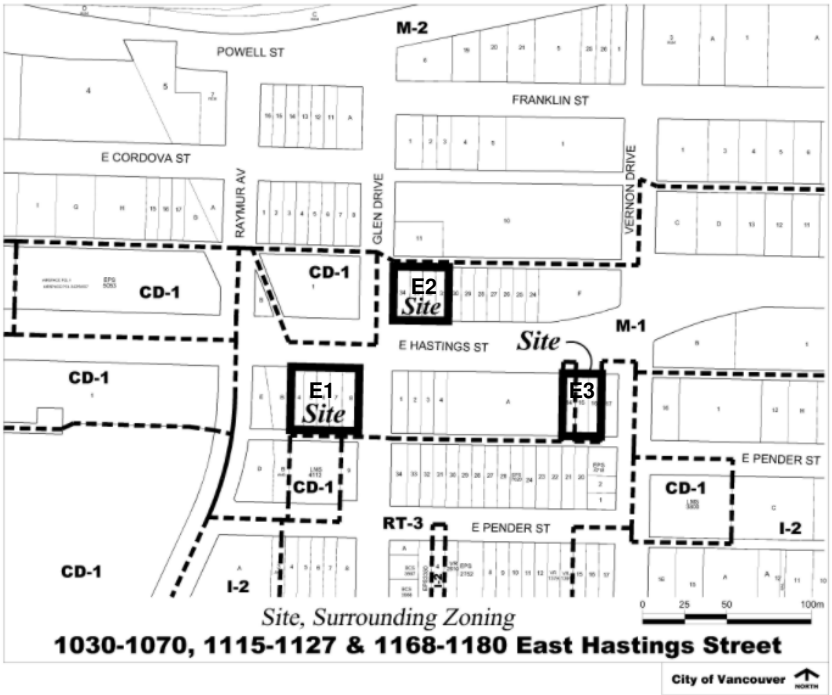
The application consists of three sites:

- East 1 site – The site is zoned M-1 and located on the southwest corner of the intersection of East Hastings Street and Glen Drive (Figure 1). The site consists of five parcels and is currently vacant.

- East 2 site – The site is zoned M-1 and located on the northeast corner of the intersection of East Hastings Street and Glen Drive (Figure 1). The site consists of four parcels. The site is currently developed with two, single-storey industrial/commercial buildings.

- East 3 site – The site is split zoned M-1/RT-3 and located on the south side of East Hastings Street, just west of the intersection of East Hastings Street and Vernon Drive (Figure 1). The site consists of three parcels. The site is currently developed with a single storey, vacant commercial structure. In the summer of 2025, a fire destroyed the three-storey, vacant, single-room occupancy building that occupied the site.

**Figure 1: Site and Surrounding Zoning**



A mix of uses and forms are in the surrounding area. Properties along Hastings Street are zoned M-1 and generally developed with one or two-storey commercial buildings. Properties to the north of the sites are namely industrial uses and developed with low-rise buildings. Properties to the south are zoned RT-3 and generally developed with single detached houses or multiplexes.

2. Policy Context

- **Policy Enquiry Process Directions Report (Council Decision)** – In July 2022, Council directed staff to consider rezoning applications for the redevelopment of the subject sites, allowing additional height and density in order to deliver new secured market rental housing, with a minimum of 20% social housing on these sites, as well as additional public benefits. At the time, the proposal included maximum densities between 10.7 and 16.7 FSR and heights of between 19-storeys (55.8 m (183 ft.)) and 27-storeys (79 m (260 ft.)).

- **Downtown Eastside (DTES) Plan (2014)** – The DTES Plan provides a vision, policies, and strategies for the DTES that focuses on ways to improve the lives of low-income residents and community members; the Plan prioritises actions and strategies related to social housing, community health and well-being, heritage conservation, and local economic development. The DTES Public Benefits Strategy has a primary public benefit direction to create new affordable housing, and replace existing SRO rooms with self-contained affordable housing units.

  The sites are located in the Hastings East area of the Plan and anticipates a maximum density of 6.0 FSR and height of 36.5 m (120 ft.) in this location.

- **Downtown Eastside Policy Amendments** – On December 16, 2025, Council approved policy amendments in the DTES including an amendment to the definition of social housing applicable to the DTES Plan area, to better align with senior government funding programs. The subject Housing Agreement in Appendix B provides flexibility for the social housing definition pending enactment of this bylaw amendment.

- **Housing Needs Report:** The Vancouver Charter requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

## Discussion

1. Proposal

*East 1*

The application proposes a 37-storey rental residential building with 382 units with commercial uses on the ground floor. A building height of 112 m (368 ft.) and a floor space ratio (FSR) of 16.0.

*East 2*

The application proposes a 39-storey rental residential building with 385 units with commercial uses on the ground floor. A building height of 116 m (381 ft.) and a floor space ratio (FSR) of 23.2.

*East 3*

The application proposes a 19-storey social housing building with 157 units. A building height of 56 m (184 ft.) and a floor space ratio (FSR) of 10.3.

**Figure 2: Proposed Building Looking West**




Refer to the rezoning application booklets: 1030-1070 East Hastings Street, 1115-1129 East Hastings Street and 360 Glen Drive and 1168-1182 East Hastings Street, for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

2. Form of Development

*East 1*

While the Plan anticipates a streetwall building up to 36.6 m (120 ft.) and 6.0 FSR, this application proposes a 37-storey tower over a 2-storey podium with a density of 16.0 FSR. Refer to the Urban Design Summary in Figure 3 below and detailed Urban Design Analysis in Appendix E.

**Figure 3: Urban Design Analysis Summary of East 1 Site**

| Issue | Policy | Proposal | Impacts | Outcomes |
|---|---|---|---|---|
| **Height** | 36.6 m (120 ft.) | 112 m (368 ft.) | Contextual Fit<br><br>Distant and Near Views | Height and density significantly exceed existing and anticipated developments in the context, and the building is highly visible from the surrounding area. Condition 1.2 seeks substantial design improvements to the building form and architectural expression to ensure a positive contribution to the distant and near views. |
| **Density** | 6.0 FSR | 16.0 FSR | | |
| **Building Form / Massing** | Streetwall Typology | Tower-Podium Typology | Streetscape Compatibility<br><br>Access to Daylight and Sky Views | The tower-podium building is not compatible with the existing and anticipated streetwall character, and results in greater impacts on the street enclosure, public realm interface, and access to daylight, air, and sky views. |
| **Public Realm** | Public realm improvement including open space | No provision of public open space | Public Life | The lack of public open space undermines residents' daily lives, including social interaction, shopping, and access to services, for both the existing and growing population in this area. Condition 1.1 seeks design development to increase building setbacks to create additional public space that supports diverse public life. |
| **Railway Proximity** | 30 m (98 ft.) Setback | 22 m (72 ft.) Setback | Safety and Livability | Inadequate setbacks cause the issues of safety and livability due to rail operations. This is addressed through Appendix B1, Condition 1.5 and 2.16 – 2.23 seeking further design development and technical studies to ensure the design complies with the 2013 FCM/RAC Guidelines. |

**Urban Design Panel** – The Urban Design Panel reviewed the application on October 23, 2024, and recommended resubmission

Refer to the full Panel's meeting minutes. Staff have included rezoning conditions in Appendix B1 to respond to the panel's recommendations. Staff determined that this application is subject to further review by the UDP at the development permit application stage, should Council decide to approve this rezoning application.

*East 2*

While the Plan anticipates a streetwall building up to 36.6 m (120 ft.) and 6.0 FSR, this application proposes a 39-storey tower over a 4-storey podium with a density of 23.2 FSR. Refer to the Urban Design Summary in Figure 4 below and detailed Urban Design Analysis in Appendix E.

**Figure 4: Urban Design Analysis Summary of East 2 Site**

| Issue | Policy | Proposal | Impacts | Outcomes |
|---|---|---|---|---|
| **Height** | 36.6 m (120 ft.) | 116 m (381 ft.) | Contextual Fit<br><br>Distant and Near Views | The height significantly exceed existing and anticipated developments in the context, and the building is highly visible from the surrounding area. Condition 1.3 seeks substantial design improvements to the building form and architectural expression to ensure a positive contribution to the distant and near views. |
| **Density** | 6.0 FSR | 23.2 FSR | Tower Separation<br><br>Development Potential of Adjacent Sites | The density significantly exceeds existing and anticipated developments in the context, resulting in insufficient tower separation to surrounding existing or future tower developments. |
| **Building Form/ Massing** | Streetwall Building | Tower-Podium Building | Streetscape Compatibility<br><br>Access to Daylight and Views | The tower-podium building is not compatible with the existing and anticipated streetwall character, and results in greater impacts on the street enclosure, public realm interface, and access to daylight, air, and sky views. |
| **Setbacks/ Tower Separation** | 24 m (80 ft.) to existing tower<br><br>12 m (40 ft.) east setback<br><br>6 m (20 ft.) rear setback | 22.8 m (75 ft.) to existing tower<br><br>7.6 m (25 ft.) east setback<br><br>2.1 m (7 ft.) rear setback | Livability<br><br>Development Potential of Adjacent Sites | Insufficient tower setbacks compromise livability and limit the development potential on adjacent sites. Condition 1.1 seeks design development to tower setbacks to ensure minimum tower separation and reasonable future developments on adjacent sites. |
| **Public Realm** | Public Realm Improvement and Open Space | No provision of public open space | Public Life | The lack of public open space undermines residents' daily lives, including social, shopping, and access to services, for both the existing and growing population in this area. Condition 1.2 seeks design development to increase |

| | | | | |
|---|---|---|---|---|
| | | | | building setbacks to create additional public space that supports diverse public life. |

**Urban Design Panel** – The Urban Design Panel reviewed the application on October 23, 2024, and recommended resubmission with recommendations.

Refer to the full Panel's meeting minutes. Staff have included rezoning conditions in Appendix B to respond to the panel's recommendations. Staff determined that this application is subject to further review by the UDP at the development permit application stage, should Council decide to approve this rezoning application.

**Conclusion** – Staff reviewed the Urban Design Panel's recommendations, as well as the site-specific conditions, and have concluded that the proposals of East 1 and East 2 do not meet the expectations set out in the DTES Plan in terms of height, form, massing, and public realm, and has impacts on contextual fit, urban views, livability of public realm and buildings, and the development potential of adjacent sites, but it may contribute to support other City's priorities, such as increasing social housing supply. Should council approve the application, staff have included Urban Design Conditions detailed in Appendix B to improve the urban design performance of the proposal.

*East 3*

While the Plan anticipates a streetwall building up to 36.6 m (120 ft.) and 6.0 FSR, this application proposes a 19-storey street wall building with a density of 10.3 FSR. Refer to the Urban Design Summary in Figure 5 below and detailed Urban Design Analysis in Appendix E.

**Figure 5: Urban Design Analysis Summary of East 3 Site**

| Issue | Policy | Proposal | Impacts | Outcomes |
|---|---|---|---|---|
| **Height** | 36.6 m (120 ft.) | 56 m (184 ft.) | Contextual Fit<br><br>Streetscape | While the streetwall building is taller than the expectation of the Plan, the proposed stepped form helps transition to the adjacent properties and improves its compatibility with the context. |
| **Density** | 6.0 FSR | 10.3 FSR | | |
| **Building Form / Massing** | Streetwall Building | Streetwall Building | Visual Impact | The tall streetwall building creates large blank walls along the zero-lot lines, impacting public visual interest. Condition 1.1 seeks design development to the party walls to allow for more articulation and glazing to improve the appearance. |

**Urban Design Panel** – The Urban Design Panel reviewed the project on October 23, 2024, and support with recommendations

Refer to the full Panel's meeting minutes. Staff have included rezoning conditions in Appendix B to respond to the panel's recommendations.

**Conclusion** – Staff reviewed the recommendations of the Urban Design Panel, as well as the site-specific conditions, and have concluded that despite the deviation in terms of the building height, the proposal is generally appropriate for the context. Staff support the application subject to the Urban Design conditions in Appendix B.

3. Housing

The *Housing Vancouver Strategy* seeks to deliver a range of housing tenures across the housing continuum. If approved, this application would add a total of 924 units including 157 social housing units to the City's non-market housing inventory, and 767 secured rental units to the City's inventory of rental housing, contributing to the targets set out in the *Housing Vancouver Strategy* (see Figures 7 and 8). In addition to city-wide targets, the DTES Plan also includes social housing targets as shown in Figure 9.

The application includes the site at 1168 East Hastings Street, a 36-room Single Room Occupancy (SRO) accommodation (known as the Vernon Apartments) that was destroyed by fire in July 2025. At the time of the fire, the building had been vacant since December 2021. The proposal meets Council's policy to replace SRO rooms with secured self-contained social housing.

The DTES rezoning policy and the Policy Enquiry Process Directions Report allow for consideration of a mixed-use development where 20 per cent of residential units are secured as on-site social housing, with some discretion provided to the City regarding the manner in which the social housing may be delivered.

In response, the application proposes delivery of a standalone 157-unit building on the East 3 site to be secured as social housing and owned by BC Housing. This is equivalent to 17 percent of total residential units (approximately 14% of the net residential unit floor area) across the three sites, which the applicant has indicated is the maximum social housing that can be delivered while maintaining overall project viability.

The East 3 site is owned by Provincial Rental Housing Corporation ("PRHC"), which is a corporation that is associated with BC Housing. City staff understand that the applicant and PRHC have agreed that, if the rezoning is approved, the applicant will construct the social housing building on behalf of PRHC; however, the City is not party to the specifics of this agreement. The PRHC will own the building and lease operation to a non-profit housing provider. The social housing building will consist entirely of studio and one-bedroom units which will be targeted primarily to seniors and also persons with special needs, meaning that at least one member of the household is required to be aged 55 or older or have special needs.

**Figure 7: Progress Towards 10 Year Housing Vancouver Targets (2024-2033) for Secured Market Rental Housing as September 30, 2025**

| Housing Type | CATEGORY | 10-YEAR TARGETS[1] | Units Approved Towards Targets[2] |
|---|---|---|---|
| **Purpose-Built Market Rental Units[3]** | Market Rental | 30,000 | 12,299 (41%) |
| | Developer-Owned Below Market Rental | 5,500 | 2,046 (37%) |
| | Total | 35,550 | 14,345 (40%) |

*1. New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.*
*2. Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.*
*3. Unit numbers exclude the units in this proposal, pending council's approval of this application.*

**Figure 8: Progress Towards 10 Year Housing Vancouver Targets (2024-2033) for Non-Market as of September 30, 2025**

| Category | 10-Year Targets[1] | Units Approved Towards Targets[2,3] |
|---|---|---|
| **Social, Supportive, and Co-op Housing Units** | 10,000 | 978 (10%) |

*1. New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.*
*2. Previous targets established in 2017 included 12,000 non-market housing units with tracking starting in 2017. As of December 31, 2023, 78% of the previous targets had been reached (including TMH projects and multi-phased major developments).*
*3. Unit numbers exclude the units in this proposal, pending council's approval of this application.*

**Figure 9: Downtown Eastside Housing Target Progress Update as of October 31, 2025**

| | 10-Year Target | 30-Year Target | Achieved[1] | Gap (10-Year) | Gap (30-Year) |
|---|---|---|---|---|---|
| **Social & Supportive Housing in the DTES[1]** | 1,400 | 4,400 | 2,838 | 1,438 (over target) | 1,562 |

*1."Achieved" combines all projects that are approved, under construction and completed, including Temporary Modular Housing with tracking starting from January 1, 2014 (this includes projects approved after 2010 but not yet completed by January 1, 2014).*

**Social Housing Affordability** – The City's current affordability requirement for social housing in the Downtown Eastside is to include at least one-third of new social housing units to be rented at the shelter component of Income Assistance for low-income households who are eligible for Income Assistance or a combination of Old Age Pension and Guaranteed Income Supplement. The target rents and affordability for the remaining two-thirds will be for one third up to "Housing Income Limits" (HILs), as set by BC Housing, and the remaining third to be at affordable market rents.

On December 16, 2025, Council approved an amendment to this definition in the Zoning and Development By-law which will instead require at least 30% of the social housing units to be rented to households with incomes below HILs, two-thirds of which will be rented at shelter rates. The Housing Agreement condition includes flexibility to accommodate this update to the definition once the by-law amendment has been enacted.

**Average Market Rents and Income Thresholds** – The rental housing on the East 1 site and East 2 site will provide options that are significantly more affordable than average home ownership as illustrated in Figure 10. Average market rents in newer rental buildings on the eastside are included in the left columns, as compared to average home ownership costs in the right hand columns.

**Figure 10: Market Rents in Newer Eastside Buildings, Costs of Ownership and Household Income Served**

| | Newer Rental Buildings Eastside | | Monthly Costs of Ownership for Median-Priced Apartment – Eastside (with 20% down payment) | | |
|---|---|---|---|---|---|
| **Unit** | **Average Market Rent[1]** | **Average Household Income Served** | **Monthly Costs of Ownership[2]** | **Average Household Income Served** | **Down Payment at 20%** |
| Studio | $1,879 | $75,160 | $2,200 | $88,000 | $79,550 |
| 1-bed | $2,194 | $87,760 | $2,885 | $115,400 | $108,000 |
| 2-bed | $2,880 | $115,200 | $3,809 | $152,360 | $141,300 |
| 3-bed | $3,815 | $152,600 | $5,565 | $222,600 | $213,000 |

[1] Data from the October 2024 CMHC Rental Market Survey for apartments in purpose-built rental buildings completed in the year 2015 or later on the Eastside of Vancouver.

[2]Based on the following assumptions: median of all BC Assessment apartment sales prices in Vancouver Eastside in 2021 by unit type, 20% down payment, 5% mortgage rate (in line with Bank of Canada conventional rate), 25-year amortization, $150-$250 monthly strata fees and monthly property taxes at $2.92 per $1,000 of assessed value (2020 assessments and property tax rate).

**Vacancy Rates** – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2024, the purpose-built apartment vacancy rate was 1.6% in Vancouver. The vacancy rate (based on the Canada Mortgage and Housing Corporation (CMHC) Market Rental Survey) for the East Hastings area, where this site is located, is 1.5%. A vacancy rate of between 3% and 5% is considered to represent a balanced market.

**Housing Mix** – The *Downtown Eastside Plan* policy requires a minimum of 25% family units (two or more bedrooms) for market housing, and a target of 25% family units for social housing. However, this requirement does not apply to projects with an intentional alternative housing mix, including seniors housing. The East 1 and East 2 rental buildings propose 27.7% and 25.2% family units respectively, in a mix of two-and three-bedroom units, thereby meeting the policy requirement. As the social housing building on the East 3 site is targeted primarily to seniors, a mix of studio and one-bedroom units is proposed for this building. A condition of approval and a provision in the CD-1 By-law has been included to ensure the project meets the minimum unit

mix requirements. All units must be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

**Tenants** – The rezoning sites do not include any existing rental residential and there are no eligible tenants as defined under the City's *Tenant Relocation and Protection Policy* (TRPP).

**Security of Tenure** – Should the rezoning be approved, housing agreement and covenants will secure the rental and social housing units proposed with this application for the longer of 60 years and the life of the buildings and prohibit the stratification and/or separate sale of individual units.

4. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

5. Public Input

Public input primarily included mailed post cards, a site sign, a webpage with a digital model, an online comment form, an in-person information session and question and answer (Q&A) period. Refer to the application webpages: East 1 site - https://www.shapeyourcity.ca/1030-1070-e-hastings-st, East 2 site - https://www.shapeyourcity.ca/1115-1127-e-hastings-st, and East 3 site - https://www.shapeyourcity.ca/1168-1180-e-hastings-st.

In total, approximately 207 submissions were received. Comments supported the new rental housing, the proposed density for the neighbourhood, and the potential for growth and revitalization of the neighbourhood. Concerns included the proposed height and density in relation to the existing plan and surrounding area, the strain additional density may put on local amenities, parking and traffic, lack of transit and greenspace for the neighbourhood. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

6. Public Benefits

Refer to Appendix G for full summary of public benefits.

- **Community Amenity Contributions (CAC):** The application is subject to a negotiated CAC under the *Community Amenity Contributions Policy for Rezonings*. Real Estate Services staff reviewed the application, including the cost of securing the rental and social housing, and have determined no CAC is expected.
- **Other Benefits:** This project is expected to provide:
  - 767 rental housing units, secured for the greater of 60 years and the life of the buildings, on the East 1 and East 2 sites; and
  - 157 social housing units, secured for the greater of 60 years and the life of the building, on the East 3 site, which is owned by the Provincial Rental Housing Corporation (PRHC).

    City staff understand that applicant and PRHC have agreed that, if the rezoning is approved, the applicant will construct the social housing building on behalf of PRHC; however, the City is not party to the specifics of this agreement.

Appendix B contains conditions to secure the obligations to construct the new social housing building on the East 3 site, and to commit the applicant to proceed with construction of it at a pace that parallels or is in advance of the East 1 site and East 2 site developments.

- **Public Art:** The East 1 site and East 2 site are subject to a public art contribution that is estimated to be $1,022,985. As the floor area on the East 3 site is dedicated to social housing, it is exempt and not subject to the *Public Art Policy and Procedures for Rezoned Developments*.

- **Development Cost Levies (DCLs):** It is expected that the project will pay DCLs of $16,580,254 based on December 10, 2025 rates.

  Under the City-wide DCL and Utilities DCL By-laws, social housing is exempt from DCLs where a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits. A Section 219 covenant, Housing Agreement, or other security that restricts the use of such units is registered against title and where the housing is owned by the City or a non-profit organization. The social housing component of the project (on the East 3 site) is expected to meet these criteria. Based on the rates in effect as of December 2025, the estimated value of the exemption is $3,074,169.

  The secured market rental housing component of the project (on the East 1 and East 2 sites) was eligible for a waiver of a portion of the City-wide DCLs, however the applicant has elected not to seek the waiver. As per Section 3.1B of the Vancouver Development Cost Levy By-law, the decision to seek the waiver is made at the rezoning application stage. Should the applicant wish to request a DCL waiver at a later stage, the application would be expected to return to Council for a subsequent public hearing to amend the rezoning conditions.

## Financial Implications

This project is expected to provide 767 rental units, 157 social housing units, a public art contribution and DCLs.

Consistent with Council policies, the social housing project planned for the East 3 site is expected to be self-sustaining over the long term, where rents are set at levels that will cover mortgage payments, operating costs and capital replacement, and will not require further operating subsidies, property tax exemptions and/or financial guarantees from the City.

See Appendix G for additional details.

## Conclusion

Though the application exceeds the anticipated height and density expected for these sites in the *Downtown Eastside Plan*, the proposal delivers 767 units of secured rental housing units and 157 social housing units.

The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 by-law in Appendix A subject to conditions contained in Appendix B.

* * * * *

## APPENDIX A
## DRAFT BY-LAW TO ENACT THREE CD-1 BY-LAWS

Note: The by-laws attached to this by-law to rezone three areas to CD-1 will be prepared generally in accordance with the provisions listed in those by-laws, subject to change and refinement prior to posting.

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law enacts the three by-laws attached to this by-law as Schedule A, B and C.

2. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.

3. This by-law is to come into force and take effect upon enactment.

## SCHEDULE A
## 1030-1070 East Hastings Street

Note: A by-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

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

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

**Designation of CD-1 District**

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

**Uses**

3. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Cultural and Recreational Uses;

   (b) Dwelling Uses, limited to Mixed-Use Residential Building;

(c) Institutional Uses;

(d) Live-Work Use;

(e) Manufacturing Uses;

(f) Office Uses;

(g) Retail Uses;

(h) Service Uses;

(i) Utility and Communication Uses; and

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

**Conditions of Use**

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

(a) be suitable for family housing; and

(b) have 2 or more bedrooms.

4.2 No portion of the first storey of a building, to a depth of 10.7 m from the front wall of the building and extending across its full width, may be used for residential purposes except for entrances to the residential portion.

4.3 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

(a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

(b) farmers' market;

(c) neighbourhood public house;

(d) public bike share; and

(e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

**Floor Area and Density**

5.1 Computation of floor area must assume that the site area is 1,494.4 $m^2$, being the site area at the time of the application for the rezoning evidenced by this by-law, prior to any dedications.

5.2 The maximum floor space ratio for all uses combined is 16.0.

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

5.4 Computation of floor area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

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

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length;

(ii) bicycle storage; and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

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

(f) all storage area below base surface for non-dwelling uses.

5.5 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

**Building Height**

6.1 Building height must not exceed 112 m.

6.2 Despite section 6.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

**Access to Natural Light**

7.1 Each habitable room must have at least 1 window on an exterior wall of a building.

7.2 For the purposes of section 7.1 above, habitable room means any room except a bathroom or a kitchen.

**Acoustics**

8. A development permit application for dwelling uses must include an Acoustic Report prepared by an accredited acoustics expert or a qualified Professional Engineer using the criteria outlined in the FCM–RAC Guidelines (Appendix C: Noise and Vibration Procedures and Criteria) demonstrating that the noise levels will not exceed the noise levels expressed in decibels below. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

| **Type of space** | **Noise levels (Decibels)** |
|---|---|
| bedrooms | 35 |
| living, dining, recreation rooms | 40 |
| kitchen, bathrooms, hallways | 45 |
| outdoor amenities | 55 |

## SCHEDULE B
## 1115-1129 East Hastings Street and 360 Glen Drive

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

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

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

**Designation of CD-1 District**

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

**Uses**

3. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Cultural and Recreational Uses;

   (b) Dwelling Uses, limited to Mixed-Use Residential Building;

   (c) Institutional Uses;

   (d) Manufacturing Uses;

   (e) Office Uses;

   (f) Retail Uses;

   (g) Service Uses;

   (h) Utility and Communication Uses; and

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

**Conditions of Use**

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

(a) be suitable for family housing; and

(b) have 2 or more bedrooms.

4.2 No portion of the first storey of a building, to a depth of 10.7 m from the front wall of the building and extending across its full width, may be used for residential purposes except for entrances to the residential portion.

4.3 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

(a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

(b) farmers' market;

(c) neighbourhood public house;

(d) public bike share; and

(e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

**Floor Area and Density**

5.1 Computation of floor area must assume that the site area is 1,038.3 $m^2$, being the site area at the time of the application for the rezoning evidenced by this by-law, prior to any dedications.

5.2 The maximum floor space ratio for all uses combined is 23.2.

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

5.4 Computation of floor area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

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

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length;

(ii) bicycle storage; and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

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

(f) all storage area for non-dwelling uses below base surface; and

5.5 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

**Building Height**

6.1 Building height must not exceed 116 m.

6.2 Despite section 6.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

**Access to Natural Light**

7.1 Each habitable room must have at least 1 window on an exterior wall of a building.

7.2 For the purposes of section 7.1 above, habitable room means any room except a bathroom or a kitchen.

**Acoustic**

8. A development permit application for dwelling uses must include an Acoustic Report prepared by an accredited acoustics expert or a qualified Professional Engineer using the criteria outlined in the FCM–RAC Guidelines (Appendix C: Noise and Vibration Procedures and Criteria) demonstrating that the noise levels will not exceed the noise levels expressed in decibels below. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

| Type of space | Noise levels (Decibels) |
|---|---|
| bedrooms | 35 |
| living, dining, recreation rooms | 40 |
| kitchen, bathrooms, hallways | 45 |
| outdoor amenities | 55 |

## SCHEDULE C
## 1168-1182 East Hastings Street

Note: A By-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

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

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

**Designation of CD-1 District**

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

**Uses**

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Cultural and Recreational Uses;

   (b) Dwelling Uses, limited to Mixed-Use Residential Building;

   (c) Institutional Uses;

   (d) Manufacturing Uses;

   (e) Office Uses;

   (f) Retail Uses;

   (g) Service Uses;

   (h) Utility and Communication Uses; and

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

**Conditions of Use**

4.1 All residential floor area must be used for social housing.

4.2 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

(a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

(b) farmers' market;

(c) neighbourhood public house;

(d) public bike share; and

(e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

**Floor Area and Density**

5.1 Computation of floor area must assume that the site area is 853.8 $m^2$, being the site area at the time of the application for the rezoning evidenced by this by-law, prior to any dedications.

5.2 The maximum floor space ratio for all uses combined is 10.3.

5.3 The total floor area for dwelling uses must be a minimum of 8,571 $m^2$.

5.4 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

5.5 Computation of floor area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

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

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading above or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length;

(ii) bicycle storage; and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

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

(f) all storage area for non-dwelling uses above or below base surface.

5.6 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

**Building Height**

6.1 Building height must not exceed 56 m.

6.2 Despite section 6.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

**Access to Natural Light**

7.1 Each habitable room must have at least 1 window on an exterior wall of a building.

7.2 For the purposes of section 7.1 above, habitable room means any room except a bathroom or a kitchen.

**Acoustic**

8. A development permit application for dwelling uses must include an Acoustic Report prepared by an accredited acoustics expert or a qualified Professional Engineer using the criteria outlined in the FCM–RAC Guidelines demonstrating that the noise levels will not exceed the noise levels expressed in decibels below. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

| **Type of space** | **Noise levels (Decibels)** |
|---|---|
| bedrooms | 35 |
| living, dining, recreation rooms | 40 |
| kitchen, bathrooms, hallways | 45 |
| outdoor amenities | 55 |

* * * * *

**APPENDIX B1**
**1030-1070 East Hastings Street**
**CONDITIONS OF APPROVAL**

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

**PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

*Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by ZGF Architects, received June 13, 2024.*

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

**Urban Design**

1.1 Design development to enhance the quality and quantity of the public realm.

Note to Applicant: The intent is to ensure that the application makes a substantial contribution to the public open space and creates an active and engaging interface with the public realm, to support local residents' needs for social, shopping, and access to services. Refer to Urban Design Panel Minutes of October 23, 2024, and the recommended design considerations below to assist in addressing the condition.

(a) Increase the building setback along the streets and at the corner of Hastings Street and Glen Drive to make room for comfortable pedestrian circulation and places for seats and small gatherings;

Note to Applicant: Given the constraints of the site size, modest overhangs above these additional setbacks may be considered, provided the spaces below the soffits are sufficiently high to feel genuinely public and open to the sky. The recommended minimum soffit heights for public open spaces are approximately 30 ft along streets and 50 ft at corners. In addition, a high-quality soffit finish is required.

(b) Incorporating fine-grained frontage expression with high-quality details and materials that reflect the streetscape character;

(c) Enhancing public amenities, such as continuous weather protection, outdoor seating, lighting, and planting features, to improve public comfort and interest. Consider a bench at the northwest corner of the site to offer a public viewpoint of the Two Sisters;

(d) Adding one more commercial entry on Hastings Street to accommodate potential small retailers; and

(e) Ensuring functional ceiling heights for retail spaces.

1.2 Design development to improve the building form, composition, and expression.

Note to Applicant: The intent is to ensure that the building responds and enhances the area's distinct characteristics and positively contributes to distant and near views. Refer to Urban Design Panel Minutes of October 23, 2024, and the recommended design considerations below to assist in addressing the condition.

(a) Reinterpreting the historic building characteristics, such as the grid form and arch expression to adapt to the high-rise scale of contemporary architecture;

(b) Referencing the neighbourhood attributes, including the industrial and social heritage of the area;

(c) Incorporating variations in massing and façades to avoid mere extrusion and repetition;

(d) Sculpting the top form to contribute to the city's skyline;

(e) Reinforcing the expression of the building base with an emphasis on fine grain and visual interest, to better respond to the scale and character of the Hastings Street streetscape; and

(f) Consider articulating the corners to create a dialogue with the concurrently proposed kitty-corner tower at 1115 East Hastings Street.

1.3 Design development to mitigate the impact on the neighbouring properties.

Note to Applicant: This may be achieved by:

(a) Setting back the podium at least 0.6 m (2 ft.) from the rear property line to allow for landscape buffers;

(b) Providing planters on the south edge of the outdoor amenities; and

(c) Reconsidering the window sizes and locations on the south facade of the podium to reduce the privacy impact.

1.4 Design development to improve livability and sociability in the following aspects:

(a) Provide adequate private open space for all dwelling units;

Note to Applicant: Refer to *High-Density Housing for Families with Children Guidelines*. Each private open space should have a minimum depth of 1.8 m (6 ft.) and a minimum area of 4.5 sq. m (48.4 sq. ft.). A Juliet balcony or full-height sliding windows can be considered for studio and 1-bedroom units, provided a minimum of 4.5 sq. m (48.4 sq. ft.) of additional common outdoor amenity space is provided for each unit that does not have private outdoor space.

(b) Ensure functional unit sizes and layouts for all unit types; and

Note to Applicant: Refer to *High-Density Housing for Families with Children Guidelines* and *Zoning and Development Bylaw*. No dwelling unit net area should

be less than 29.7 sq. m (320 sq. ft.). The net area does not include the in-suit storage when the storage area is excluded from FSR calculation. The livability of dwelling units will be further evaluated during the development permit stage, which may result in changes in unit mix and count at the discretion of the Director of Planning.

(c) Provide adequate floor-to-floor height for livable ceiling height and sufficient daylight access.

1.5 Design development to provide required mitigation measures to mitigate the effects produced by railway operations on the development, including noise and vibration, physical damage from fire or impact, chemical release and contamination, and drainage.

Note to Applicant: Also refer to urban design enactment condition 2.16. The mitigation measures must meet the requirements outlined in the *FCM-RAC Guidelines* (2013) and be approved through peer review at the applicant's expense.

**Landscape Design**

1.6 Design development to provide equitable access to all amenity areas.

Note to Applicant: This can be achieved by ensuring Viewing Spot amenity area on level 3 has accessible access for all users. Currently this area is only accessible via stairs.

1.7 Provision of a detailed Landscape Plan illustrating soft and hard landscaping for the complete site, including rooftops (where applicable);

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

1.8 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, rooftop areas, semi-private patio areas and planters;

Note to Applicant: the sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

1.9 Coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

Final location, quantity, tree species to the satisfaction of the General Manager of Engineering.

Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion.

**Sustainability**

1.10 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended July 25, 2023): https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements.*

**Housing**

1.11 The proposed unit mix, including 135 studio units (35.3%), 141 one-bedroom units (37%), 93 two-bedroom units (24.3%), and 13 three-bedroom units (3.4%) is to be included in the development permit drawings.

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

1.12 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

(a) an outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);
(b) a minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
(c) a multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
(d) a balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

**Engineering**

1.13 Provision of a Construction Management Plan directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and TransLink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-

movement [translink.ca]) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

1.14 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to building permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to occupancy permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation & construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

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

1.16 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.17 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services, particularly the following:

(a) The total area of each waste room should equate to 2-2.5 times the physical footprint of the waste and recycling containers to allow for maneuverability.

Note to Applicant: Per staff calculation, depending on collection frequency, the weekly waste generation volume may exceed the capacity of the residential waste room. The City recommends re-allocating part of the commercial waste room footprint to the residential waste room.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf

1.18 Provision of a waste management plan with the following information:

(a) Types of waste streams to be provided;

(b) Quantity and type of container for each waste stream;

(c) Collection frequency of each waste stream; and

(d) Clear description of how the waste containers are to be transported to the designated staging area.

1.19 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) display of the following note(s):

(i) "This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details.”

(ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

(b) existing locations of:

(i) street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

(ii) poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) deletion of:

(i) proposed westmost tree on East Hastings Street to mitigate impacts to the existing east abutment wall;

(ii) proposed bench/seating shown on City property;

(iii) proposed pavers and special surface treatments from the boulevard along Glen Drive and East Hastings Street;

(d) all proposed streetscape materials on City property to be City standard materials.

Note to Applicant: deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards.

1.20 Provision of Loading spaces, per the Parking By-law Section 5 and the Design Supplement, including:

(a) Convenient, internal, stair-free loading access to/from all site uses;

(b) A minimum 3.4 m (11.2 ft) width, 10.2 m (33.5 ft) length for Class B spaces;

(c) A minimum 1.3 m (4.3 ft) side clearance for Class B spaces;

(d) Clear unloading area or raised rear dock, minimum 1.8 m (5.9 ft) wide, with suitable access to facilitate goods loading /unloading.

Note to Applicant: Council approved amendments to the Parking Bylaw for loading rates and design requirements. These requirements will apply to site development permits following this rezoning.

1.21 Provision of bicycle spaces, per Parking By-law Section 6, including:

(a) An elevator for all spaces located below the first level of underground parking, accommodating two people with two bicycles. A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly;

Note to applicant: Provide doors on both ends to allow bicycles to easily roll in and out. The elevator shall be a freight style elevator with durable finishes and minimum interior dimensions of 1.7 m (5.5 ft) x 2.0 m (6.7 ft) and 1.1 m (3.5 ft) wide doors.

(b) Class B spaces fully on private property;

(c) minimum 1.2 m (4 ft) wide access route(s) between the spaces and the outside;

(d) bicycle maintenance facilities;

(e) All Class A bicycle parking to be provided in By-law compliant bicycle rooms;

Note to Applicant: in-suite bicycle parking is not supported.

1.22 Provision of passenger space(s), per Parking By-law Section 7 and the Design Supplement, including:

(a) Convenient, internal, stair-free access to/from site uses;

1.23 Provision of the following general revisions to architectural plans, including:

(a) Dimension of columns and column encroachments into parking spaces;

(b) Identification of columns in the parking layouts;

(c) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions;

(d) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances;

1.24 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

(a) abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit.

1.25 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be

located on private property with no reliance on public property for placement of these features.

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

1.26 Provision of a Bridge/Structure Monitoring Plan for the City bridge (Hastings Viaduct) to the satisfaction of the General Manager of Engineering Services prior to the issuance of a Building Permit.

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

The Monitoring Plan is to:

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

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

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

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

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

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

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

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

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

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

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

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

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

Note to Applicant: Submitted engineering documents are to be signed and sealed.

Should mitigation measures be required that result in any repairs or alterations to City infrastructure, a servicing agreement or legal instrument will be required to the satisfaction of Legal Services in consultation with the General Manager of Engineering Services. A refundable deposit of $10,000 is required to facilitate an independent peer review of the plan.

1.27 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

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

1.28 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.29 Submission to Engineering of an updated architectural plan showing City issued building grades for the site.

Note to Applicant: When providing additional property line elevations for proposed entrances, plazas, parking stalls, etc., interpolate a continuous grade between the elevations provided on the City supplied Building Grade Plan.

Ensure that any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued Building Grade Plan.

Building grades for this site were issued in 2014. Applicant to submit a new building grade application to the City as the existing City issued Building Grade Plan is more than 5 years old. Building grades need to be finalized prior to DP application.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

## PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law for 1030-1070 East Hastings Street (hereafter, “East 1 Development Site” or “the site”), the registered owner(s) shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for consolidation of Lots 4 to 8, all of Block 64, District Lot 181, Plan 196 to create a single parcel.

2.2 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, adjacent to East Hastings Street, to achieve a 5.5 m offset distance from the back of the existing curb to the building face. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final SRW width required

2.3 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, adjacent to Glen Drive, to achieve a 4.5 m offset distance from the back of the existing curb to the building face. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final SRW width required

2.4 Provision of a Statutory Right of Way (SRW) in favour of the City for the purposes of access, inspection, maintenance, repair, rehabilitation, retrofit, and reconstruction of the City bridge and related infrastructure.

Note to Applicant: The SRW shall be a minimum of 3 m wide and shall be taken from the drip line of the bridge (Hastings Viaduct). Designs of proposed improvements or regrading of the SRW space shall be to the satisfaction of the General Manager of Engineering Services (bridge and/or structure maintenance access requirements must be considered).

Note to Applicant: If a surface SRW is provided on top of a portion of a building (i.e. underground parkade), the building shall be designed to accommodate full traffic live loading surcharge per CAN/CSA S6 CL-625 Loading.

Access to the east abutment of the City bridge must be maintained.

2.5 Provision of a bridge proximity agreement registered on title in favour of the City.

Note to Applicant: The bridge proximity agreement shall acknowledge that the development is in close proximity to the Hastings Viaduct and the landowner is aware of bridge related environmental conditions/nuisances such as noise, debris, wildlife, maintenance requirements, traffic, etc.

Specific area of interest is the Hastings Viaduct east approach, including the abutment, sheet pile wall, and suspended slab.

2.6 Provision of a Support Agreement registered on title in favour of the City as required for any walls, bulkheads, structures that are located on private property that provide continuous support (vertical, lateral, etc.) to civic structure or infrastructure. Those support structures are to be maintained by the private land owner and are to be kept in a satisfactory condition such that support is maintained

Specific area of interest is the Hastings Viaduct east approach, including the abutment, sheet pile wall, and suspended slab and the existing retaining wall.

2.7 If applicable, provision of encroachment agreements registered on title as required for any modification of, or attachments to City bridges or other civic structures, or specialty treatments or facilities that the City deems to be private infrastructure located on public property.

Note to Applicant: Proposed sidewalk and expansion joint interface between the building and the Hastings Viaduct are considered private infrastructure requiring an encroachment agreement.

2.8 If applicable, provision of a Bridge Attachment Agreement in favour of the City where and if utilities and third-party components are to be attached to a bridge or other civic structure. Utility layout and connection design shall be to the satisfaction of the General Manager of Engineering Services.

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

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

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

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Binnie dated May 7, 2024, no water main upgrades are required to service the development.

The main servicing the proposed development is 300mm. The maximum water service connection size is 300 mm.

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

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 1030-1070 East Hastings Street does not require any sewer upgrades.

Development to be serviced to the existing 200 mm SAN and 250 STM sewers in lane north of East Pender Street.

Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change that will go into effect on January 1st, 2026. The onsite rainwater release rate requirement is anticipated to be changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

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

(i) 1.2 m wide front boulevard with street trees;

(ii) Minimum 2.4 m wide broom finish saw-cut concrete sidewalk;

(iii) Minimum 1.8 m wide raised asphalt protected bike lane;

(iv) Curb and gutter and road reconstruction as required to accommodate the curb and gutter;

(d) Provision of street improvements along East Hastings Street, adjacent to the site and appropriate transitions, including the following:

(i) Any designs for future works that interface with existing structures on City property must be submitted to the City's Streets Design Structures team for review and approval.

(ii) Installation of street trees in planter boxes along East Hastings Street;

Note to Applicant: The proposed planter boxes should be designed to support the tree and ensure tree root growth is confined to the planter boxes. An encroachment agreement will be required for the street trees in planters where the applicant should take on the maintenance responsibility for the street trees and planters.

(e) Provision of street improvements along the lane, adjacent to the site and appropriate transitions, including the following:

(i) full depth pavement reconstruction;

Note to Applicant: Lane reconstruction to meet City "Higher-Zoned Lane" standards;

(ii) Installation of one new catch basin at the western extent of the site;

(iii) new standard concrete lane crossing, with new lane returns and ramps on both sides, at the lane entrance on Glen Drive.

Note to Applicant: Refer to the City design guidelines and construction standards.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

(f) Provision of fencing along the south side of 1000 East Hastings Street (Hastings Viaduct).

Note to Applicant: The fencing should look similar to the existing harp fencing on Commercial Drive bridge between East 8th Avenue and North Grandview Highway.

Fence design should be designed to withstand loading and other minimum requirements specified in CSA S6 Canadian Highway Bridge Design Code. Fence design should also consider climb-ability, ease of maintenance, durability, as well as installation of perforated metal mesh (or similar) to minimize debris accumulation directly below.

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

(i) design and installation of a new traffic signal; including accessible pedestrian signals (APS).

(ii) entire intersection street lighting upgrade to current City standards and IESNA recommendations.

Note to Applicant: These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

(h) Provision of upgraded street lighting (roadway and sidewalk) to current City standards and IESNA recommendations.

(i) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

Note to Applicant: The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

(j) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the

City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

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

2.10 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

(a) Intersection improvements per condition 2.9 (g).

Note to Applicant: The benefiting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at: https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

2.11 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an agreement for the design and construction of the existing retaining wall and modifications to the existing Hastings Viaduct infrastructure as detailed below. No development permit for the rezoning site, or any portion thereof, or for any building or improvements therein will be issued until the letter of credit, as security for the agreement, is provided.

(a) Provision of a new structural support system to be constructed on private property to support civic infrastructure and accommodate the following requirements:

(i) All proposed modifications and related works are to be designed and constructed to the satisfaction of the General Manager of Engineering Services.

(ii) If the strategy is accepted and it relies on a new structural support system, the strategy shall be documented in a form of legal instrument clearly identifying the requirement for the owner to inspect, maintain, upgrade, and provide this level of service for as long as the building exists; and

(iii) To be designed to prevailing codes and standards.

Note to Applicant: The existing retaining wall located on site adjacent to or on City property shall be decommissioned and removed. The new structural support system can be a standalone retaining wall structure or integrated into the building as part of the parkade wall, etc.

(b) Provision of the interface between the Hastings Viaduct and East 1 Development Site to accommodate the following requirements:

(i) All proposed modifications and related works are to be designed and constructed to the satisfaction of the General Manager of Engineering Services.

(ii) Continuity in the vehicle containment barrier and barrier performance shall be assessed and a strategy proposed on how the continuity and barrier performance is to be maintained. If the strategy is accepted and it relies on new vehicle containment barriers on private property, the strategy shall be documented in a form of legal instrument clearly identifying the requirement for the landowner to inspect, maintain, upgrade, and provide this level of service for as long as the Hastings Viaduct exists;

(iii) Structural modifications to the vehicle containment barrier, sidewalk structure, and bridge structure are required. A load rating report is required to document the impacts of the new vehicular loading condition on the sidewalk and other related bridge superstructure elements;

(iv) The new sidewalk and expansion joint interface can abut to the Hastings Viaduct to provide access continuity but can not rely on the Hastings Viaduct for structural support. The expansion joint shall be designed to accommodate all loading conditions as per the bridge code and must explicitly demonstrate the movement capability to accommodate seismic, thermal movements, and combinations thereof for the building and the Hastings Viaduct;

(v) The new sidewalk and expansion joint interface and vehicle containment continuity shall be documented in the legal arrangements;

Note to Applicant: Modifications to the Hastings Viaduct that are to remain in place and that form part of the expansion joint system (such as armoring, connections, anchors and the concrete substrate that is relied upon to provide support for the expansion joint) shall be maintained, repaired, replaced by the owner of the building;

(vi) To be designed to prevailing codes and standards (Bridge Code CSA S6, Building Codes).

**Housing**

2.12 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all residential units including live-work units as secured market rental housing units, excluding Seniors Supportive or Independent Living Housing, for a term equal to the longer of 60 years and the life of the building, subject to a no-separate-sales covenant and a no-stratification covenant, a provision that none of such units will be rented for less than 90 days at a time, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

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

2.13 Having regard to the fact that the rezoning of the East 1 Development Site is connected to the rezoning of 1168-1182 East Hastings Street (the "East 3 Site"), ensure registration, on title to the East 3 Site, of the Housing Agreement described in Condition 2.4 of Appendix B3 of this report.

2.14 Having regard to the fact that the rezoning and development of the East 1 Development Site is connected to the rezoning and development of the East 3 Site, registration of a Section 219 Covenant and/or such other agreements as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services determine are necessary to:

(a) Restrict the issuance of a development permit for the East 1 Development Site until the development permit on the East 3 Site is issued;

(b) Restrict the issuance of each building permit for the East 1 Development Site until the corresponding stage of building permit on the East 3 Site is issued; and

(c) Restrict the issuance of an occupancy permit for the East 1 Development Site until the occupancy permit on the East 3 Site is issued.

**Urban Design**

2.15 Arrangements are to be made to the satisfaction of the Director of Planning and the Director of Legal Services for a Statutory Right of Way (SRW) for public life use over the enhanced building setback areas along East Hastings Street and Glen Drive.

Note to applicant: The dimensions are to be determined through the Development Permit process (Refer to Urban Design Condition 1.1 (a)).

2.16 Provision of a Section 219 Covenant for the satisfaction of the General Manager of Engineering Services and Director of Legal Services to prohibit issuance of any Development Permit for the East 1 Development Site, and such agreement shall include, without limitation, that no Development Permit for the East 1 Development Site or any improvements or building thereon shall be issued until the following have been satisfied:

(a) Provision of engineered and design drawings including but not limited to site plan(s) and section(s) indicating the existing context and the proposed rail mitigating measures designed for a Main Line.

Note to Applicant:

(i) This site falls within the following rail Areas of Influence requiring mitigation – physical safety (30 metre), vibration (75 metre), noise (300 metre).

(ii) Refer to the 2013 FCM-RAC Guidelines for designing to Main Line mitigation measures. Modernized RAC Guidelines are anticipated in spring 2026 and may provide revised guidance relevant to this application.

(iii) Indicate building uses, dimensions of proposed building setbacks measured from the property line of the rail facility, safety barriers, existing/proposed grading, existing walls, track locations etc. in the drawings.

(iv) The following information has been provided to the City by CN and should be used in the design of mitigating measures by a qualified professional:

(1) Burrard Inlet Line is a BNSF owned mainline operated by CN
(2) 30 m Main Track setback: While a reduced setback may be feasible if a properly engineered crash wall is incorporated into the site design, the structural and design specifications of such a barrier must be based on site-specific data and the nature of adjacent rail operations. Please note that a minimum safety setback not only serves as a mitigation measure in the event of a derailment but can also help reduce risks associated with other types of rail-related incidents.
(3) Current Operations: 14 trains/ day
(4) Capacity Increase: Potential capacity increase through double tracking of the line during the lifespan of new development.

(b) Provision of a Physical Safety and Risk Mitigation Report prepared by a qualified professional using the criteria outlined in the FCM-RAC Guidelines Appendix A: Development Viability Assessment. The report should include the following:

(i) Assessment of the potential derailment and/or other risks associated with the proposed development's proximity to rail facilities;
(ii) Description of the proposed development and the identification, description and location of all land uses within the development;
(iii) Description of the proposed alternative measures, if any, within the context of the development application and the proposed land uses of the subject site;
(iv) Practical and/or technical rationale for the proposed safety and risk mitigation measures;
(v) The City and rail operators, owners and agencies as applicable may identify additional considerations to be examined that may have an adverse affect on safety that are specific to the subject site; and
(vi) Sites located within 30 metres of a rail facility should provide the following additional reports and plans prepared by a qualified professional: Fugitive Emissions and Air Quality Report, Stormwater Management and Drainage Plan and Protective Action Plan.

(c) Submission of the Physical Safety and Risk Mitigation Report outlined in Condition 2.16(b) to a third-party peer review by a qualified professional with rail proximity expertise selected by and retained on behalf of the City at the applicant's expense.

Note to Applicant: The objective of the peer review process is to provide Vancouver City Council with an independent, expert, third party assessment of the potential land use compatibility issues as well as the proposed mitigation measures. The purpose is to assist Council in making fully informed land use planning decisions. The peer review will evaluate:

(i) If the proposed setback distance from the most proximate rail infrastructure property line meets the best practices and recommended derailment protection measures in the FCM-RAC Guidelines; and
(ii) If not, that the proposed alternative measures, provide the same level of safety as the best practice approach as set out in the FCM-RAC Guidelines, deemed sufficient to reduce the identified risks associated with the proposed development's proximity to rail operations to be acceptable.

(d) Provision of a Vibration Study prepared by a qualified professional demonstrating that it meets the criteria outlined in the FCM-RAC Guidelines Appendix C: Noise and Vibration Procedures and Criteria. Study to:

(i) Assess the impact of vibration associated with freight rail operations on the adjacent development; and
(ii) Identify any recommended mitigation measures to be incorporated into the development proposal.

Note to Applicant: This site falls within the 75 metre Vibration Influence Area for rail facilities.

(e) Provision of an Acoustic Report prepared by an accredited acoustics expert or a qualified Professional Engineer using the criteria outlined in the FCM–RAC Guidelines (Appendix C: Noise and Vibration Procedures and Criteria) demonstrating that the noise levels will not exceed the noise levels expressed in decibels below. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

| **Type of space** | **Noise levels (Decibels)** |
|---|---|
| bedrooms | 35 |
| living, dining, recreation rooms | 40 |
| kitchen, bathrooms, hallways | 45 |
| outdoor amenities | 55 |

Note to Applicant: This site falls within the 300 metre Noise Influence Area for rail facilities.

(f) Provision of further legal agreements, to ensure that the land owner of the site will construct, install and operate and continuously maintain the development and rail risk mitigation measures described in the drawings and reports required by conditions 2.16 (a), (b), (c), (d) and (e) inclusive, that includes:
(i) a covenant under section 219 of the *Land Title Act* to construct the proposed mitigation measures identified in the required reports, subject to additional details being formalized through detailed design, prior to issuance of an occupancy permit for the proposed development, and

thereafter to maintain and replace those mitigation measures as deemed necessary;

(ii) an acknowledgement that the site is located adjacent to an active rail line, which may result in an increased risk to the development; and

(iii) a release and indemnity in favour of the City in respect of any costs, damages, claims or expenses that may be incurred by the City as a result of a breach of the covenant under paragraph 2.16((f)(i) above, the issuance of any City permit in connection with the proposed development, or the use or development of the site, if such loss arises from adjacent rail operations, whether typical or atypical; and

(iv) such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in her sole discretion require.

2.17 Provision of a legal agreement that requires the land owner of the site give notice to all rental tenants that their residence is in proximity to a rail line.

2.18 Provision of a Section 219 Covenant for the satisfaction of the General Manager of Engineering Services and Director of Legal Services that no Development Permit for the East 1 Development Site or any improvements or building thereon shall be issued until the following have been satisfied:

(a) the applicant shall deliver written notification to all relevant rail authorities, including the owners of a rail facility and any rail operators making use of the facility, of the complete application package including the following documents: Physical Safety and Risk Mitigation Report, Fugitive Emissions and Air Quality Report, Stormwater Management and Drainage Plan, Protective Action Plan, Vibration Study and Acoustic Report; and

(b) the applicant with provide the City with the written acknowledgments from each relevant rail authority confirming receipt of the complete application and reports from the applicant.

Note to Applicant: Relevant rail authorities includes both BNSF (owner) and CN (operator). This acknowledgment must be issued on company letterhead, addressed to the City of Vancouver, and include the relevant permit application number.

**Public Art**

2.19 Execute an agreement satisfactory to the Director of Legal Services and the Director of Arts & Culture for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials.

Note to Applicant: Provide development details to the satisfaction of the Head of Public Art (a Public Art Checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art. Please contact Public Art staff at publicart@vancouver.ca to discuss your application.

**Environmental Contamination**

2.20 If applicable:

(a) Submit a site disclosure statement to Environmental Services;

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

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

**Agreements**

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws at no cost to the City.

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

* * * * *

**APPENDIX B2**
**1115-1129 East Hastings Street and 360 Glen Drive**
**CONDITIONS OF APPROVAL**

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

**PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

*Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by ZGF Architects, received June 13, 2024.*

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

**Urban Design**

1.1 Design development to provide sufficient tower setbacks to achieve the following:

(a) A minimum 24 m (80 ft.) separation from the existing 14-storey building across Glen Drive; and

Note to Applicant: The intent of this condition is to improve the livability of the surrounding public realm and dwelling units in both existing and proposed buildings by enhancing access to natural light, openness to the sky, air circulation, and privacy.

(b) Minimize the impact on the development potential of the adjacent sites along the blockface and the industrial sites across the lane.

Note to Applicant: This condition can be achieved by providing tower setbacks 12 m (40 ft.) from east property line and 6 m (20 ft.) from rear property line. Reduced tower setbacks may be considered, subject to further review on detailed block studies and rationales required at development permit application stage. The study of the blockface on Hastings Street should consider both streetwall building form envisioned in the Plan and the alternative tower-podium form.

1.2 Design development to enhance the quality and quantity of the public realm.

Note to Applicant: The intent is to ensure that the application makes a substantial contribution to the public open space and creates active and engaging interface with the public realm, to support local residents' needs for social, shopping, and access to services. Refer to Urban Design Panel Minutes of October 23, 2024, and the recommended design considerations below to assist in addressing the condition.

(a) Increasing building setbacks along the streets and at the corner of Hastings Street and Glen Drive to make room for comfortable pedestrian circulation and places for seats and small gatherings;

Note to Applicant: Given the constraints of the site size, modest overhangs above these additional setbacks may be considered, provided the spaces below the soffits are sufficiently high to feel genuinely public and open to the sky. The recommended minimum soffit heights for public open spaces are 30 ft along streets and 50 ft at corners. In addition, a high-quality soffit finish is required.

(b) Incorporating fine-grained frontage expression with high-quality details and materials that reflect the streetscape character;

(c) Enhancing public amenities, such as continuous weather protection, outdoor seating, lighting, and planting features, to improve public comfort and interest; and

(d) Adding one more commercial entry on Hastings Street to accommodate potential small retailers.

1.3 Design development to improve the building form, composition, and architectural expression.

Note to Applicant: The intent is to ensure that the building responds and enhances the area's distinct characteristics and positively contributes to distant and near views. Refer to Urban Design Panel Minutes of October 23, 2024, and the recommended design considerations below to assist in addressing the condition:

(a) Reinterpreting the historic building characteristics, such as the grid form and arch expression, to adapt to the high-rise scale of contemporary architecture;

(b) Referencing the neighbourhood attributes, including the industrial and social heritage of the area;

(c) Incorporating variations in massing and façades to avoid mere extrusion and repetition;

(d) Sculpting the top form to contribute to the city's skyline;

(e) Reinforcing the expression of the building base with an emphasis on fine grain and visual interest, to better respond to the scale and character of the Hastings streetscape; and

(f) Consider articulating the corners to create a dialogue with the concurrently proposed tower at 1050 East Hastings Street.

1.4 Design development to improve livability and sociability in the following aspects:

(a) Employ mitigation measures to reduce the negative impacts of industrial use on the dwelling units facing north;

(b) Orient the living rooms of the units toward the street or lane for the units facing east on the levels 5 to 12;

Note to Applicant: The intent of this condition is to mitigate the potential impacts of adjacent future development on the units facing the interior side yard,

specifically when a 12-storey streetwall building is developed as permitted in the Plan.

(c) Provide sufficient, functional, and co-located indoor and outdoor amenity spaces;

Note to Applicant: Recommended criteria include a minimum of 1.2 sq. m (13 sq. ft.) common indoor amenity space per dwelling unit and a minimum of 2.0 sq. m (21 sq. ft.) common outdoor amenity space per dwelling unit.

(d) Provide adequate private open space for all dwelling units;

Note to Applicant: Refer to *High-Density Housing for Families with Children Guidelines*. Each private open space should have a minimum depth of 1.8 sq. m (6 ft.) and a minimum area of 4.5 sq. m (48.4 sq. ft.). A Juliet balcony or full-height sliding windows can be considered for studio and 1-bedroom units, provided a minimum of 4.5sq. m (48.4 sq. ft.) of additional common outdoor amenity space is provided for each unit that does not have private outdoor space.

(e) Ensure functional unit sizes and layouts for all unit types; and

Note to Applicant: Refer to *High-Density Housing for Families with Children Guidelines* and *Zoning and Development Bylaw*. No dwelling unit net area should be less than 29.7 sq. m (320 sq. ft.). The net area does not include the in-suite storage when the storage area is excluded from the FSR calculation. The livability of dwelling units will be further evaluated during the development permit stage, which may result in changes in unit mix and count at the discretion of the Director of Planning.

(f) Provide adequate floor-to-floor height to ensure livable ceiling height and sufficient daylight access.

1.5 Design development to provide required mitigation measures to mitigate the effects produced by railway operations on the development, including noise and vibration.

Note to Applicant: Also refer to urban design enactment condition 2.15. The mitigation measures must meet the requirements outlined in the *FCM-RAC Guidelines* (2013) and be approved through peer review at the applicant's expense.

**Landscape Design**

1.6 Design development to ensure the safe retention of City tree # C3.

Note to Applicant: Further arborist reporting is required to ensure certainty and to comment on the specific conditions of safe tree retention. Design development may be needed, in coordination with the design team, Park Board, Engineering and Urban Design group. Detailed design response is required at the development permit stage.

1.7 Design development to resolve the conflict between the proposed development and an offsite neighbor tree # OS1.

Note to Applicant: This can be done by (i) submitting a written neighbor consent letter and ensuring a tree permit application is in place to remove/replace the tree(s); or (ii)

design development to ensure that all impactful work is setback sufficiently to ensure safe and responsible tree retention. Further detailed analysis and coordination with the arborist will be necessary to better understand the scope of work and impacts to adjacent trees.

1.8 Provision of revised Landscape documents with respect to existing city owned trees along East Hastings.

Note to Applicant: These trees appear to be proposed for removal, but they are not indicated on any drawings. Removal of City owned trees is subject to approval and review from Park Board Urban Forestry. Revise landscape documents after coordination with Park Board Urban Forestry regarding these trees.

1.9 Provision of a detailed Landscape Plan illustrating soft and hard landscaping for the complete site, including rooftops (where applicable);

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

1.10 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, rooftop areas, semi-private patio areas and planters;

Note to Applicant: the sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

1.11 Coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion.

**Housing**

1.12 The proposed unit mix, including 167 studio units (43%), 122 one-bedroom units (31.7%), 77 two-bedroom units (20.5%), and 17 three-bedroom units (4.4%) is to be included in the development permit drawings.

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

1.13 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

(a) An outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);
(b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
(c) A multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
(d) A balcony for each unit with 1.8 m by 2.7 m minimum dimensions (S. 4.3.2).

**Sustainability**

1.14 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended July 25, 2023) located here: https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements*.

**Engineering**

1.15 Provision of a Construction Management Plan directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and TransLink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement [translink.ca]) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

1.16 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the Building Permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to Occupancy Permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

1.17 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after Building Permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation & construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

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

1.19 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.20 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services, particularly the following:

(a) The total area of each waste room should equate to 2-2.5 times the physical footprint of the waste and recycling containers to allow for maneuverability.

Note to Applicant: Per staff calculation, depending on collection frequency, the weekly waste generation volume may exceed the capacity of the residential waste room.

The doorways for both the residential and commercial waste rooms may be too narrow to pull dumpsters through.

(b) A vertical clearance of 4.5 m should be accommodated through the entire access route for a waste collection vehicle. Where the vehicle is tipping a front-end bin, allow 6.5 m – 7.5 m vertical clearance.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location

https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf

1.21 Provision of a waste management plan with the following information:

(a) Types of waste streams to be provided;

(b) Quantity and type of container for each waste stream;

(c) Collection frequency of each waste stream; and

(d) Clear description of how the waste containers are to be transported to the designated staging area.

1.22 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) display of the following note(s):

(i) "This plan is "**NOT FOR CONSTRUCTION"** and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details.”

(ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

(b) existing locations of:

(i) street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

(ii) poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) deletion of:

(i) proposed pavers and special surface treatments from the boulevard along Glen Drive and East Hastings Street.

Note to Applicant: surface treatments in hardscape areas of the boulevard are to be standard concrete only.

(d) all proposed streetscape materials on City property to be City standard materials.

Note to Applicant: deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards.

1.23 Provision of parking access, per Parking By-law Section 4 and the Design Supplement:

(a) Two-way vehicle flow, including:

(i) minimum 6.1 m (20 ft.) ramp width;

1.24 Provision of Loading spaces, per the Parking By-law Section 5 and the Design Supplement, including:

(a) convenient, internal, stair-free loading access to/from all site uses;

(b) minimum 3.4 m (11.2 ft.) width, 10.2 m (33.5 ft.) length for Class B spaces;

(c) minimum 3.8 m (12.5 ft.) of vertical clearance within and to/from each Class B space;

(d) minimum 1.3 m (4.3 ft.) side clearance for Class B spaces;

(e) clear unloading area or raised rear dock, minimum 1.8 m (5.9 ft.) wide, with suitable access to facilitate goods loading /unloading.

Note to Applicant: Council approved amendments to the Parking Bylaw for loading rates and design requirements. These requirements will apply to site development permits following this rezoning.

1.25 Provision of bicycle spaces, per Parking By-law Section 6, including:

(a) An elevator for all spaces located below the first level of underground parking, accommodating two people with two bicycles. A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly;

Note to Applicant: Provide doors on both ends to allow bicycles to easily roll in and out. The elevator shall be a freight style elevator with durable finishes and minimum interior dimensions of 1.7 m (5.5 ft.) x 2.0 m (6.7 ft.) and 1.1 m (3.5 ft.) wide doors.

(b) Class B spaces fully on private property;

(c) minimum 1.2 m (4 ft.) wide access route(s) between the spaces and the outside;

(d) Bicycle maintenance facilities;

(e) All Class A bicycle parking to be provided in By-law compliant bicycle rooms;

Note to Applicant: in-suite bicycle parking is not supported.

1.26 Provision of passenger space(s), per Parking By-law Section 7 and the Design Supplement, including:

(a) Convenient, internal, stair-free access to/from site uses;

1.27 Provision of the following general revisions to architectural plans, including:

(a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, dimensioned, and labelled on the drawings;

(b) Dimension of columns and column encroachments into parking spaces;

(c) Identification of columns in the parking layouts;

(d) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions;

(e) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.28 Provision of a sewer abandonment plan by the Developer’s Engineer that details the following:

(a) abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

1.29 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

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

1.30 Provision of a Bridge/Structure Monitoring Plan for the City bridge (Hastings Viaduct) to the satisfaction of the General Manager of Engineering Services prior to the issuance of a building permit.

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

The Monitoring Plan is to:

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

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

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

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

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

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

(g) Include a plan showing the locations of the monitoring stations. Each monitoring station shall be individually labelled. Survey control points shall also be labeled.

The survey control points and methodology will need to be reviewed and accepted by the City Surveyor.

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

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

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

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

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

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

Note to Applicant: Submitted engineering documents are to be signed and sealed.

Should mitigation measures be required that result in any repairs or alterations to City infrastructure, a servicing agreement or legal instrument will be required to the satisfaction of Legal Services in consultation with the General Manager of Engineering Services. A refundable deposit of $10,000 is required to facilitate an independent peer review of the plan.

1.31 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.32 Show all City supplied building grades (BGs) and entranceway design elevations (DEs) on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

## PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law for 1115-1129 East Hastings Street and 360 Glen Drive (hereafter collectively, the “East 2 Development Site” or the “site”), the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for consolidation of Lots 31 to 34, Except the North 5 Feet Now Lane, all of Block 9, District Lot 182, Plan 355 to create a single parcel.

2.2 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of an Easement & Indemnity Agreement P42460 (encroachment agreement) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur upon removal of encroachments, prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

2.3 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, adjacent to Glen Drive, to achieve a 4.5 m offset distance from the back of the existing curb to the building face. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final SRW width required

2.4 Provision of a bridge proximity agreement registered on title in favour of the City.

Note to Applicant: The bridge proximity agreement shall acknowledge that the development is in close proximity to the Hastings Viaduct and the landowner is aware of bridge related environmental conditions/nuisances such as noise, debris, wildlife, maintenance requirements, traffic, etc.

2.5 If applicable, provision of encroachment agreements registered on title as required for any modification of, or attachments to City bridges or other civic structures, or specialty treatments or facilities that the City deems to be private infrastructure located on public property.

Note to Applicant: Proposed sidewalk and expansion joint interface between the building and the Hastings Viaduct are considered private infrastructure requiring an encroachment agreement.

2.6 If applicable, provision of a Bridge Attachment Agreement in favour of the City where and if utilities and third-party components are to be attached to a bridge or other civic structure. Utility layout and connection design shall be to the satisfaction of the General Manager of Engineering Services.

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

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

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

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by R.F. Binnie & Associates Ltd. dated May 7, 2024, no water main upgrades are required to service the development.

The main servicing the proposed development is 300 mm. Should the development require water service connections larger than servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading. The maximum water service connection size is 300 mm.

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

As per the City of Vancouver Building By-law, the principal entrance must be within 90m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 1115 – 1127 East Hastings Street and 360 Glen Drive does not require any sewer upgrades.

Development to be serviced to the existing 200 mm SAN and 300 mm STM sewers in lane north of East Hastings Street.

Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change that will go into effect on January 1st, 2026. The onsite rainwater release rate requirement is anticipated to be changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

The release rate of 25L/s/Ha is to be adhered to for the total flows discharged from the site and including both stormwater and groundwater flows.

The development site release rate requirement is intended to mitigate increased development discharge flows and decrease the overall peak CFO volume flows reaching the Metro Vancouver Harbor Pump Station via the Raymur Avenue Storm Trunk Sewer.

(c) Provision of street improvements, and appropriate transitions, along East Hastings Street adjacent to the site, including:

(i) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;

(ii) Corner curb ramp;

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

(i) Minimum 1.2 m wide front boulevard with street trees;

(ii) Minimum 2.4 m wide broom finish saw-cut concrete sidewalk;

(iii) Corner curb ramp;

(iv) Minimum 1.8 m wide raised asphalt protected bike lane;

(v) Curb and gutter and road reconstruction as required to accommodate the curb and gutter; full-depth road reconstruction for the entire road up to the centerline;

Note to Applicant: Road reconstruction on Glen Drive to meet City higher zoned standards.

Note to Applicant: The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards. Confirm if your site is within a Streetscape Design Guideline area and follow the applicable guidelines.

(e) Improvements at the intersection of Glen Drive and East Hastings Street including:

(i) Design and installation of a new traffic signal; including accessible pedestrians signals (APS).

(ii) Entire intersection street lighting upgrade to current City standards and IESNA recommendations;

Note to Applicant: These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

(f) Provision of street improvements along the lane north of East Hastings Street, adjacent to the site and appropriate transitions, including the following:

(i) full depth pavement reconstruction;

Note to Applicant: Lane reconstruction to meet City “Higher-Zoned Lane” standards with a center valley cross section.

(ii) new standard concrete lane crossing, with new lane returns and ramps on both sides, at the lane entrance on Glen Drive.

(g) Provision of upgraded street lighting (roadway and sidewalk) and existing lane lighting to current City standards and IESNA recommendations.

(h) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

(i) Provision of lane lighting on standalone poles with underground ducts, if BC Hydro poles with attached City lane lights are planned to be removed; and

Note to Applicant: The ducts must be connected to the existing City street lighting grid.

(j) Provision of new electrical service cabinet/kiosk on Glen Street for new traffic signal controller at Glen Street and East Hastings Street intersection, unless, BC Hydro allows to upgrade existing TS service.

Note to Applicant: The kiosk shall be fed by BC Hydro underground grid. As such, a right-of-way (ROW) space shall be provided on-site to accommodate BC Hydro pad mounted transformer.

Note to Applicant: The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

(k) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

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

2.8 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

(a) Intersection improvements per condition 2.8(e).

Note to Applicant: The benefiting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at: https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect

2.9 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an agreement for the design and construction of the existing retaining wall(s) on East Hastings Street as detailed below. No development permit for the site, or any portion thereof, or for any building or improvements therein will be issued until the letter of credit, as security for the agreement, is provided.

(a) Provision of a new structural support system to be constructed on private property to support civic infrastructure and accommodate the following requirements:

(i) All proposed modifications and related works are to be designed and constructed to the satisfaction of the General Manager of Engineering Services.

(ii) If the strategy is accepted and it relies on a new structural support system, the strategy shall be documented in a form of legal instrument such as a Support Agreement to be registered on title in favour of the City as required for any walls, bulkheads, structures that are located on private property that provide continuous support (vertical, lateral, etc.) to civic structure or infrastructure. Those support structures are to be maintained by the private land owner and are to be kept in a satisfactory condition such that support is maintained.

(iii) To be designed to prevailing codes and standards (full traffic live loading surcharge, seismic requirements).

Note to Applicant: The existing retaining wall(s) located on site adjacent to or on City property shall be decommissioned and removed. The new structural support system can be a standalone retaining wall structure or integrated into the building as part of the parkade wall, etc.

**Housing**

2.10 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all residential units as secured market rental housing units, excluding Seniors Supportive or Independent Living Housing, for a term equal to the longer of 60 years and the life of the building, subject to a no-separate-sales covenant and a no-stratification covenant, a provision that none of such units will be rented for less than 90 days at a time, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

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

2.11 Having regard to the fact that the rezoning of the East 2 Development Site is connected to the rezoning of 1169-1182 East Hastings Street (the “East 3 Site”), ensure registration of the Housing Agreement described in Condition 2.4 of Appendix B3 of this report on title to the East 3 Site.

2.12 Having regard to the fact that the rezoning and development of the East 2 Development Site is connected to the rezoning and development of the East 3 Site, registration of a Section 219 Covenant and/or such other agreements as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services determine are necessary to:

(a) Restrict the issuance of a development permit for the East 2 Development Site until the development permit on the East 3 Site is issued;

(b) Restrict the issuance of each building permit for the East 2 Development Site until the corresponding stage of building permit on the East 3 Site is issued; and

(c) Restrict the issuance of an occupancy permit for the East 2 Development Site until the occupancy permit on the East 3 Site is issued.

**Urban Design**

2.13 Arrangements are to be made to the satisfaction of the Director of Planning and the Director of Legal Services for a Statutory Right of Way (SRW) for public life use over the enhanced building setback areas along East Hastings Street and Glen Drive.

Note to applicant: The dimensions are to be determined through the Development Permit process (Refer to Urban Design Condition 1.2 (a)).

2.14 Provision of a Section 219 Covenant for the satisfaction of the General Manager of Engineering Services and Director of Legal Services to prohibit issuance of any Development Permit for the East 2 Development site, and such agreement shall include, without limitation, that no Development Permit for the East 2 Development Site or any improvements or building thereon shall be issued until the following have been satisfied:

(a) Provision of a Vibration Study prepared by a qualified professional demonstrating that it meets the criteria outlined in the FCM-RAC Guidelines Appendix C: Noise and Vibration Procedures and Criteria. Study to:

(i) Assess the impact of vibration associated with freight rail operations on the adjacent development; and

(ii) Identify any recommended mitigation measures to be incorporated into the development proposal.

Note to Applicant: This site falls within the 75 metre Vibration Influence Area for rail facilities.

(b) Provision of an Acoustic Report prepared by an accredited acoustics expert or a qualified Professional Engineer using the criteria outlined in the FCM–RAC Guidelines (Appendix C: Noise and Vibration Procedures and Criteria) demonstrating that the noise levels in will not exceed the noise levels expressed in decibels below. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

| **Type of space** | **Noise levels (Decibels)** |
|---|---|
| bedrooms | 35 |
| living, dining, recreation rooms | 40 |
| kitchen, bathrooms, hallways | 45 |
| outdoor amenities | 55 |

Note to Applicant: This site falls within the 300 metre Noise Influence Area for rail facilities.

(c) If required, provision of further legal agreements, to ensure that the owner of the site will construct, install and operate and continuously maintain the development and rail risk mitigation measures described in the reports required by conditions 2.15(a) and (b) inclusive, that include:
   (i) a covenant under section 219 of the *Land Title Act* to construct the proposed mitigation measures identified in the required reports, subject to additional details being formalized through detailed design, prior to issuance of an occupancy permit for the proposed development, and thereafter to maintain and replace those mitigation measures as deemed necessary;
   (ii) an acknowledgement that the site is located adjacent to an active rail line, which may result in an increased risk to the development;
   (iii) a release and indemnity in favour of the City in respect of any costs, damages, claims or expenses that may be incurred by the City as a result of a breach of the covenant under paragraph 2.15(c)(i)., the issuance of any City permit in connection with the proposed development, or the use or development of the site, if such loss arises from adjacent rail operations, whether typical or atypical; and
   (iv) such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in her sole discretion require.

2.15 Provision of a legal agreement that requires the owner of the site to give notice to all rental tenants that. their residence is in proximity to a rail line.

2.16 Provision of a Section 219 Covenant for the satisfaction of the General Manager of Engineering Services and Director of Legal Services that no Development Permit for the East 1 Development Site or any improvements or building thereon shall be issued until the following have been satisfied:
   (a) the applicant shall deliver written notification to all relevant rail authorities, including the owners of a rail facility and any rail operators making use of the facility, of the complete application package including the Vibration Study and Acoustic Report; and
   (b) the applicant will provide the City with the written acknowledgments from each relevant rail authority confirming receipt of the complete application and reports from the applicant.

   Note to Applicant: Relevant rail authorities includes both BNSF (owner) and CN (operator). This acknowledgment must be issued on company letterhead, addressed to the City of Vancouver, and include the relevant permit application number.

**Public Art**

2.17 Execute an agreement satisfactory to the Director of Legal Services and the Director of Arts & Culture for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials.

Note to Applicant: Provide development details to the satisfaction of the Head of Public Art (a Public Art Checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art. Please contact Public Art staff at publicart@vancouver.ca to discuss your application.

**Environmental Contamination**

2.18 If applicable:

(a) Submit a site disclosure statement to Environmental Services;

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

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

**Agreements**

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws at no cost to the City.

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

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**APPENDIX B3**
**1168-1182 East Hastings Street**
**CONDITIONS OF APPROVAL**

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

**PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

*Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by ZGF Architects, received June 13, 2024..*

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

**Urban Design**

1.1 Design development to reduce the perceived scale of the zero-lot-line walls and enhance their visual interest.

Note to Applicant: The intent is to mitigate the visual impacts of the large blank walls on the public realm. Recommended design strategies include, but are not limited to:

(a) Setting back the wall planes to break up their continuity and allow for the integration of glazing; and

(b) Articulating the walls with an emphasis on high-quality materials, textures, and colour variations.

1.2 Design development to enhance the public realm and interface on Hastings Street.

Note to Applicant: Recommended design strategies include, but are not limited to:

(a) Strengthening a clear base expression with fine-grained frontage and high-quality details and materials that reflect streetscape character;

(b) Enhancing public amenities, such as continuous weather protection, outdoor seating, lighting, and planting features, to improve public comfort and interest; and

(c) Considering relocating the office to allow for more active use of spaces front Hastings Street.

1.3 Design development to improve the lane interface.

Note to Applicant: This may be achieved by:

(a) Integrating the loading into the building whenever possible; and

(b) Providing appropriate lighting, architecturally treated surfaces, screening, doors, and landscaping.

1.4 Design development to improve the livability of dwelling units as follows:

(a) Orienting the side-yard-facing units toward the street or lane.

Note to Applicant: This is to ensure that unit livability is not impacted by future development on the adjacent site.

(b) Providing functional unit sizes and layouts to meet the needs of intended residents.

Note to Applicant: The minimum dwelling unit net area is 29.7 sq. m (320 sq. ft.) as per Vancouver zoning and Development Bylaw, where the net area does not include the in-suite storage when the storage area is excluded from FSR calculation. The livability of dwelling units will be co-reviewed by City and BC housing during the Development Permit stage, which may result in unit mix and count changes.

(c) Considering providing adequate private open space.

Note to Applicant: Additional common outdoor amenity space should be provided when some units do not have adequate private open spaces. Additional outdoor amenity space is recommended to be at least 4.5 sq. m (48.4 sq. ft.) per dwelling unit based on the number of units that do not have adequate private open space.

1.5 Design development to provide required mitigation measures to mitigate the effects produced by railway operations on the development, including noise and vibration.

Note to Applicant: Also refer to urban design enactment condition 2.5. The mitigation measures must meet the requirements outlined in the *FCM-RAC Guidelines* (2013) and be approved through peer review at the applicant's expense.

**Landscape Design**

1.6 Provision of revised Landscape documents with respect to existing City owned trees along East Hastings Street.

Note to Applicant: These trees appear to be proposed for removal, but they are not indicated on any drawings. Removal of City owned trees is subject to approval and review from Park Board Urban Forestry. Revise landscape documents after coordination with Park Board Urban Forestry regarding these trees.

1.7 Provision of a detailed Landscape Plan illustrating soft and hard landscaping for the complete site, including rooftops (where applicable);

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant List should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface

materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

1.8 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, rooftop areas, semi-private patio areas and planters;

Note to Applicant: the sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

1.9 Coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion.

**Housing**

1.10 The proposed unit mix, including 78 studio units (49.7%) and 79 one-bedroom units (50.3%) to be included in the development permit drawings.

1.11 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

(a) an outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);
(b) a minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);
(c) a multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and
(d) a balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

Note to Applicant: Juliet balconies for studio and one-bedroom social housing units may be considered where commensurate common outdoor amenity space is provided and subject to staff review.

1.12 Design development of the social housing should reference the BC Housing Design and Construction Standards, the City of Vancouver Housing Design and Technical Guidelines, and other forms of best practices for social housing unit design, including but

not limited to unit sizes, outdoor and indoor amenity space, and a minimum of five per cent of units as wheelchair accessible.

**Sustainability**

1.13 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended July 25, 2023) located here: https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements.*

**Engineering**

1.14 Provision of a Construction Management Plan directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and TransLink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement [translink.ca]) on one or more frontages.

1.15 Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to occupancy permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

1.16 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation & construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for

any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

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

1.18 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.19 Compliance with accessibility standards for a minimum 50% of public seating proposed, including:

(a) Size: Benches shall have seats that are a minimum of 1.6 m (5.2 ft.) long, and 0.5 m (1.6 ft.) to 0.6 m (2 ft.) deep;

(b) Height: The top of the bench seat surface shall be 0.43 m (1.4 ft.) minimum and 0.49 m (1.6 ft.) maximum above the ground;

(c) Back Support: benches should provide back support or be affixed to a wall;

Note to Applicant: Back support shall be 1.6 (5.2 ft.) m long and shall extend from a point 0.05 m maximum above the seat surface to a point 0.45 m (1.5 ft.) minimum above the seat surface. Back support shall be 0.065 m maximum from the rear edge of the seat measured horizontally.

1.20 Provision of parking access, per Parking By-law Section 4 and the Design Supplement:

(a) Two-way vehicle flow, including:

(i) layout not requiring vehicles to back up for more than 10 m (32.8 ft.).

1.21 Provision of Loading spaces, per the Parking By-law Section 5 and the Design Supplement, including:

(a) convenient, internal, stair-free loading access to/from all site uses;

(b) minimum 3.4 m (11.2 ft.) width, 10.2 m (33.5 ft.) length for Class B spaces;

(c) minimum 3.8 m (12.5 ft.) of vertical clearance within and to/from each Class B space;

(d) minimum 1.3 m (4.3 ft.) side clearance for Class B spaces; and

(e) clear unloading area or raised rear dock, minimum 1.8 m (5.9 ft.) wide, with suitable access to facilitate goods loading /unloading.

Note to Applicant: Council approved amendments to the Parking Bylaw for loading rates and design requirements. These requirements will apply to site development permits following this rezoning.

1.22 Provision of bicycle spaces, per Parking By-law Section 6, including:

(a) An elevator for all spaces located below the first level of underground parking, accommodating two people with two bicycles. A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly;

Note to Applicant: Provide doors on both ends to allow bicycles to easily roll in and out. The elevator shall be a freight style elevator with durable finishes and minimum interior dimensions of 1.7 m (5.5 ft.) x 2.0 m (6.7 ft.) and 1.1 m (3.5 ft.) wide doors.

(b) Class B spaces fully on private property;

(c) minimum 1.2 m (4 ft.) wide access route(s) between the spaces and the outside;

(d) Bicycle maintenance facilities; and

(e) All Class A bicycle parking to be provided in By-law compliant bicycle rooms.

Note to Applicant: in-suite bicycle parking is not supported.

1.23 Provision of passenger space(s), per Parking By-law Section 7 and the Design Supplement, including:

(a) Convenient, internal, stair-free access to/from site uses.

1.24 Provision of the following general revisions to architectural plans, including:

(a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;

(b) Dimension of columns and column encroachments into parking spaces;

(c) Identification of columns in the parking layouts;

(d) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and

(e) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.25 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services, particularly the following:

(a) The total area of each waste room should equate to 2-2.5 times the physical footprint of the waste and recycling containers to allow for maneuverability.

Note to Applicant: Per staff calculation, depending on collection frequency, the weekly waste generation volume may exceed the capacity of the residential

waste room. The City recommends re-allocating part of the commercial waste room footprint to the residential waste room.

(b) A vertical clearance of 4.5m should be accommodated through the entire access route for a waste collection vehicle. Where the vehicle is tipping a front-end bin, allow 6.5 m – 7.5 m vertical clearance.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf

1.26 Provision of a waste management plan with the following information:

(a) Types of waste streams to be provided;

(b) Quantity and type of container for each waste stream;

(c) Collection frequency of each waste stream; and

(d) Clear description of how the waste containers are to be transported to the designated staging area.

1.27 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) display of the following note(s):

(i) "This plan is "**NOT FOR CONSTRUCTION"** and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details.”

(ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

(iii) "Off-site assets are to be constructed to the satisfaction of the General Manager of Engineering Services and as per the approved City geometric design, with the final design and location to be determined once the City geometric is received."

Note to Applicant: Drawings submitted as part of the development permit application will be preliminary with appropriate placeholders, and the final off-site geometric design will be provided by the City of Vancouver. An Engineering Project Coordinator will engage the Developer to facilitate the delivery of any City design after Development Permit issuance.

(iv) "The required Green Infrastructure improvements adjacent 1168 East Hastings Street will be as per City-issued design."
Note to Applicant: Callouts must be included along with the note.

For further information, contact Green Infrastructure Implementation Branch, ESRGGIIDL@vancouver.ca

(b) existing locations of:

(i) street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

(ii) poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) deletion of:

(i) proposed pavers and special surface treatments from the City boulevard along East Hastings Street.

Note to Applicant: Surface treatments in hardscape areas of the boulevard and plaza are to be in standard concrete only.

(ii) proposed street furniture shown on street right-of-way.

(d) all proposed streetscape materials on City property to be City standard materials.

Note to Applicant: deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards.

1.28 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

(a) abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

1.29 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

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

1.30 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.31 Submission to Engineering of an updated architectural plan showing City issued building grades for the site.

Note to Applicant: When providing additional property line elevations for proposed entrances, plazas, parking stalls, etc., interpolate a continuous grade between the elevations provided on the CoV supplied Building Grade Plan.

Ensure that any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued Building Grade Plan.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

## PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law for 1168-1182 East Hastings Street (hereafter, the "East 3 Development Site" or the "site"), the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of Arts, Culture and Community Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for consolidation of Lots 14 to 16, all of Block 14 of Block A, District Lot 182, Plan 355 to create a single parcel.

2.2 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.3(a), The Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

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

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Binnie dated May 7, 2024, no water main upgrades are required to service the development.

The main servicing the proposed development is 150 mm. Should the development require water service connections larger than 150 mm, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading. The maximum water service connection size is 300 mm.

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

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 1168-1182 East Hastings Street does not require any sewer upgrades.

Development to be serviced to the existing 200 mm SAN and 250 STM sewers in lane north of East Pender Street.

Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change that will go into effect on January 1st, 2026. The onsite rainwater release rate requirement is anticipated to be changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

(c) Provision of street improvements, and appropriate transitions, along East Hastings Street adjacent to the site, including:

(i) Curb and gutter to accommodate removal of the existing slip lane and road reconstruction as required to accommodate the new curb and gutter;

Note to Applicant: Road reconstruction to meet City "Bus Routes" standards.

(ii) Removal of the existing roadway within the slip lane between East Hastings Street and Vernon Drive;

(iii) Provision of a new bench(s) to be installed within the existing front boulevard along the slip lane;

(iv) Minimum 2.4 m wide broom finish saw-cut concrete sidewalk along the site frontage;

(v) 1.2 m wide front boulevard adjacent to new curb and gutter along East Hastings Street, extending to Vernon Drive;

(vi) Minimum 2.4m wide broom finish saw-cut concrete sidewalk adjacent to new curb and gutter along East Hastings Street, extending to Vernon Drive;

(vii) Removal of existing driveway and replacement with full-height curb, boulevard, and sidewalk;

(viii) Installation of a rainwater tree trench (RTT) to treat and retain 90% of average annual rainfall from the right-of-way (RoW) to the greatest extent practical.

Note to Applicant: These improvements generally include placement of street trees, structural soil or soil cell and perforated pipe sub drain connected to the sewer system under proposed sidewalk to provide the minimum soil volume storage for street trees as per the Engineering Design Manual. Selected tree species to be coordinated with Urban Forestry, Streets and Transportation.

For further information, contact Green Infrastructure Implementation Branch, ESRGGIIDL@vancouver.ca

(ix) Curb ramp;

Note to Applicant: The City will provide a geometric design for all of these street improvements, including surface treatment of the slip lane closure.

(d) Provision of street improvements, and appropriate transitions, along Vernon Drive, including:

(i) Curb and gutter to accommodate removal of the existing slip lane and road reconstruction as required to accommodate the new curb and gutter;

(ii) 1.2 m wide boulevard adjacent to the new curb and gutter;

(iii) Minimum 2.1 m wide broom finish saw-cut concrete sidewalk adjacent to the new curb and gutter;

(iv) Curb ramp;

Note to Applicant: The City will provide a geometric design for all of these street improvements.

(e) Provision of street improvements along the lane, adjacent to the site and appropriate transitions, including the following:

(i) 50 mm minimum mill and pave lane along the site's frontage.

Note to Applicant: Lane reconstruction to meet City "Higher-Zoned Lane" standards.

(ii) Installation of speed humps between Glenn Drive and Vernon Drive

Note to Applicant: Refer to the City design guidelines and construction standards.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

(f) Improvements at the intersection of Glen Drive and East Hastings Street including:

(i) Design and installation of a new traffic signal; including accessible pedestrian signals (APS).

(ii) entire intersection street lighting upgrade to current City standards and IESNA recommendations.

Note to Applicant: These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

(g) Provision of entire intersection street lighting upgrade to current City standards and IESNA recommendations at Vernon Drive and East Hastings Street.

(h) Provision of upgraded street lighting (roadway and sidewalk) and existing lane lighting to current City standards and IESNA recommendations.

(i) Provision of new or replacement duct bank along Vernon Drive and along East Hastings Street, extending to Vernon Drive that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

Note to Applicant: The detailed electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

(j) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8’ long and 18” deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

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

2.3 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

(a) Intersection improvements per condition 2.2(f)

Note to Applicant: The benefiting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at: https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect

**Housing**

2.4 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability (or successor in function) and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure a social housing building containing approximately 157 dwelling units, for a term equal to the longer of 60 years and the life of the building, subject to the following terms and conditions:

(a) Total net residential floor area for the social housing must be at least 8,571 sq. m (92,257 sq. ft.);

(b) a no separate sales covenant

(c) a no stratification covenant;

(d) a provision that none of the dwelling units in the building be rented for less than 90 consecutive days at a time;

(e) subject to subsection (f) below, a requirement that all dwelling units in the building to comply with the Zoning and Development By-law No. 3575 definition of "social housing" that is applicable to the M-1 district located north of Venables Street, Malkin Avenue and Prior Street, south of Hastings Street, east of Gore Avenue and west of Clark Drive, which includes:

(i) all the dwelling units are owned, or secured as a leasehold interest for at least 60 years, by a non-profit corporation, by a non-profit co-operative association, or by or on behalf of the City, the Province of British Columbia, or Canada;

(ii) at least 30% of the dwelling units are occupied by households with incomes below housing income limits, as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission, or equivalent publication; and

(iii) of the dwelling units required under (ii) above:

a. at least two-thirds of the dwelling units are occupied by persons eligible for either Income Assistance or a combination of basic Old

Age Security pension and Guaranteed Income Supplement and are rented at rates no higher than the shelter component of Income Assistance; and

b. the balance of such units will each be rented at a monthly rate no higher than the amount equal to 30% of the aggregate household annual income of the members of the household occupying such dwelling unit (for the immediately previous 12 months) divided by 12 months;

(f) if the Zoning and Development By-law No. 3575 definition of "social housing" has not been amended to be consistent with the affordability requirements described above prior to the applicant and the City entering into the Housing Agreement, then subsection (e) above does not apply and:

(i) all dwelling units in the building must comply with the Zoning and Development By-law No. 3575 definition of "social housing" that is applicable to the M-1 district located north of Venables Street, Malkin Avenue and Prior Street, south of Hastings Street, east of Gore Avenue and west of Clark Drive such that:

a. all the dwelling units are owned by a non-profit corporation, by a non-profit co-operative association, or by or on behalf of the City, the Province of British Columbia, or Canada;

b. at least one third of the dwelling units be occupied by persons eligible for either Income Assistance or a combination of basic Old Age Security pension and Guaranteed Income Supplement and are rented at rates no higher than the shelter component of Income Assistance; and

c. the target rents and affordability of the remaining dwelling units will be as follows:

i. not less than one third of the remaining dwelling units (or such other amount as required by the General Manager of Planning, Urban Design and Sustainability (or successor in function)) will be occupied only by households with incomes at or below the then current applicable Housing Income Limit (HIL) as published by the British Columbia Housing Management Commission and each rented at a monthly rate no higher than the amount equal to 30% of the aggregate household annual income of the members of the household occupying such dwelling unit (for the immediately previous 12 months) divided by 12 months; and

ii. any remaining dwelling units, after being allocated pursuant to subsection i. above, shall be rented at rent not exceeding 90% of the market rent as set out, for the applicable unit type, in CMHC's Rental Survey for Vancouver for the applicable year of construction, 2015+ category, or such equivalent survey or publication

approved by the General Manager of Planning, Urban Design and Sustainability, in his or her sole discretion, and in the absence of such surveys, the appraised market rent for a comparable unit in the local area (where a "comparable unit" means a dwelling unit of the same type, similar size and in a building with a similar age and quality of construction;

(g) requiring such units to be rented to seniors, meaning at least one member of the household is aged 55 or older, or to be rented to persons with special needs, meaning at least one member of the household is a person with special needs;

(h) the Owner shall inform the City of any agreements in place with respect to the delivery, ownership, or operation of the social housing building; and

(i) any other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require;

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

**Urban Design**

2.5 Provision of a Section 219 Covenant for the satisfaction of the General Manager of Engineering Services and Director of Legal Services to prohibit issuance of any Development Permit for the East 3 Development Site, and such agreement shall include, without limitation, that no Development Permit for the East 3 Development Site or any improvements or building thereon shall be issued until the following have been satisfied:

(a) Provision of an Acoustic Report prepared by an accredited acoustics expert or a qualified Professional Engineer using the criteria outlined in the FCM–RAC Guidelines (Appendix C: Noise and Vibration Procedures and Criteria) demonstrating that the noise levels will not exceed the noise levels expressed in decibels below. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

| **Type of space** | **Noise levels (Decibels)** |
|---|---|
| bedrooms | 35 |
| living, dining, recreation rooms | 40 |
| kitchen, bathrooms, hallways | 45 |
| outdoor amenities | 55 |

Note to Applicant: This site falls within the 300 metre Noise Influence Area for rail facilities.

(b) If required, provision of further legal agreements to ensure that the owner of the site will construct, install and operate and continuously maintain the development and rail risk mitigation measures described in the drawings and reports required by conditions 2.5 (a), that includes:

(i) a covenant under section 219 of the *Land Title Act* to construct the proposed mitigation measures identified in the required reports, subject to additional details being formalized through detailed design, prior to issuance of an occupancy permit for the proposed development, and thereafter to maintain and replace those mitigation measures as deemed necessary;

(ii) an acknowledgement that the site is located adjacent to an active rail line, which may result in an increased risk to the development; and

(iii) a release and indemnity in favour of the City in respect of any costs, damages, claims or expenses that may be incurred by the City as a result of a breach of the covenant under paragraph 2.5(b)(i), the issuance of any City permit in connection with the proposed development, or the use or development of the site, if such loss arises from adjacent rail operations, whether typical or atypical.

(c) such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Engineering Services, may in her sole discretion require.

2.6 Provision of a legal agreement that requires the owner of the site to give notice to all rental tenants that their residence is in proximity to a rail line.

2.7 Provision of a Section 219 Covenant for the satisfaction of the General Manager of Engineering Services and Director of Legal Services that no Development Permit for the East 1 Development Site or any improvements or building thereon shall be issued until the following have been satisfied:

(a) The applicant shall deliver written notification to all relevant rail authorities, including the owners of a rail facility and any rail operators making use of the facility, of the complete application package including the Acoustic Report; and

(b) the applicant with provide the City with the written acknowledgments from each relevant rail authority confirming receipt of the complete application and report from the applicant.

Note to Applicant: Relevant rail authorities includes both BNSF (owner) and CN (operator). This acknowledgment must be issued on company letterhead, addressed to the City of Vancouver, and include the relevant permit application number.

**Environmental Contamination**

2.8 If applicable:

(a) Submit a site disclosure statement to Environmental Services;

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

(c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services,

the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Chance Strategy, have been provided to the City.

**Agreements**

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws at no cost to the City.

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

* * * * *

## APPENDIX C
## PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS

### DRAFT AMENDMENT TO THE SIGN BY-LAW NO. 11879

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

| | | | |
|---|---|---|---|
| "1030-1070 East Hastings Street | [CD-1 #] | [By-law #] | C2" |
| "1115-1129 East Hastings Street & 360 Glen Drive | [CD-1 #] | [By-law #] | C2" |
| "1168-1182 East Hastings Street | [CD-1 #] | [By-law #] | C2" |

### DRAFT AMENDMENT TO THE NOISE BY-LAW NO. 6555

Amend Schedule A (Activity Zone) by adding the following:

| | | |
|---|---|---|
| "[CD-1#] | [By-law#] | 1030-1070 East Hastings Street" |
| "[CD-1#] | [By-law#] | 1115-1129 East Hastings Street and 360 Glen Drive" |
| "[CD-1#] | [By-law#] | 1168-1182 East Hastings Street" |

* * * * *

# APPENDIX D
# PUBLIC CONSULTATION SUMMARY

| Event | Dates | Details |
|---|---|---|
| **Webpage published** | August 2024 | 1030-1070 East Hastings Street - https://www.shapeyourcity.ca/1030-1070-e-hastings-st<br><br>1115-1129 East Hastings Street and 360 Glen Drive - https://www.shapeyourcity.ca/1115-1127-e-hastings-st<br><br>1168-1182 East Hastings Street - https://www.shapeyourcity.ca/1168-1180-e-hastings-st |
| **Postcard mailed** | September 2024 | 982 notices mailed (approximate) |
| **Site sign installed** | October 2024 | n/a |
| **Online comment form** | September 2024 to December 2025 | 166 submissions<br>• 62 responses support<br>• 86 responses opposed<br>• 17 responses mixed |
| **In person Information Session** | October 29, 2024 | 97 attendees |
| **Question and Answer (Q&A) period** | October 9 to November 5, 2024 | 98 submissions |
| **Other input (phone calls, direct emails, comment forms etc.)** | September 2024 to December 2025 | 41 submissions |
| **Total webpage views** | September 2024 to December 2025 | 3,116 page views |
| **Total Submissions** (Comments submitted + questions asked + other input methods) | | 207 submissions |

**Map of Notification Area**




A summary of public input is provided below, organized by topic.

Areas of support:

- **Rental and social housing:** The increase in the overall rental housing stock in the city is much needed, especially within the Strathcona neighbourhood. The delivery of additional social housing units is also appreciated.

- **Height, density, and location:** The height and density are appropriate for this location as it is on a major arterial and is near various bus routes running along East Hastings Street.

- **Neighbourhood growth and revitalization:** This proposal will benefit the neighbourhood and help with some revitalization efforts in the general area and activate this part of East Hastings Street.

Areas of concern:

- **Height, density, and location:** The building is too high and dense and completely out of scale with the rest of the surrounding neighbourhood which will be towering over nearby properties. The excessive height will also create shadows and block views. The proposal completely goes beyond what is prescribed in the *Downtown Eastside Plan*.

- **Local amenities:** Strain on local services and amenities such as schools and recreation facilities, with no signs of upgrades or replacements to existing facilities in sight, is a

cause for concern. Lack of existing local serving services such as childcare, medical clinics, pharmacies and grocery stores are already scarce in the general area.

- **Parking:** Not enough parking proposed which will put a strain on existing residential street parking in the area which is already at capacity.

- **Infrastructure:** The current infrastructure is not equipped to handle increased populations and will not be able to meet demands.

- **Green space:** Lack of parks and green space proposed for new and existing residents to enjoy is concerning. Not enough tree coverage and canopy in the general area is a detriment to the well being of current and new residents.

- **Traffic and safety:** This part of East Hastings Street is not very pedestrian friendly especially with the presence of the overpass and increased volumes of traffic as a result of bringing in more density into the area will endanger pedestrian safety even further.

- **Transit:** There is a lack of rapid transit support for the area other than the R5 bus, which does not stop at this part of Hastings Street, is a concern especially with increased density coming into the neighbourhood. Local serving buses will not be able to keep up with the increased demand.

**Response to Public Comments**

Staff considered public input including all areas outlined above. In this instance, the proposal would deliver 767 rental units and 157 social housing units. Engineering infrastructure upgrades are accounted for in the conditions provided in Appendix B, including public realm and utility improvements. The City regularly liaise with Translink and Vancouver School Board throughout the planning process.

* * * * *

# APPENDIX E
# URBAN DESIGN ANALYSIS

## Introduction

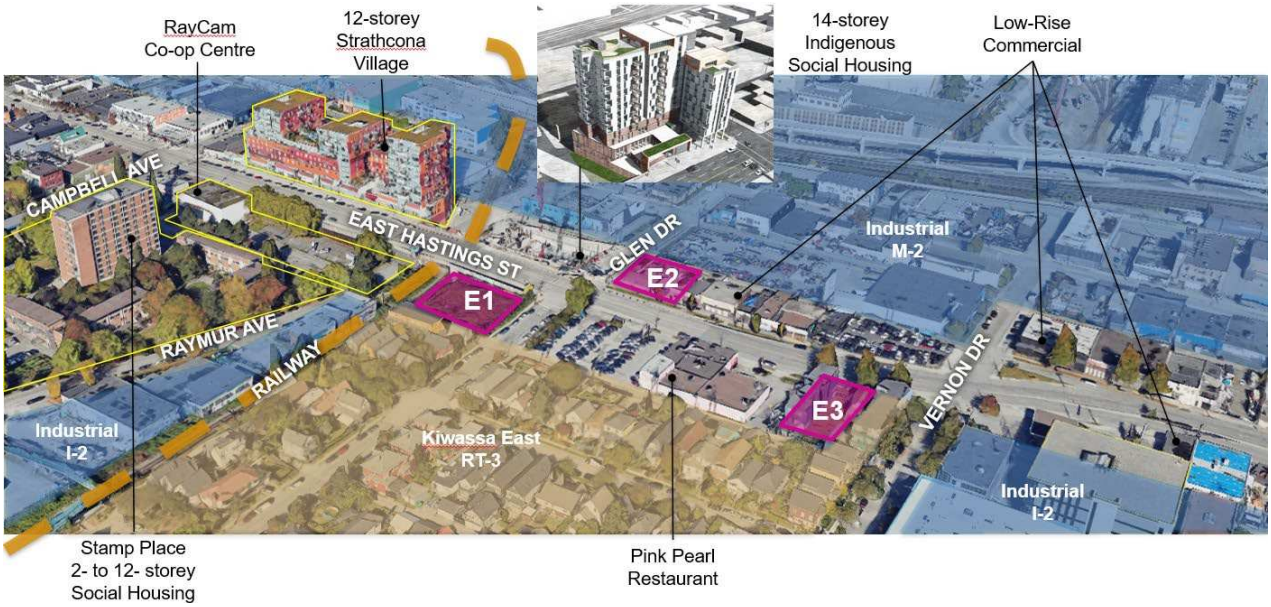
This section provides a detailed urban design analysis of the rezoning applications received on June 23, 2024. In analysing height, massing, and form of development, staff consider the built-form expectations of applicable policies and guidelines, including:

- *Downtown Eastside Plan* (The Plan) (2014, last amended 2024)
- *Public Views Guidelines* (2024, last amended 2025)
- *Solar Access Guidelines for Areas Outside of Downtown* (2024)

### Existing and Planned Context

The current context includes one- to two-storey commercial buildings and parking lots along East Hastings Street (such as the Pink Pearl Restaurant), a 14-storey social housing development at the northwest corner of Hastings Street and Glen Drive currently under construction, low-rise industrial buildings to the north, and single family houses in the Kiwassa neighbourhood to the south. The railway runs along the west side of the East 1 site. Further west of the railway viaduct is Strathcona Village. It is an inclusionary social housing project with three, 12-storey towers with a six-storey podium. The RayCam Co-Operative Centre and the Stamps Place social housing site is located south of Hastings Street, including two- to 12-storey buildings (see Figure E1).

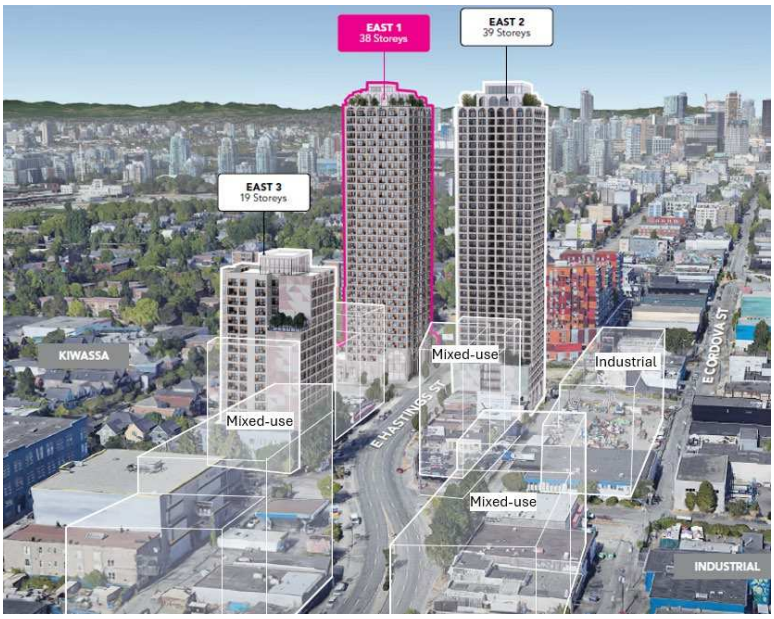
**Figure E1: Project Existing Context**




The future context is envisioned in the *Downtown Eastside Plan*. The sites along Hastings Street are eligible for mixed-use developments up to 120 feet in height, except for the two flat-iron sites at the Hastings Street and Vernon Street intersection, which may reach up to 150 feet. The Kiwassa neighbourhood to the south will maintain a building form of 35 to 50 feet for small

residential and industrial developments. The Industrial area on the north side of Hastings Street is eligible for building heights up to 100 feet (see Figure E2).

**Figure E2: Projects Planned Context**




## 1030-1070 East Hastings Street (East 1 site)

The East 1 site is located at the southwest corner of East Hastings Street and Glen Drive, just past the railway viaduct. This vacant site has frontages of 131 ft. on East Hastings Street and 122 ft. on Glen Drive, with an approximate 7 metres slope to the lane.

### Height

This application proposes a 37-storey tower (368 ft) over a two-storey podium. While the proposed building height does not affect any public views or cause shadow impacts on public parks, school sites, and high streets, the proposed tower height is significantly taller than the existing buildings and disproportionate to the future developments in the context anticipated in the Plan (see Figures E1 and E 2). In addition, the building will be highly visible from the surrounding area and will likely remain so for the foreseeable future. Therefore, excellence in building design is essential to ensure a positive contribution to both distant and near views, and to respond to the area's distinct characters. Staff have included conditions seeking significant design improvements to the building form and architectural expression at development permit stage to address the concerns. Refer to Condition 1.2 in Appendix B.

### Building Form/Massing/Streetscape

The Plan anticipates a 120-feet sawtooth streetwall along East Hastings Street in this area, as indicated by the dashed lines in Figure E3 below. However, the application proposes a tower-podium form with the tower extending beyond the tall streetwall profile (see Figure E3). As a

result, the proposed form is not compatible with the envisioned streetscape. It will overwhelm the street enclosure and adversely affect the livability of the public realm by further limiting access to the sunlight and sky views.

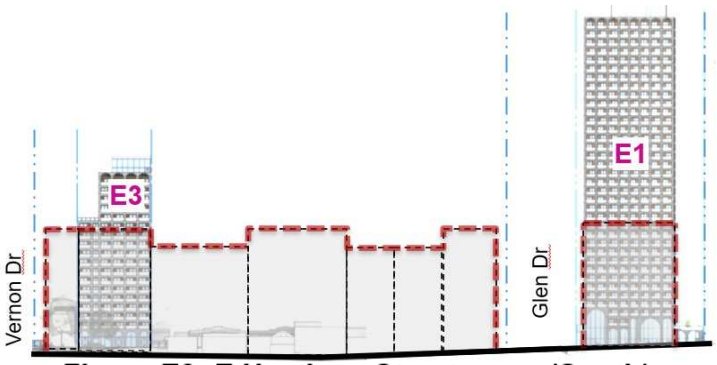


**Figure E3: E Hastings Streetscape (South)**

**Public Realm and Interface**

The Plan anticipates that new developments in Hastings East will deliver new places, including a locally serving shopping street that reflects community needs, along with improved public realm and open spaces that provide special "places to go".

The proposal includes ground-level commercial uses and a typical shopping street public realm. However, given the large scale of the development and the significant increase in proposed density, the new development is expected to make a substantial contribution to the public realm, including the provision of informal gathering place and public amenities. These enhancements are essential to improving the overall living environment and accommodating the needs of both the existing and growing population. Staff have prepared a rezoning condition that requires improvements to both the quality and quantity of the public realm, as well as to commercial interfaces, to better support the local residents' needs for social interaction, shopping, and access to services. Refer to rezoning condition 1.1 in Appendix B1.

**Railway Proximity**

The building is located in proximity to the railway, which raises concerns about public health, safety, and comfort. Special efforts should be made at the development permit application stage to ensure that adequate design measures are implemented to effectively mitigate the effects of externalities produced by rail operations on the development, including noise and vibration, physical damage from fire or impact, chemical release and contamination, and drainage. Staff have prepared conditions, requiring design materials, professional reports, and third party review to ensure these concerns and issues can be addressed. Refer to Conditions 2.15 to 2.23 in Appendix B.

**1115-1129 East Hastings Street and 360 Glen Drive (East 2 site)**

The East 2 site is located at the northeast corner of East Hastings Street and Glen Drive. It is currently occupied by low-rise commercial buildings. The site has a frontage of 107 ft on Hastings Street and 105 ft on Glen Drive with approximately 3 metres slope to the lane.

**Height**

The application proposes a 39-storey (381 ft.) tower over a 4-storey podium. While the proposed building height does not affect any public views or cause shadow impacts on public parks, school sites, and high streets, the proposed tower height is significantly taller than the existing buildings and disproportionate to the future developments in the context anticipated in the Plan (see Figures E1 and E 2). In addition, the building will be highly visible from the surrounding area and will likely remain so for the foreseeable future. Therefore, excellence in

building design is essential to ensure a positive contribution to both distant and near views, and to respond to the area's distinct characters. Staff have included conditions seeking significant design improvements to the building form and architectural expression at development permit stage to address the concerns. Refer to Condition 1.3 in Appendix B2.

**Building Form/Massing/Streetscape**

The Plan anticipates a 120-feet sawtooth streetwall along East Hastings Street in this area, as indicated by the dashed lines in Figure E4. However, the application proposes a tower-podium form with the tower extending beyond the tall streetwall profile (See Figure E4). As a result, the proposed form is not compatible with the envisioned streetscape. It will overwhelm the street enclosure and adversely affect the livability of the public realm by further limiting access to the sunlight and sky views.

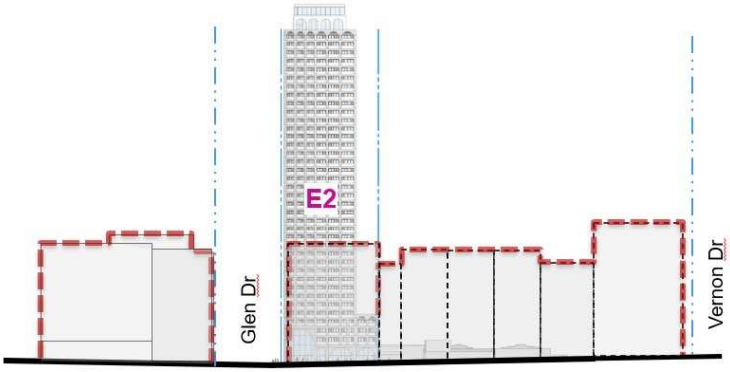



**Figure E4: E Hastings Streetscape (North)**

**Tower Separation / Setbacks**

Due to the narrow site frontage and shallow site depth, the proposed tower presents challenges in meeting tower separation requirements (see Figure E5). To the west, the tower is less than 80 ft from a 14-storey social housing building across Glen Drive that is currently under construction. To the east, the proposal provides a 25 ft tower setback from the shared property line. If the adjacent site is developed under the Plan with a zero-lot-line streetwall building up to 12 storeys, east-facing units and amenity spaces below the 12th floor would be only 25 ft from a tall, blank party wall (see Figure 6); if the adjacent site is instead developed with a tower-podium form in the future, a minimum 55 ft tower setback would be required on that site to meet the 80 ft tower separation requirement, which may constrain future redevelopment potential. To the north, the tower is 7 ft from the rear property line. Consequently, any future industrial building across the lane would need to provide a larger setback to meet the tower separation requirements, potentially limiting the ability to achieve the allowable density under M-2 zoning.

**Figure E5: Tower Separation and Setbacks**



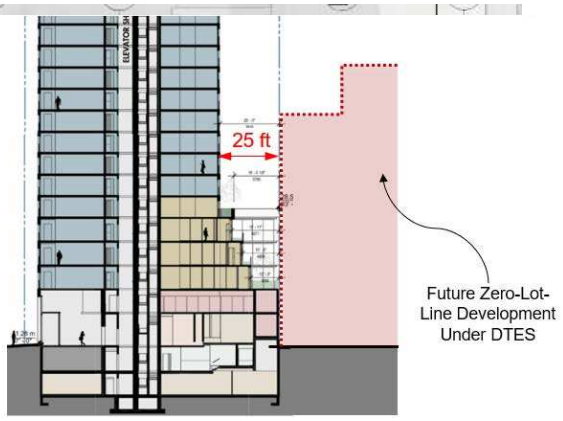




**Figure E6: Building Section Through East Side Yard**

In summary, the insufficient tower separations would compromise the livability of both the surrounding public realm and residential units and may also limit the redevelopment potential of

adjacent sites. Staff seeks design improvements to tower setbacks to ensure that appropriate tower separations can be achieved while preserving the development capacity of neighbouring properties. Refer to rezoning conditions 1.1 and 1.4 in Appendix B2.

**Public Realm and Interface**

The Plan anticipates that new developments in Hastings East will deliver new places, including a locally serving shopping street that reflects community needs, along with improved public realm and open spaces that provide special "places to go".

The proposal includes ground-level commercial uses and a typical shopping street public realm. However, given the large scale of the development and the significant increase in proposed density, the new development is expected to make a substantial contribution to the public realm, including the provision of informal gathering place and public amenities. These enhancements are essential to improving the overall living environment and accommodating the needs of both the existing and growing population. Staff have prepared a rezoning condition that requires enhancements to both the quality and quantity of the public realm, as well as improvements to commercial interfaces, to better support the local residents' needs for social, shopping, and access to services. Refer to rezoning condition 1.2 in Appendix B2.

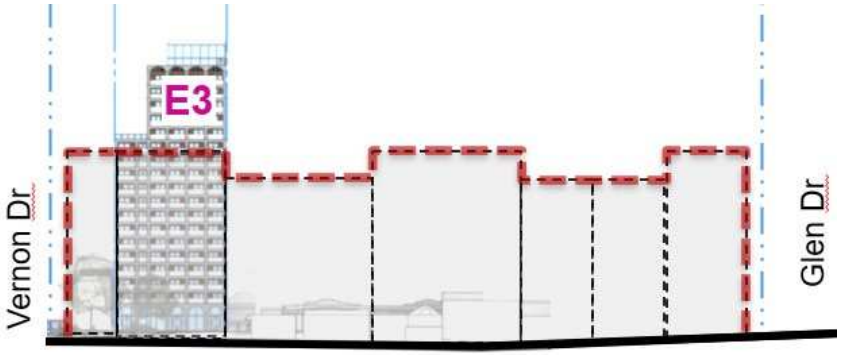
**1168-1182 East Hastings Street (East 3 site)**

The East 3 site is a mid-block site, located on East Hastings Street near Vernon Drive. It has a frontage of 75 ft and a depth of 122 ft, with a grade rising approximately 2 m from the street to the lane.

**Height/Form/Massing**

The Plan anticipates a 120 ft sawtooth streetwall along East Hastings Street in this area, as indicated by the dashed lines in Figure E8. The application proposes a streetwall building that steps from 19 storeys to 14 storeys. Although the proposed height exceeds the anticipated streetwall profile, the stepped massing helps transition to the adjacent property and improves compatibility with the envisioned streetscape. The proposed form and massing also reinforce the streetwall character of this area through narrow frontage, vertical expression, and varied streetwall heights. In addition, the application proposes a courtyard between the tower and the adjacent vacant lot, addressing the daylight access to the lightwells located along the shared property line (see Figure E9).

**Figure E8: E Hastings Streetscape (South)**




However, the tall streetwall building results in a large expanse of blank walls along both shared property lines, which will be highly visible yet visually unattractive from the surrounding public realm, given the smaller scale of existing and planned buildings on adjacent sites (see Figure E10). Staff recommend design improvement to these large blank walls to incorporate windows and additional articulations to reduce their perceived scale and enhance public visual interest. Refer to Condition 1.1 in Appendix B3.

**Figure E9: East 3 Section through Courtyard**

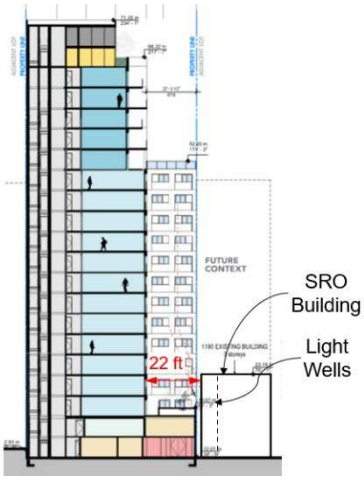
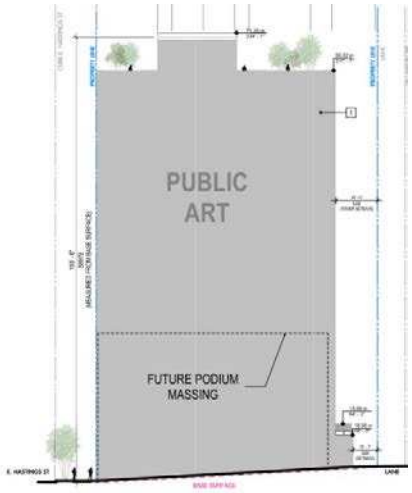



**Figure E10: East 3 West Elevation**




* * * * *

## APPENDIX F
## PUBLIC BENEFITS[1]

| | |
|---|---|
| City-wide DCL[2] | $10,314,409 |
| Utilities DCL[2] | $6,265,845 |
| Public Art[3] | $1,022,985 |
| **TOTAL** | **$17,603,239** |

**Other Benefits** (non-quantifiable components):

- 767 rental housing units, secured for the greater of 60 years and the life of the buildings, on the East 1 and East 2 sites; and
- 157 social housing units, secured for the greater of 60 years and the life of the building, on the East 3 site.

[1] Public benefits value include total for all three rezoning applications.

[2] Based on rates in effect as of December 2025 and the proposed 55,330 sq. m (595,563 sq. ft.) of residential floor area and 1,464 sq. m (15,763 sq. ft.) of commercial floor area.

DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City's DCL Bulletin for more details.

Under the City-wide DCL and Utilities DCL By-laws, social housing is exempt from DCLs where a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits. The value of the DCL exemption for the social housing component of the project (on the East 3 site) is estimated to be $3,074,169. A Section 219 covenant, Housing Agreement, or other security that restricts the use of such units is registered against title and where the housing is owned by the City or a non-profit organization.

The secured market rental housing component of the project (on the East 1 and East 2 sites) was eligible for a waiver of a portion of the City-wide DCLs, however the applicant has elected not to seek the waiver. As per Section 3.1B of the Vancouver Development Cost Levy By-law, the decision to seek the waiver is made at the rezoning application stage. Should the applicant wish to request a DCL waiver at a later stage, the application would be expected to return to Council for a subsequent public hearing to amend the rezoning conditions.

[3] Based on 2016 rates, subject to adjustments per the Public Art Policy and Procedures for Rezoned Developments for details. Per the policy social housing is exempt from a public art contribution where a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits.

* * * * *

# APPENDIX G
# REZONING APPLICATION SUMMARY

## 1030-1070 East Hastings Street

### Property Information

| Address | Property Identifiers (PIDs) | Legal Description |
|---|---|---|
| 1030 East Hastings Street | 015-579-557 | Lot 4 Block 64 District Lot 181 Plan 196 |
| 1040 East Hastings Street | 015-579-565 | Lot 5 Block 64 District Lot 181 Plan 196 |
| 1050 East Hastings Street | 015-579-573 | Lot 6 Block 64 District Lot 181 Plan 196 |
| 1060 East Hastings Street | 015-579-581 | Lot 7 Block 64 District Lot 181 Plan 196 |
| 1070 East Hastings Street | 015-579-590 | Lot 8 Block 64 District Lot 181 Plan 196 |

### Applicant Information

| | |
|---|---|
| **Architect** | ZGF Architects |
| **Registered Owners** | 1046079 B.C. Ltd.; represented by Beauty and Grace 2 |

### Development Statistics

| | Permitted Under Existing Zoning | Proposed |
|---|---|---|
| **Zoning** | M-1 | CD-1 |
| **Site Area** | 1,494.4 sq. m (16,086 sq. ft.) | No change |
| **Land Use** | Industrial | Commercial and Rental Residential |
| **Total Floor Area** | 7,472 sq. m (80,428 sq. ft.) | 23,910 sq. m (257,365 sq. ft.) |
| **Maximum FSR** | 5.0 | 16.0 |
| **Maximum Height** | 30.5 m (100 ft.) | 112 m (368 ft.) |
| **Unit Mix** | - | **Total: 382 market rental residential units**<br>135 studio units (35%)<br>141 one-bedroom units (37%)<br>93 two-bedroom units (25%)<br>13 three-bedroom units (3%) |
| **Parking, Loading and Bicycle Spaces** | Per Parking By-law | 5 parking spaces,<br>374 bicycle spaces,<br>To be confirmed at the development permit stage |
| **Natural Assets** | 0 City trees<br>0 on-site trees | New on- and off-site trees to be confirmed at the development permit stage |

## 1115-1129 East Hastings Street & 360 Glen Drive

### Property Information

| Address | Property Identifiers (PIDs) | Legal Description |
|---|---|---|
| 1115 East Hastings Street and 360 Glen Drive | 015-366-189 and 015-366-201 | Lots 33 and 34 Except the North 5 Feet Now Lane of Block 9 of Block A District Lot 182 Plan 355 |
| 1121-1129 East Hastings Street | 004-313-925 and 004-313-941 | Lots 31 and 32 Except the North 5 Feet Now Lane of Block 9 of Block A District Lot 182 Plan 355 |

### Applicant Information

| | |
|---|---|
| **Architect** | ZGF Architects |
| **Registered Owners** | Living East Village Investments Inc., |

### Development Statistics

| | Permitted Under Existing Zoning | Proposed |
|---|---|---|
| **Zoning** | M-1 | CD-1 |
| **Site Area** | 1,038.3 sq. m (11,176 sq. ft.) | No change |
| **Land Use** | Industrial | Rental Residential and Commercial |
| **Total Floor Area** | 5,192 sq. m (55,886 sq. ft.) | 24,089 sq. m (259,292 sq. ft.) |
| **Maximum FSR** | 5.0 | 23.2 |
| **Maximum Height** | 30.5 m (100 ft.) | 116 m (381 ft.) |
| **Unit Mix** | - | **Total: 385 market rental residential units**<br>167 studio units (43%)<br>122 one-bedroom units (32%)<br>79 two-bedroom units (21%)<br>17 three-bedroom units (4%) |
| **Parking, Loading and Bicycle Spaces** | Per Parking By-law | 5 parking spaces,<br>374 bicycle spaces,<br>To be confirmed at the development permit stage |
| **Natural Assets** | 0 City trees<br>0 on-site trees | New on- and off-site trees to be confirmed at the development permit stage |

## 1168-1182 East Hastings Street

### Property Information

| Address | Property Identifiers (PIDs) | Legal Description |
|---|---|---|
| 1168 East Hastings Street | 007-763-301 | Lot 14 Block 14 of Block A District Lot 182 Plan 355 |
| 1172 East Hastings Street | 005-599-148 | Lot 15 Block 14 of Block A District Lot 182 Plan 355 |
| 1180-1182 East Hastings Street | 015-365-450 | Lot 16 Block 14 of Block A District Lot 182 Plan 355 |

### Applicant Information

| | |
|---|---|
| **Architect** | ZGF Architects |
| **Registered Owners** | Provincial Rental Housing Corporation |

### Development Statistics

| | Permitted Under Existing Zoning | | Proposed |
|---|---|---|---|
| **Zoning** | M-1 | RT-3 | CD-1 |
| **Site Area** | 567 sq. m (6,100 sq. ft.) | 283 sq. m (3,050 sq. ft.) | 853.8 sq. m (9,190 sq. ft.) |
| **Land Use** | Industrial | Residential | Social Housing and Commercial |
| **Total Floor Area** | 2,834 sq. m (30,500 sq. ft.) | 1,119 sq. m (12,048 sq. ft.) | 8,795 sq. m (94,669 sq. ft.) |
| **Maximum FSR** | 5.0 | 3.95 | 10.3 |
| **Maximum Height** | 30.5 m (100 ft.) | 8.5 m (28 ft.) | 56 m (184 ft.) |
| **Unit Mix** | - | | **Total: 157 social housing units**<br>78 studio units (50%)<br>79 one-bedroom units (50%) |
| **Parking, Loading and Bicycle Spaces** | Per Parking By-law | | 5 parking spaces,<br>288 Class A bicycle spaces,<br>To be confirmed at the development permit stage |
| **Natural Assets** | 2 City trees<br>0 on-site trees | | 2 retained City street trees<br>New on- and off-site trees to be confirmed at the development permit stage |

* * * * *