

Report Date: October 30, 2018
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VanRIMS No.: 08-2000-20
Meeting Date: November 13, 2018

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design, and Sustainability

SUBJECT: CD-1 Amendments: 2130-2288 Harrison Drive (Replacement Seniors Housing at 2230 Harrison Drive)

RECOMMENDATION

- A. THAT the application by DYS Architecture, on behalf of The Finnish Canadian Rest Home Association, the registered owner, to amend CD-1 (Comprehensive Development) District 13A of the Zoning and Development By-law with regard to 2130-2288 Harrison Drive [*Lot B, Block 23, Fraserview Plan 20067, Lots 12, 13, 14, and 15 all of Block 23, Fraserview Plan 8574 and Lots F and G, all of Block 24, Fraserview Plan LMP7749, PIDs: 006-862-632, 010-041-842, 010-041-851, 010-041-877, 010-041-885, 018-035-361 and 018-035-370, respectively*] to:
- (i) create three sub-areas within CD-1 (13A) District for 2130 Harrison Drive (sub-area A), 2230 Harrison Drive (sub-area B), and 2288 Harrison Drive (sub-area C); and
 - (ii) in sub-area B, increase the permitted floor area from 0.70 FSR to 1.92 FSR and height from approximately 9.6 m (31.4 ft.) to 21.46 m (70.41 ft.) to allow a six-storey seniors social housing development, while retaining existing zoning provisions for sub-areas A and C;

be referred to Public Hearing, together with:

- (i) plans prepared by DYS Architecture, received May 10, 2018;
- (ii) draft by-law provisions, generally as presented in Appendix A;
- (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to Conditions of Approval contained in Appendix B;

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

- B. THAT, subject to enactment of the amending by-law, the Parking By-law be amended to include CD-1 (13A) District and to provide parking regulations generally as set out in Appendix C; and

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Parking By-law at the time of enactment of the amending by-law.

- C. THAT, if after Public Hearing Council approves in principle the rezoning in Recommendation A and the Housing Agreement condition described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the amending by-law contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Arts, Culture and Community Services.

- D. THAT Recommendation A to C be adopted on the following conditions:

- (i) THAT the passage of the above resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City; 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.

REPORT SUMMARY

This report assesses an application to amend CD-1 (13A) District which covers three properties addressed as 2130, 2230, and 2288 Harrison Drive. All three properties are owned by The Finnish Canadian Rest Home Association and are currently developed with seniors rental housing and a community care facility. Firstly, the rezoning proposes to create three sub-areas within the CD-1 to contain each of the three properties. Secondly, the rezoning proposes to increase the density and height provisions for the subject site at 2230 Harrison Drive (sub-area B) to permit a new six-storey building containing 72 units of social housing for seniors.

Staff have assessed the application and conclude that it meets the intent of the *Victoria-Fraserview/Killarney Community Vision (VFK)* and addresses the goals of the *City's Housing Vancouver Strategy and Three-Year Action Plan*. Under the *Housing Vancouver Strategy*, the City has committed to prioritize affordable housing projects via a pilot approval process called SHORT (Social Housing or Rental Tenure) to deliver more affordable housing at an expedited pace. This application is being reviewed through the SHORT process. If approved, this development would deliver needed affordable seniors housing and would allow continued co-location between new seniors housing and the existing community care facility.

The application is supported, subject to design development and other conditions. It is recommended that the application be referred to a public hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to public hearing, along with the conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- *Victoria-Fraserview/Killarney Community Vision (2002)*
- *CD-1 (13A) District, created by By-law No. 3914 (1961, last amended 2006)*
- *Housing Vancouver Strategy (2018-2027) and Three-Year Action Plan (2018-2020)*
- *Housing and Homelessness Strategy (2011)*
- *Community Amenity Contributions through Rezonings (last amended 2018)*
- *Green Buildings Policy for Rezonings (2010, last amended 2017)*
- *Urban Forest Strategy (2014)*

REPORT

Background/Context

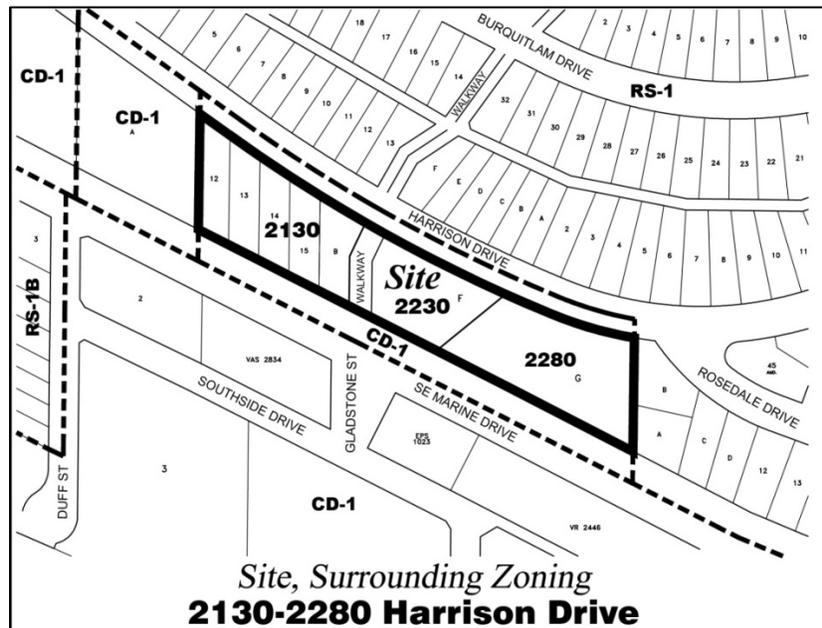
1. Site and Context

The subject site at 2230 Harrison Drive is located east of Victoria Drive, on a slope that drops down approximately 8.5 m (28 ft.) from Harrison Drive to Southeast Marine Drive. To the north, the slope continues to rise significantly beyond Harrison Drive. The site is situated directly east of the Gladstone Street pedestrian overpass. While there is no vehicular access from Gladstone Street to Southeast Marine Drive, the street does provide vehicular access from Harrison Drive to all three properties in the CD-1 District.

Currently, within the CD-1 (13A) District are four buildings built in 1962, all owned and operated by the Finnish Canadian Rest Home Association:

- 2130 Harrison Drive (Finnish Canadian Rental Housing): Two low-rise rental buildings, containing 58 rental dwelling units which are proposed to be retained.
- 2230 Harrison Drive (Finnish Canadian Rental Housing): On the subject site, a three-storey building vacated in 2012 due to rising maintenance costs, which is proposed to be replaced with new seniors housing.
- 2288 Harrison Drive (Finnish Canadian Care Home): A 64-bed community care facility, redeveloped in the 1990s which is proposed to be retained.

Figure 1 – Boundary of CD-1 (13A) District and Subject Site at 2230 Harrison Drive



Overall the subject site is well served by Metro Vancouver’s frequent transit network, on Southeast Marine Drive and Victoria Drive. To the west of CD-1 (13A) District is the Höfn Icelandic Harbour Assisted Living facility, zoned CD-1 (434), and the German Canadian Care Home (containing seniors housing and an adult day centre), zoned CD-1(313). To the north and east is RS-1 zoning and south of Southeast Marine Drive are three-storey strata residential buildings. Approximately two kilometres north are a cluster of community care facilities and seniors supportive and assisted housing developments, making this area an important hub of facilities that support an aging population.

2. Policy Context

Victoria-Fraserview/Killarney Community Vision (2002) – This Vision anticipates consideration for site-specific rezonings of existing CD-1 zoned sites through a fulsome rezoning and public consultation process. The Vision also supports seniors housing in close proximity to parks, shopping and transit to allow seniors to stay in the community as their housing needs change.

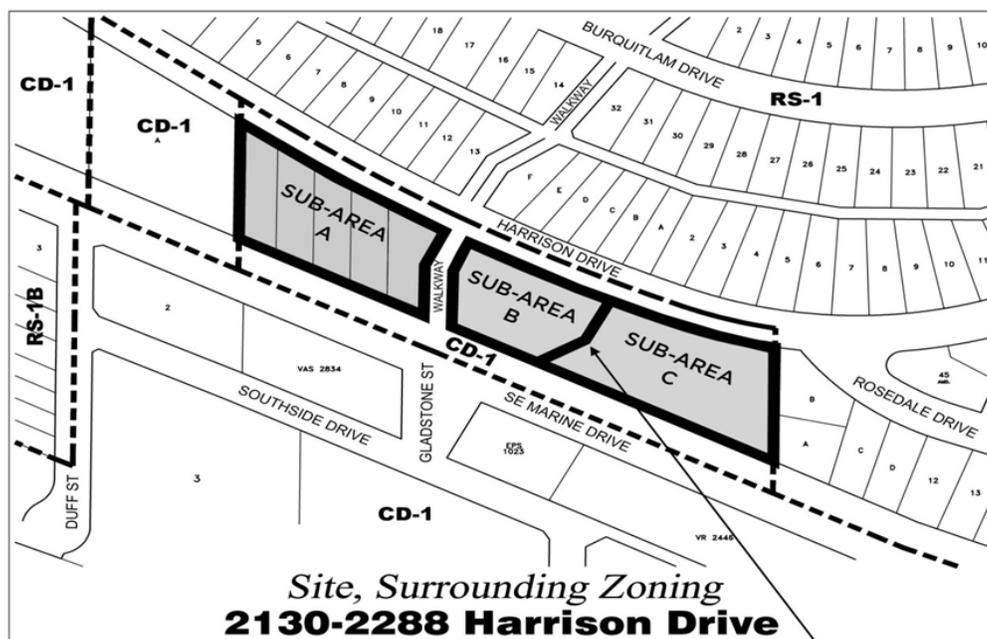
Housing Vancouver Strategy and Action Plan (2018-2027) – In November 2017, Council approved the Housing Vancouver Strategy (2018–2027) and 3-Year Action Plan (2018-2020). The strategy seeks to shift the supply of new homes toward the right supply, with targets for new units along a continuum of housing types. The Housing Vancouver targets were based on the core goals of retaining the diversity of incomes and households in the city, shifting housing production towards rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households. Overall, 72,000 new homes are targeted for the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units. Nearly 50% of the new units are to serve households earning less than \$80,000 per year, and 40% are to be family-size units. This rezoning application will contribute towards the targets for social and supportive housing units, and for family units.

Strategic Analysis

1. Proposal

The application proposes to divide the CD-1 (13A) District into three sub-areas based on the existing three properties and to develop a new six-storey building containing 72 social housing units for seniors on the subject site at 2230 Harrison Drive (sub-area B).

Figure 2 — Proposed Sub-Areas



** Subject to adjustment based on Engineering enactment conditions*

The proposed density for sub-area B is 1.92 FSR, with a total net floor area of 4,865.7 sq. m (52,374.3 sq. ft.) and a building height of 20.0 m (70.41 ft.). Vehicle parking is provided at-grade on the south portion of the site, containing 18 vehicle spaces and 93 bicycle spaces.

Also proposed as part of the rezoning is an adjustment to the property line shared by 2230 and 2288 Harrison Drive (Lots F and G respectively). The existing seniors housing building at 2288 Harrison Drive, which is to be retained, encroaches onto the northeast corner of Lot F by about 2.5 m (8 ft.). A condition of by-law enactment is provided requiring a subdivision of Lots F and G to eliminate the encroachment (see condition 1 in Part 2 of Appendix B). The proposed subdivision entails severing a small piece of land from the southeast corner of Lot G and adding an equivalent amount to the northeast corner of Lot F, so that the encroaching portion of the building on Lot G is entirely contained in the new lot replacing Lot G. As such, the reconfigured lots would each have the same site area as Lots F and G currently do. The form of development proposed for sub-area B (Lot F) takes into consideration this lot line adjustment.

Figure 3 – Proposed Site Plan for Sub-Area B



2. Land Use

Housing – This application, if approved, would add 72 new seniors social housing units [2 studio units (3%), 56 one-bedroom units (78%), and 14 two-bedroom units (19%)] to the City’s inventory of social housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 4). While the family housing mix for social housing projects is set at 50% of all units, seniors social housing is exempt from meeting this requirement. The approval of these units would bring the total number of social housing units approved since 2017 to 3,554.

Figure 4 – Progress towards 10-Year Housing Vancouver Targets for Non-Market Housing as of September 30, 2018

Housing Type	10-Year Targets	Units Approved Towards Targets
Social, Supportive, and Co-op Housing Units	12,000	3,482

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

The application seeks to create a new seniors social housing project with a minimum of 22 units (30%) of the units having rents affordable to households at or below Housing Income Limits (HILs). Currently, tenants for such units must have annual incomes below \$41,500 for a studio, \$48,000 for a one-bedroom, and \$58,000 for a two-bedroom. For the remaining units, the monthly rents will be at or below average market rents. Opportunities to lower rents to levels

which would make units eligible for rent supplements, such as under the Shelter Aid for Elderly Residents (SAFER) program, will be explored. This social housing project is to be owned and operated by The Finnish Canadian Rest Home Association. The affordability requirements for the site will be secured through a housing agreement and Section 219 covenant as set out in Appendix B.

A Housing Infrastructure Grant application is expected to be made to the City and will be the subject of a forthcoming report to Council. Staff will review the eligibility of the project for the grant and explore opportunities for the project to achieve broader and deeper affordability in rents.

This application, if approved, would provide new social housing for seniors in close proximity to other seniors facilities and would support and advance a number of City housing policy objectives and strategic directions including those articulated in the *Housing Vancouver Strategy*. Staff will work with the applicant to deepen the affordability of the housing proposed while ensuring the long-term financial viability of the building.

3. Density, Height and Form of Development (refer drawings in Appendix F)

This application proposes that the density for the subject site at 2230 Harrison Drive (sub-area B) be increased from 0.70 to 1.92 FSR. The density on the remaining parcels at 2130 and 2288 Harrison Drive (sub-areas A and C) would remain unchanged at 0.70 FSR, as existing buildings on those sites are proposed to be retained. The proposed subdivision, mentioned above, would have no impact on the calculation of floor space ratio, as the site sizes for sub-areas B and C before and after subdivision would remain the same.

The proposed building on the subject site contains six storeys as viewed for Southeast Marine Drive. However, given that the site slopes up approximately 8.5 m (28 ft.) from Southeast Marine Drive to Harrison Drive, the apparent height from Harrison Drive would be four storeys for most of the building with a partial fifth storey (see Figure 5).

Figure 5 – Perspective (view from northeast corner with Harrison Drive at the forefront)



With the sloping topography of the general area, the existing houses across Harrison Drive are uphill from the subject site. Consequently, the proposed building height, at 11.6 m (38 ft.) above Harrison Drive, is approximately the same height as the houses north of the site.

The sloping topography limits the siting of the proposed building, which is further complicated by the need to maintain vehicular access across the subject site from Gladstone Street to the existing community care facility to the east and by the location of an existing pedestrian bridge in the Gladstone Street right-of-way immediately west of the site. The existing vehicular access from Gladstone Street will also serve the proposed building.

The Urban Design Panel reviewed and supported this application on June 27, 2018 (see Appendix D).

In summary, staff consider the proposed height and density appropriate for the site and recommend that, subject to Public Hearing, the form of development be approved subject to the design conditions outlined in Part 1 of Appendix B.

4. Transportation and Parking

Vehicle and bicycle parking is proposed to be located on the ground floor, facing Marine Drive, on the eastern portion of the site. The site is well served by public transit as both Southeast Marine Drive and Victoria Street are part of Metro Vancouver's frequent transit network. A total of 22 vehicle spaces and 93 bicycle spaces were proposed. Based on community feedback, staff support a reduction in the proposed bicycle spaces from 93 to 18 spaces, which meets the ratio of 0.25 spaces per dwelling unit for seniors housing under the Parking By-law.

Engineering conditions are contained in Appendix B.

5. Environmental Sustainability

Green Building Policy for Rezonings - The policy requires that residential rezoning applications satisfy either the near zero emission buildings or low emissions green buildings pathways. These new requirements are mandatory for all rezoning applications received on or after May 1, 2017.

This application has opted to satisfy the policy under the low emissions green buildings pathway. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets. Conditions related to sustainability are contained in Appendix B.

Public Input

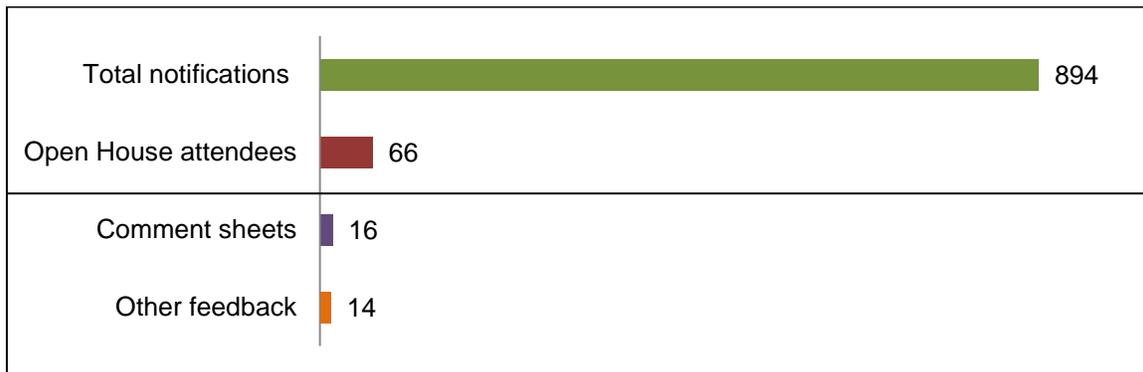
Pre-Application Consultation – Prior to application submission, the applicant held a community open house which was attended by approximately 20 people.

Public Notification – On June 10, 2018, a rezoning information sign was posted at the subject site. A total of 894 notifications were distributed within the neighbouring area on or about June 11, 2018. Notification and application information, as well as an online comment form, were provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). A

community open house was held on June 25, 2018 at the Finnish Canadian Care Home. Staff, the applicant team, and approximately 66 people attended the open house.

Public Response – The City received a total of 16 responses to the open house notice by email and comment form, with a summary of public response shown in Figure 6 below.

Figure 6 - Open House Notification and Public Response



Commentary received was generally supportive of affordable seniors housing and renewal of the building. Comments were received regarding strong support for affordable housing, proposed height, providing needed seniors’ social housing, and supporting an expedited timeline for affordable housing. Concerns were related to loss of views of the Fraser River from the single-family houses north of the proposal, traffic and parking impacts, and that the 93 bicycle parking spaces were beyond what seniors need.

Response to Public Comments – Public feedback has assisted staff with assessing this application. Response to key feedback is as follows:

- **Height and Density** – In response to concerns regarding impacts of the six-storey height on neighbours to the north, staff explained that the residential component is limited to five storeys with the partial sixth storey as dedicated outdoor and indoor amenity space, reducing the bulk and massing of the building and lessen impacts for neighbours directly north. Other design development conditions are aimed at softening view impacts to neighbours, as contained in Appendix B.
- **Bicycle Spaces** – Given the community concern that the 93 bicycle spaces were too high, the proposed bicycle spaces was reduced from 93 spaces (1.29 spaces per dwelling unit) to 18 spaces which meets the minimum standard for seniors housing under the Parking By-law of 0.25 spaces per dwelling unit. Customized to seniors’ needs, these 18 spaces can also accommodate mobility aids, such as scooters, in addition to bicycles.
- **Traffic and Vehicle Parking** – Regarding traffic impacts of adding new units to the area, since the majority of seniors do not have vehicles, there would be minimal increased traffic to the neighbourhood. The 22 vehicle spaces would also consist of visitor parking which would offset on-street parking.

Public Benefits

In response to City policies concerning changes in land use and density, this application addresses public benefits as follows:

Required Public Benefits

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

Under provisions of the Vancouver Charter and the DCL By-law, social housing owned by the Federal or Provincial government, the City of Vancouver or a non-profit organization, like The Finnish Canadian Rest Home Association, is exempt from DCLs provided that a minimum of 30% of the dwelling units are occupied by households with incomes below BC Housing Income Limits and that a Section 219 covenant, housing agreement or other security for the housing commitments is registered against title.

This site is subject to City-wide DCLs and City-wide Utilities DCLs; however, the proposed 52,374 sq. ft. of residential floor area to be developed as social housing will be exempt from DCLs. Based on rates in effect as of September 30, 2018, the value of the total DCL exemption is approximately \$1,215,600.

Public Art Program – While the *Public Art Policy for Rezoned Developments* requires that rezonings with a floor area of 9,290 sq. m (100,000 sq. ft.) or greater allocate a portion of their construction budgets to public art as a condition of rezoning, it also exempts social housing from this requirement. Therefore, there will be no public art contribution as a result of this application.

Offered Public Benefits

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

The *Community Amenity Contributions - Through Rezoning* policy provides an exemption for social housing which meets the DCL By-law definition; as this project will be developed as social housing no additional CAC is expected.

Social Housing – The applicant has proposed 72 social housing units for seniors as a public benefit contribution to the City's overall social housing stock. The units will be secured as social housing for the longer of 60 years and the life of the building by a housing agreement and a Section 219 covenant, which will also preclude the strata-titling and/or separate sale of individual units. See Appendix G for a summary of the public benefits for this application.

Financial Implications

The subject site is subject to both the City-wide DCL and City-wide Utilities DCL; however, the proposed 72 unit social housing project will be exempt from DCLs. The value of this exemption is approximately \$1,215,600.

The project, to be owned and operated by the applicant, will be secured as social housing for the longer of the 60 years and the life of the building by a housing agreement and a Section 219 covenant; no additional CAC or public art contribution is expected.

A Housing Infrastructure Grant application is expected to be made by the applicant to the City. Should Council approve the rezoning, staff will review and assess the eligibility of the project for the grant and, subject to funding availability, present the application to Council for consideration in a forthcoming report.

Consistent with Council policies, all non-market housing projects are expected to be self-sustaining and require no further operating subsidies, property tax exemptions, and/or financial guarantees from the City.

CONCLUSION

Staff support the application to amend CD-1 (13A) District to create sub-areas A, B and C and to allow development of 72 units of seniors' social housing at 2230 Harrison Drive (sub-area B). The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a Public Hearing, together with a draft amending By-law generally as set out in Appendix A. Further it is recommended that, subject to the Public Hearing, the application including the form of development, as shown in the plans in Appendix F, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

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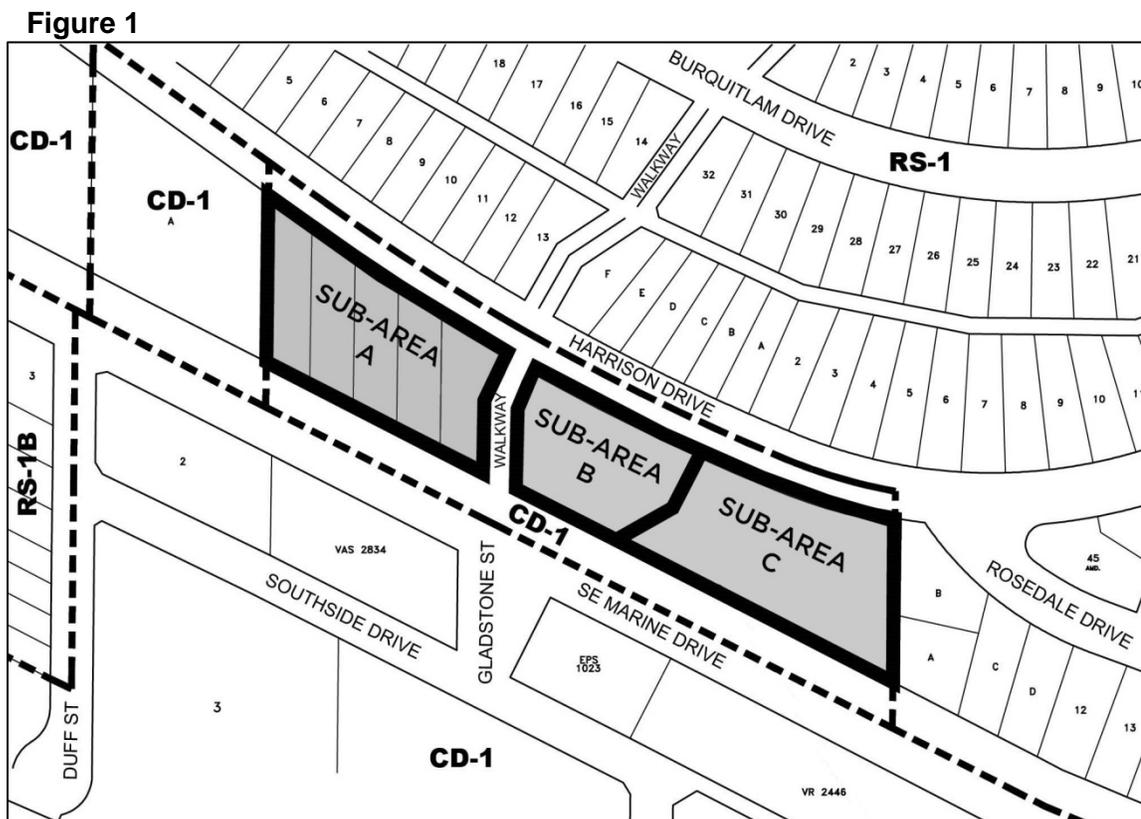
2130-2288 Harrison Drive
PROPOSED BY-LAW PROVISIONS
to amend CD-1 (13A) By-law No. 3914

Note: A By-law to amend CD-1 (13A) By-law No. 3914 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. Delete sections 3, 4, and 5 and replace with the following:

“3 Sub-areas

The CD-1 district is to consist of three sub-areas approximately as illustrated in Figure 1, solely for the purpose of allocating floor area, density, and height.



4 Uses

- 4.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (13A).
- 4.2 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 CD-1 (13A), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

- (a) Dwelling Uses, limited to Multiple Dwelling and Dwelling Units in conjunction with any of the uses listed in this By-law;
- (b) Institutional Uses, limited to Community Care Facility - Class B; and
- (c) Accessory Uses customarily ancillary to the uses permitted in this section.

5. Floor area and density

5.1 Computation of floor space ratio must assume each sub-area consists of the size set out in the table below:

Sub-area	Size
A	4,636 m ²
B	2,537 m ²
C	4,663 m ²

5.2 The floor area for all uses combined must not exceed the maximum floor space ratio for each sub-area as set out in the table below:

Sub-area	Maximum Floor Space Ratio
A	0.70
B	1.92
C	0.70

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

5.4 Computation of floor area must exclude:

- (a) Open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) The total floor area of all such exclusions must not exceed 12% of the residential floor area, and
 - (ii) The balconies must not be enclosed for the life of the building.

- (b) Patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - (c) Where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 meters in length; and
 - (d) All residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 5.5 Computation of floor area may exclude amenity areas, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 5.6 The use of floor area excluded under sections 5.4 and 5.5 must not include any use other than that which justified the exclusion.
- 6 Building height**
- 6.1 For sub-areas A and C, the maximum building height shall not exceed a geodetic datum of 27.85 m.
- 6.2 The building height for sub-area B, measured from the lowest building grade at the southeast corner of the building, must not exceed 21.46 m.
- 7 Horizontal angle of daylight**
- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in Section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) The Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
 - (b) The minimum distance of unobstructed view is not less than 3.7 m.
- 7.5 An obstruction referred to in Section 7.2 means:

- (a) Any part of the same building including permitted projections; or
- (b) The largest building permitted under the zoning on any site adjoining CD-1 (13A).

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

- (a) A bathroom; or
- (b) A kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

8 Acoustics

8.1 A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustical engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

2. Council rennumbers section 6 as section 9.

* * * * *

**2130-2288 Harrison 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 THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by DYS Architecture, received May 10, 2018, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

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

Urban Design

1. Design development of the north elevation (Harrison Drive):
 - (a) Incorporate a significant break in the building width/massing.

Note to Applicant: This can be achieved by combining an inset entry with balconies above to provide a coherent break in the east and west volumes. The plans and south elevation indicate a break in massing that could be further developed and refined at the north elevation.
 - (b) Incorporate a more prominent architectural expression for the building entry.
 - (c) Reduce building width from the east face of the building to minimize view impacts and improve tree retention (see Landscape Design conditions).

Note to Applicant: Density can be reallocated to the proposed upper storey west volume, maintaining north/south orientation.
2. Design development to improve the entry sequence at both the north and south entries.

Note to Applicant: Drop-off capability, accessibility and weatherproofing should be integrated and accommodated into the sequence.
3. Design development to enhance common amenities and livability of dwelling units:
 - (a) Views and southern exposure can be better utilized by relocating gym and sauna facilities to the south-facing upper storey and by replacing this space with dwelling units or assembly space.

- (b) Provide patios for west-facing units on Level 1.
 - (c) Consider shifting lounge area/mail room/washroom/reception at the juncture between the east and west volumes, and allocating the northwest corner of Level 2 to dwelling units.
4. Design consideration to provide additional balconies at the south elevation to improve livability and shading during the summer.
 5. Provision of a permeable driveway to minimize the extensive pavement. See landscape design conditions.
 6. Design development to explore relocation of the existing pad-mounted transformer away from the Harrison Drive street interface.
 7. Identification on the architectural and landscape drawings of any built features intended to create a bird friendly design.

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

8. Design development to respond to CPTED principles, having particular regard for:
 - (a) Theft in the underground parking.
 - (b) Residential break and enter.
 - (c) Mischief in alcoves off the lane.

Landscape Design

9. Design development to enable retention and protection of trees #2875, #2876 and #2878 (refer to Urban Design conditions).

Note to Applicant: It is understood that this will require revisions to the building footprint, loading area and parkade. The following should be provided in regard to the tree retention and protection strategy:

- (a) An addendum arborist report that confirms the arborist has reviewed and concurs with the most recent architectural and landscape drawings in terms of what was understood to be reasonable design measures within know site conditions and acceptable tolerances to impacts. Any above or below grade design conflicts must be brought to the attention of the City and the applicant at earliest convenience and may be subject to further design development. Provide specific recommendations that inform private and public realm landscape design and methods for tree retention. Include any construction limitations such as the location of construction storage materials, temporary structures, utility conflicts, site access, development phasing and temporary irrigation requirements.

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- (b) Landscape plan revisions to be informed by a revised arborist report with specific recommendations for optimal tree retention.
 - (c) Reductions in the amount of re-landscape activity proposed within the dripline of trees. All site disturbances associated with soft and hardscaping in proximity to the trees should be relocated outside the radial dripline, to the greatest extent practicable.
 - (d) Further coordination with City staff and the project arborist at the development permit stage to protect tree roots associated with public realm improvement. This will require further attention by the landscape architect and project arborist to anticipate and reduce unnecessary root disturbances, wherever possible.
 - (e) Accurate illustrations, notations, dimensions on the appropriate plans and sections (engineer, architectural and landscape) to show all proposed utility locations, limit of excavation, shoring and forming methods, grading and re-landscaping in any tree protection zones. Further comments may be forthcoming to mitigate impacts, such as utility relocation.
10. Design development to provide universal access at the south main entry (refer to Urban Design condition #2).
- Note to Applicant: This could be achieved by providing a ramp with a slope of maximum 8.33%, and integrated with planting to create a pleasant and smooth entry experience. It is understood that this will require revision to the current planting scheme.
11. Design development to replace the 3 Acer Palmatum Sangokaku on the west side of the building with a larger growing tree species, to provide better shade and buffering for the west-facing units.
- Note to Applicant: Suggested tree species could be a larger deciduous tree with a wide canopy. This can be accommodated on grade with larger soil volumes.
12. Provision of permeable materials for the driveway, to support tree growth and water retention (refer to Urban Design condition #5).
13. Design development to revise and enhance the planting along the southern edge of the loading area, by providing additional, more substantial shade trees layered with ground cover. This could also a good location for rain gardens.
14. Design development to enhance usable amenity space and expand programming on the rooftop patio.
- Note to Applicant: This includes but is not limited to replacing some of the extensive green roof with intensive green roof, enlarging the outdoor seating and play area, providing more urban agriculture plots, relocating the six trees along the west edge and replacing with a different tree species to allow for views.
15. Design development to maintain or replace the landscape buffer along Southeast Marine Drive.

Note to Applicant: replace any hedge and retaining wall that is removed, layer with flowering shrubs to provide a more pleasant public realm interface, space permitting. A section should be provided to ensure viability of buffer.

16. Ensure the site plan, architectural floor plans, landscape plans and arborist report are coordinated.

Note to Applicant: This includes but is not limited to showing the most current site plan in the arborist report, coordinating retention and removal trees between the landscape plans and arborist report, and showing the most current landscape plan on the site plan. It is preferred that the arborist tree management plans become the primary document for tree and hedge removal / protection related matters. The landscape architectural tree management plan provides useful information with regard to important cross sections and other landscape design elements. Both documents should be made consistent and submitted at large scale (the same scale as the architectural sheets).

17. Ensure planted landscapes on slab are designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed British Columbia Landscape and Nursery Association Landscape Standard.

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

- (a) Maximize natural landscape best management practises.
- (b) Minimize the necessity for hidden mechanical water storage.
- (c) Increase the amount of planting to the rooftop areas, where possible.
- (d) Consider linear infiltration bio-swales along property lines, at lower site areas.
- (e) Use permeable paving.
- (f) Employ treatment chain systems (gravity fed, wherever possible).
- (g) Use grading methods to direct water to soil and storage areas.

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

19. Provision of improved sustainability by the provision of edible plants, in addition to urban agriculture plots.

Note to Applicant: Edible plants can be used as ornamentals as part of the landscape design.

20. Provision of a detailed Landscape Plan illustrating soft and hard landscaping;

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, Pad-Mounted Transformer/Vista transformers and public utilities such as lamp posts, hydro poles, and fire hydrants.

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

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

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

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

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

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

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

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

25. Provision of enlarged detailed elevations for all vertical landscape structures and features (e.g., green walls, trellis).

26. Provision of an Outdoor Lighting Plan.

Sustainability

27. All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended February 7, 2017), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings.

The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For phased developments, it is expected that the individual development permits will meet the requirements of the Green Buildings Policy for Rezoning in effect at the time of development permit application. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning - Process and Requirements* (amended April 28, 2017 or later).

Zero Waste Planning

28. Provide the following, subject to the satisfaction of the General Manager of Engineering Services:

- (a) Location of storage facilities – Solid waste storage amenities are proposed at ground level for the residential units. At no point will any containers be permitted to be stored on City of Vancouver property.
- (b) Space allotted for the garbage/recycling rooms – The size of the storage room must be in compliance with the guidelines set out in the *Garbage and Recycling Storage Amenity Design Supplement*.

Note to Applicant: Consider exceeding the minimum set out in the guidelines to allow for future waste diversion programs (e.g. electronics, bulky items, textiles), donation bins and for the re-use/exchange within common garbage areas.

- (c) Provide an onsite organics management system – As indicated in the site drawings, provide on-site organics management on the roof top patio/garden by including space for composting.
- (d) Providing educational and outreach initiatives – As required in the Solid Waste By-law #8417, occupants must be educated in the implementation of zero waste initiatives. Occupants should then be continuously supported and encouraged to reduce, re-use or recycle rather than dispose of waste.
- (e) Common area garbage and recycling bins – Using best practice methods all receptacles in common areas should utilize clear signage and colour coding of various waste streams (consistent with Metro Vancouver guidelines) to encourage the proper diversion of material. Colour coding areas of the room to further clarify sorting options should be considered.

Engineering

29. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section (3A) and access around existing and future utilities adjacent your site.

Note to Applicant: Detailed confirmations of these commitments will be sought at the

building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

30. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (e.g., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
31. 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.
32. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane or the street for extended bin storage.

Note to Applicant: Pick-up operations should not rely on bins being stored on the street or lane for pick up. Bins are to be returned to storage areas immediately after emptying.

33. A crossing application is required. Please submit a crossing application and 2 copies of the site plan directly to Engineering Services for review.
34. Please update the landscape and/or site plan to reflect the public realm changes including all of the off-site improvements sought for this rezoning, where a design or detail is not available please make note of the improvement on the site and/or landscape plans. Please submit a copy of the updated plan to engineering for review and include the following:
 - (a) Please place the following statement on the landscape plan; *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 Services and/or your Engineering, Building Site Inspector for details.*
 - (b) Illustrate location of existing benches on Harrison Drive including notes on replacement with new benches.

Note to Applicant: Coordinate with Street Activities Branch for bench replacement.

35. Obtain confirmation from Parks Board for the removal of street tree (#2873).
36. Relocate the steps to Harrison Drive shown on the L-1a, so that all portions of steps and handrail are located within the property line and the riser is at least 0.3 m (1'-0") from property line.

Note to Applicant: Sheet A1.01 and L-1a conflict in where the proposed steps are shown along Harrison Drive.

37. Provision of all connector walks on street right of way to be light broom finish saw cut concrete and note on plans.
38. Provision of parking and loading access to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Provide turning swaths for the largest vehicle to service 2230 and 2288 Harrison Drive to confirm the required maneuvering, vertical clearance and on-site turnaround for the loading being provided. Provide confirmation that the revised parking driveway access does not conflict with the existing pedestrian overpass.

39. Design development to explore providing direct Class A bicycle access to Harrison Drive.
40. Provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans.

Note to Applicant: Required Class B bicycle spaces must be located within private property.

41. Compliance with the Parking and Loading Design Supplement (PLDS) to the satisfaction of the General Manager of Engineering Services as follows:

- (a) Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances.

Note to Applicant: Provide an improved plan showing design elevations on both sides of the driveway from Harrison Drive the parking area. Note the slope and length of the ramp sections on the drawings.

- (b) Dimension all columns encroaching into parking stalls. Dimension the length and width of the column and the offset from the maneuvering aisle to confirm sizing and placement complies with the PLDS.
- (c) Provision of a section drawing showing elevations, vertical clearances, and any security gates for the parking area.

Note to Applicant: If Class B truck maneuvering for 2288 Harrison Drive is required on this site, additional vertical clearance will be required within the parking area.

- (d) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

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42. Staff are seeking a detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the “*Green Buildings Policy for Rezoning*,” and the following:
- (a) Pre-development site plan showing orthophoto and existing drainage areas and appurtenances.
 - (b) A proposed site plan that delineates drainage areas, including the area measurements for pervious/impervious areas, and identifies appropriately sized green infrastructure practices for each of those areas.
 - (c) Geotechnical study that evaluates the potential and risks for onsite rainwater infiltration.
 - (i) Infiltration testing at likely locations for infiltration practices and a proposed design infiltration rate.
 - (ii) Soil stratigraphy.
 - (iii) Depth to bedrock and seasonally high groundwater.
 - (iv) Assessment of infiltration risks such as slope stability and soil contamination.
 - (d) Hydrologic and hydraulic analysis prepared by a qualified professional in the area of rainwater management showing how the site will meet the requirements of the Policy.
 - (e) If lower tier green infrastructure options are chosen, then justifications must be included in the RMP report.
 - (f) Include supplementary documentation for any proprietary products that clearly demonstrates how they contribute to the targets.
 - (g) The plan and report must demonstrate that access has been provided for maintaining the rainwater management system, such as providing truck access for pumping out sediment traps.
 - (h) Maintenance and operation guide for the rainwater management system that will be provided to the eventual owner or party responsible for maintenance.

Note to Applicant: Staff will not accept the principle that distinct site areas that have large infiltration and/or storage capacity in some way compensate for those areas of the site that are impervious, without the runoff from the impervious areas being directed on to these absorbent areas, and this being clearly demonstrated.
 - (i) Where areas of growing medium do not have runoff directed on to them (from above) from adjacent impervious surfaces they shall be assumed to be receiving/treating/storing only the rainfall that falls directly on to them.
 - (j) IRMP targets to be achieved on site (e.g., without using street right-of-way).

Note to Applicant: The building/public realm should be designed to show leadership in the City's commitment to Green Building systems including an integrative approach to rainwater management to minimize potable water use and encourage the use of alternative water sources in areas such as toilet flushing and irrigation.

Note to Applicant: Legal arrangements will be required to ensure on-going operations of certain rainwater storage, rainwater management and green infrastructure systems.

Affordable Housing

43. Prior to issuance of the Development Permit, applicant to install and display a sign on the site, throughout construction, that acknowledges that social housing is being provided as part of the City of Vancouver's initiatives. Sign design, format and location to be approved by the City.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

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

Engineering

Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:

1. Subdivision of Lots F and G, Block 24, Fraserview, Plan LMP7749 to adjust the common property line. A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at <http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx>.
2. Provision of a statutory right-of-way over the south 4 m of the subject site (Lot F) for the purpose of installing soil anchor rods in conjunction with the construction of a retaining wall along the north side of Southeast Marine Drive.
3. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the subject site (Lot F) (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 will be issued until the security for the services is provided.
 - (a) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is

required. Please supply project details including projected fire flow demands, sprinkler demand, hydrant load, and domestic water demands to determine if water main upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

- (b) The post-development five-year flow rate discharged to the sewer shall be no greater than the five-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.
- (c) Provision of a minimum 1.83 m (6'-0") light broom finish saw cut concrete sidewalk on the Harrison Drive frontage.
- (d) Provision of new curb ramps on Harrison Drive at the northwest corner of the site as per City standard.
- (e) Provision of two new street benches on Harrison Drive and all costs associated with the removal and subsequent re-installation. The provision of the two new street benches is to replace the two existing benches along Harrison Drive
- (f) Provision of street trees, adjacent the site, where space permits.

Note to Applicant: All City of Vancouver infrastructure elements are to follow the current City of Vancouver Streets Restoration Manual.

- (g) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendation.
- (h) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work. Note: as-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

Note to Applicant: The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services and in conformance with Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code and the Master Municipal Construction Documents (the latest edition).

- 4. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the subject site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

5. Provision of a Rainwater Management Plan (RMP) that details how the rainwater management system for the subject site meets the IRMP requirements for retention, cleaning and safe conveyance, prepared by a subject matter expert (Engineer) and signed by same, subject to review. The applicant should take into account the following:
 - (a) Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained and treated on site (landscapes over native subsoils with appropriately sized topsoil meets the 24 mm retention requirement).
 - (b) Surfaces designed for motor vehicle use and other high pollutant generating surfaces require an additional 24 mm of treatment beyond the first 24 mm retained (for a total of 48 mm treated).
 - (c) Water quality volume (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard. For proprietary treatment devices:
 - (i) Provide product information for all treatment practices.
 - (ii) Products need to be certified by TAPE - The Technology Assessment Protocol – Ecology Program, Washington State Department of Ecology's process for evaluating and approving emerging rainwater treatment BMPs. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard such as those products certified under Environmental Technology Verification Canada.
 - (d) The applicant must prioritize methods of retention according to the three tiers below. Justification must be provided for using a lower tier retention option. The tiers are as follows:
 - (i) First tier priority green infrastructure practices: Provide volume reducing green infrastructure practices. For example, rainwater can be kept on site for rainwater harvesting for re-use, green roofs, and soil infiltration.
 - (ii) Second tier priority green infrastructure practices: Provide treatment and retention in non-infiltrating landscapes. For example, rainwater can be

directed to absorbent landscape on slab, closed bottom planter boxes, and lined bio-retention systems.

- (iii) Third tier priority green infrastructure practices: Provide treatment and detention as per the rate control requirement.

- 6. The subject site is in the Provincial Well-Drilling Advisory Area, and subsurface flowing artesian conditions may exist. The developer is required to submit a Hydrogeological Study to be reviewed and accepted by the City Engineer. The Study shall include a Groundwater Management Plan if groundwater interception will occur and an Impact Assessment if groundwater extraction or dewatering will occur. No groundwater is to be discharged to the City's sewer network post construction, and groundwater extraction shall have no significant negative impacts.

Social Housing

- 7. Make arrangements to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function) and the Director of Legal Service to enter into a Housing Agreement for the subject site (Lot F) securing all dwelling units as social housing for 60 years or life of the building, whichever is greater, which will contain the following terms and conditions:
 - (a) A no separate sales covenant.
 - (b) A no stratification covenant.
 - (c) A provision that none of the dwelling units in the building will be rented for less than one month at a time.
 - (d) Requiring all dwelling units to be used for "social housing", as that term is defined in the Vancouver Development Cost Levy By-law No. 9755.
 - (e) Requiring all dwelling units to be made available to seniors, age 55 and older,
 - (f) Including such other terms and conditions as the Director of Legal Services and the General Manager of Arts, Culture and Community Services may require.

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

Sustainability

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

Environmental Contamination

9. If applicable:
- (a) Submit a site profile to the Environmental Services Department.
 - (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, City Engineer 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 a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

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

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

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

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2130-2288 Harrison Drive
DRAFT CONSEQUENTIAL BY-LAW AMENDMENTS

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

PARKING BY-LAW NO. 6059

To Schedule C, add:

Address	By-Law No.	CD-1 No.	Parking Requirements
2130-2288 Harrison Drive	3914	13A	Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law except that for sub-area B of the CD-1 District: (a) A minimum of one Class A loading space must be provided; and (b) A minimum of 0.25 Class A bicycle spaces per dwelling unit must be provided.

**2130-2288 Harrison Drive
ADDITIONAL INFORMATION**

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on June 27th, 2018. The application was supported with recommendations.

EVALUATION: SUPPORT WITH RECOMMENDATIONS

- **Introduction:**

Thien Phan, Rezoning Planner, introduced this project located east of Victoria Drive, south of Harrison Drive and north of Southeast Marine Drive. In 1961, Council approved a rezoning to permit the development of four buildings, spread over three lots and 2.9 acres, all owned by the Finnish Canadian Rest Home Association. This proposal seeks to amend the existing CD1 (13-A) to redevelop *one* of the four buildings. Built in 1962, we have:

- 2130 Harrison Drive: Two, 3.5-storey residential buildings containing seniors housing (to remain).
- 2288 Harrison Drive: publically-funded community care beds, redeveloped in the mid-1990s (to remain).
- 2230 Harrison Drive, the subject site, the Finnish Canadian Rental Housing Building, previously containing 28 vacant rental dwelling units (subject site).

In 2012, the subject site, 2230 Harrison Drive, was vacated due to rising maintenance costs, leaving an empty and aging building. 2230 Harrison Drive is an irregular site size at 27,360 sf. with a frontage of 239 ft. along Harrison and 131 ft. along Southeast Marine. This site is on a slope that rises up 30 feet from Southeast Marine Drive to Harrison Drive, and continues to rise as we move north.

Situated directly west of the subject lot is the Gladstone Street pedestrian overpass (to remain), then the Höfn Icelandic Harbour Assisted Living facility, then the German Canadian Care Home, with single family zoning to the north and east, with sites redeveloping to townhouses and multi-family. To the south across the street from Southeast Marine Drive are three-storey residential strata buildings. Just north are six community care facilities and seniors assisted living, creating a hub of similar facilities that support a vulnerable population.

This application proposes to redevelop one vacant three-storey building at 2230 Harrison for:

- Six-storey residential building with 72 units of affordable, seniors social housing.
- Floor space ratio (FSR) of 1.92.
- Building height of 20 m (65.5 ft.)
- Gross floor area of 19,015 m (62,386 sq. ft.)
- An exterior bridge from 2230 Harrison to the adjacent community care facility for ease of movement for residents.

- Vehicle and bicycle parking at grade, while retaining the existing location of vehicle loading for the care home.

Staff are assessing this application under three policies. *Housing Vancouver's Emerging Directions* prioritizes and streamlines 20 affordable housing projects by reducing the processing time by half the typical time frame. This application is one of the 20 sites with an expedited timeline to advance housing targets under the SHORT (Social Housing or Rental Tenure) pilot program.

The applicant intends to align with *Affordable Housing Choices Interim Rezoning Policy* that allows 100% rental housing on sites along arterials and are well served by transit.

The *Victoria-Fraserview/Killarney Community Vision (VFK)* supports seniors housing in close proximity to transit, along with support social housing and affordable housing projects.

Susan Chang, Development Planner, introduced the project as located along Harrison Drive with a context of one and two storey senior rental or care facilities. Across Harrison Drive and uphill is RS-1. The site width (facing Harrison Drive) is approximately 240 ft. x 140 ft. deep. There is an approximate 28 ft. drop from Harrison Drive to Southeast Marine Drive. This building is linked to the neighbouring care facility. They share the existing access from Gladstone Street which forks into two routes. At the higher level, parking is provided for the building as well as garbage and loading for the Care Facility. At the lower level, parking is provided for the Care Facility. A pedestrian bridge to cross Southeast Marine Drive borders the west side.

The proposed height is six storeys with a density of 1.92 FSR. Due to a sloping site, the proposal (viewed from Harrison Drive), presents four storeys with amenity rooms on the partial fifth storey oriented to minimize view impacts. The main storey is sunken between 3.5 ft. to 2.2 ft. below street level along Harrison screened with an existing hedge. The senior's below market rental building is connected to the Care Facility by an exterior bridge at the second level and is intended to allow seniors to live close to family members staying in the Care Facility. Building frontage is approximately 185 ft. The care facility next door also has substantial frontage. Massing is broken with vertical changes in cladding material and colour. Entry is provided at Harrison with ramp access. There is an assembly space on level 2 and a generous amenity package on the top storey with access to rooftop outdoor space.

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

1. Is the height and density supportable and in particular an appropriate fit with the context?
2. Is the massing and building expression successfully resolved relative to the building frontage?
3. Please provide comments on the following:
 - a. Entry sequence.
 - b. Livability at the ground level.
 - c. Landscape design noting the extensive pavement indicated for access.

The Planning team then took questions from the panel.

- **Applicant's Introductory Comments:**

The applicant asserted the below grade units are proposed to connect to the care unit for the street level handicap ramp. The Harrison Drive frontage is a long frontage, and the intention was to break it into smaller pieces with different colours and materials, with metal cladding to break down the scale.

The green area along the side gives an opportunity for screening and the area is a 'woolly' area with a lot of native plants, and the trees are pulled back away from the building. The trees provide natural shading for the area. There is a massive Vancouver hedge and the grade helps with noise and privacy. There is amenity space on the roof proposed with urban agriculture and a green roof. There is an amenity area with lots of trees and vegetation proposed. In the back, there is solar access and an amenity area proposed. There is solar shading designed on the west side of the site. The applicant then took questions from the Panel.

- **Panel Consensus:**

Having reviewed the project it was moved by Mr. Wen and seconded by Mr. Huffman and was the decision of the Urban Design Panel:

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

- Consider additional density and height if it benefits the applicant's scheme and provides for more affordable senior's housing.
- Significantly break up the massing of the building.
- Investigate amenity area location. Review interchanging the amenity area at sixth floor with below-grade residential units to improve livability.
- Consider further design development of the entry sequence.
- Explore further design development of the landscape treatment.

- **Related Commentary:**

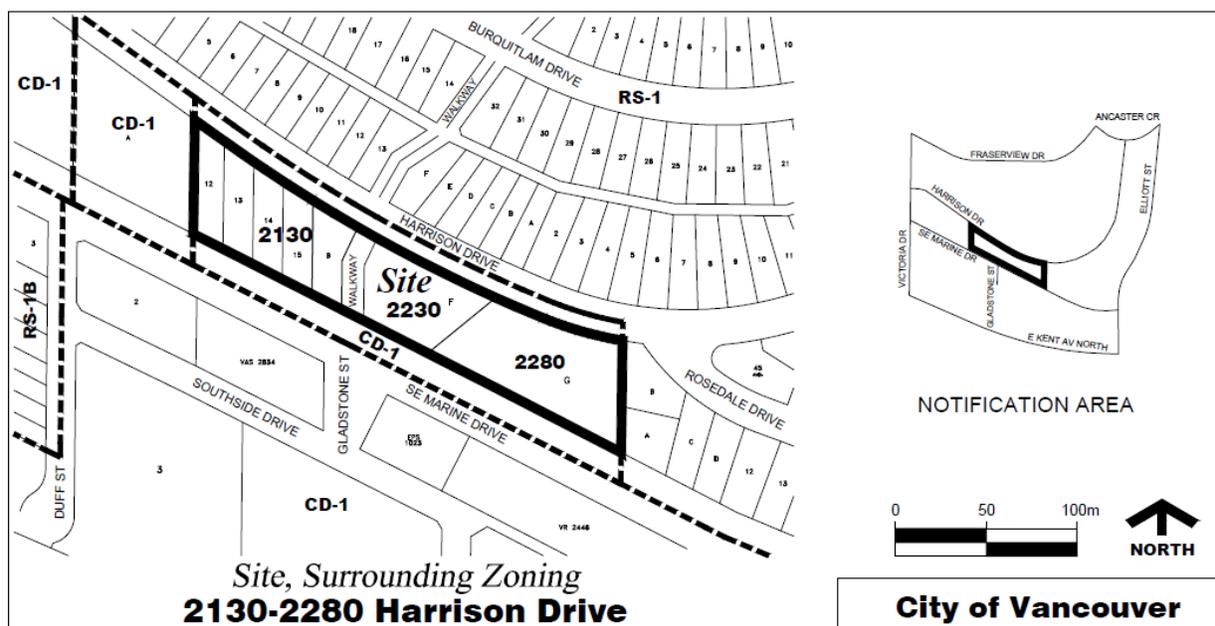
Overall, the panel thought the height and density is supportable. The massing needs further design development. The frontage facing Harrison Drive feels too flat and could use more definition. There could be more breaking up of massing to play with the volumes. The materiality and interface between materials could be bolder to break up the massing. Further design development is needed in the expression.

Harrison Drive and the southern side needs design development for a pleasant entry experience. The ramp and stairs could be integrated to provide a more generous and grand entry. The main building entry could be more pleasant, visible and celebrated. The entry at the south side should be accessible. The loading area could use design development. Consider loading and unloading experience.

2230 Harrison Drive
PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on June 10, 2018. A community open house was held on June 25, 2018. A total of 894 notifications were distributed within the neighbouring area on or about June 11, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).



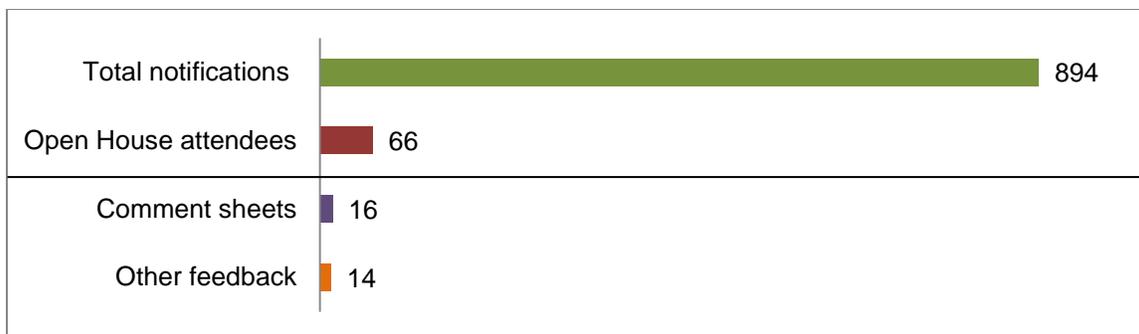
June 25, 2018 Community Open House

A community open house was held from 5:00-8:00 pm on June 25, 2018, at the Finnish Home, 2288 Harrison Drive. Staff, the applicant team, and a total of approximately 66 people attended the Open House.

Public Response

Public responses to this proposal have been submitted to the City as follows:

- In response to the June 25, 2018 open house, a total of 16 comment sheets were received from the public.
- A total of 14 letters, e-mails, online comment forms, and other feedback were received from the public.



Below is a summary of all feedback received from the public by topic, and ordered by frequency:

General Support – A number of responses expressed support for the proposal:

- Affordable Seniors Housing – Many comment forms expressed support for the proposal's affordable seniors housing component. Generally a need for seniors rental and affordable housing was cited.
- Height and Density – Respondents supported the height and density, noting anticipated future changes to the area.

Concerns – A number of responses expressed concern for the proposal:

- Height and Density – There was concern about the height and density of the proposal and the impact on neighbouring residents. Some respondents expressed concern that the proposal's building height will obstruct views, particularly concerns from property owners to the north of sub-area B.
- Bicycle and Parking Spaces – Many respondents expressed concern for the number of bicycle spaces proposed, citing that seniors will not use bicycles. Some respondents supported increasing the number of vehicle parking spaces.
- Traffic and Parking Congestion – Some respondents expressed concern for an increase in local traffic and on-street parking.
- Rezoning Timeline – Some respondents expressed concern that the rezoning process would be too long given the need for seniors social housing.
- Community Benefits – Respondents expressed a high level of support for the proposal for its benefit to the senior community, including service/amenities provision. There was a desire to see zoning for similar facilities in other parts of Vancouver.

Miscellaneous comments from individuals include:

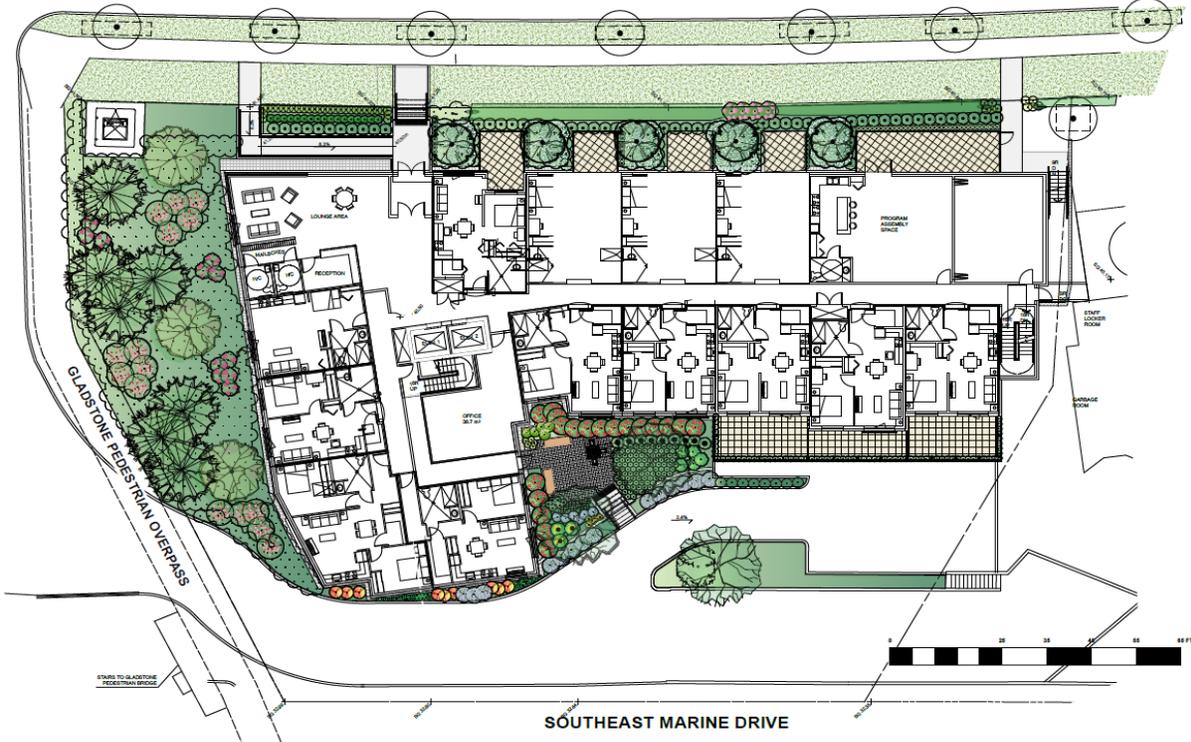
- Expressed need for other facilities and services in the area to support the proposal.
- Support for the current number of vehicle parking spaces proposed.

- Support for the proposed amenities on site, including the rooftop garden.
- Concern that the proposal does not align with the Victoria-Fraserview/Killarney Community Vision policy regarding building heights and neighbourhood fit.
- Concern that the proposal is a good idea, but is too late for current residents.
- Expressed desire to reduce the rezoning steps required to approve the proposal.
- Support to increase ride share opportunities on site.
- Suggestion to incorporate a mural on the east or west wall.
- Suggestion to relocate the parkade to the northwest corner of the site.
- Concern for the livability of homes in the northwest corner.
- Suggestions that the City should decrease the height of the proposed building and compensate residents for the decline in their property value.
- Expressed desire for Mayor and Council to approve the proposal.
- Support for the design of the proposal.
- Suggestion to consider incorporating apartment patios.
- “A city doesn’t grow if it’s constantly protecting views of detached houses.”

2230 Harrison Drive
FORM OF DEVELOPMENT

Site Plan

HARRISON DRIVE



West Elevation (view from Gladstone Pedestrian Overpass)



East Elevation (view from 2288 Harrison Drive)



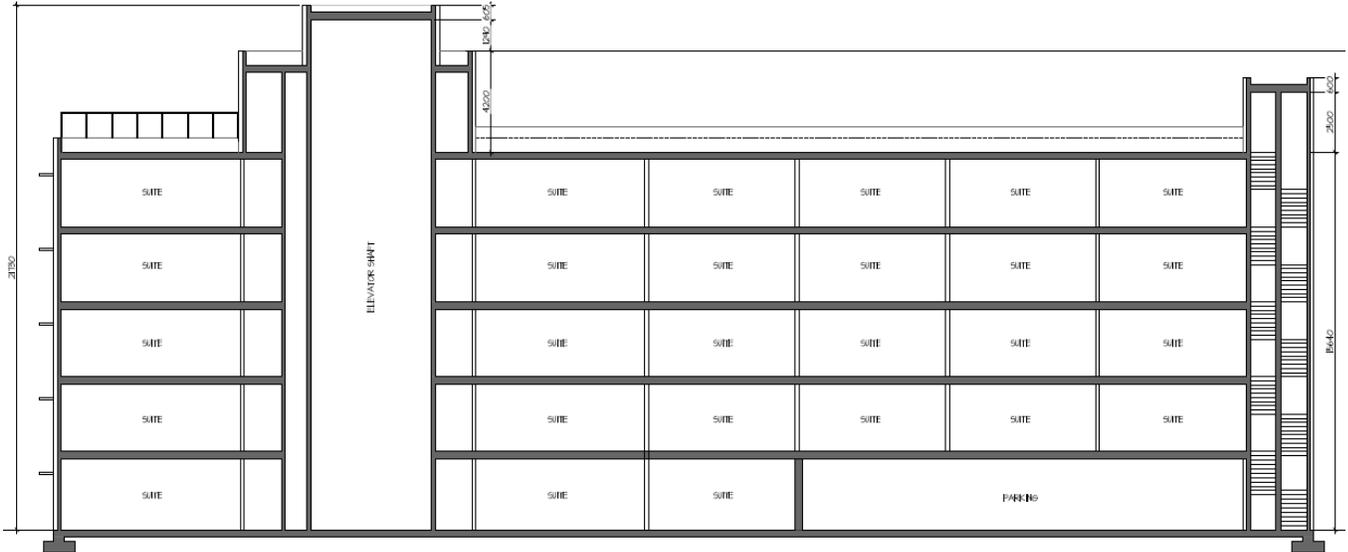
North Elevation (along Harrison Drive)



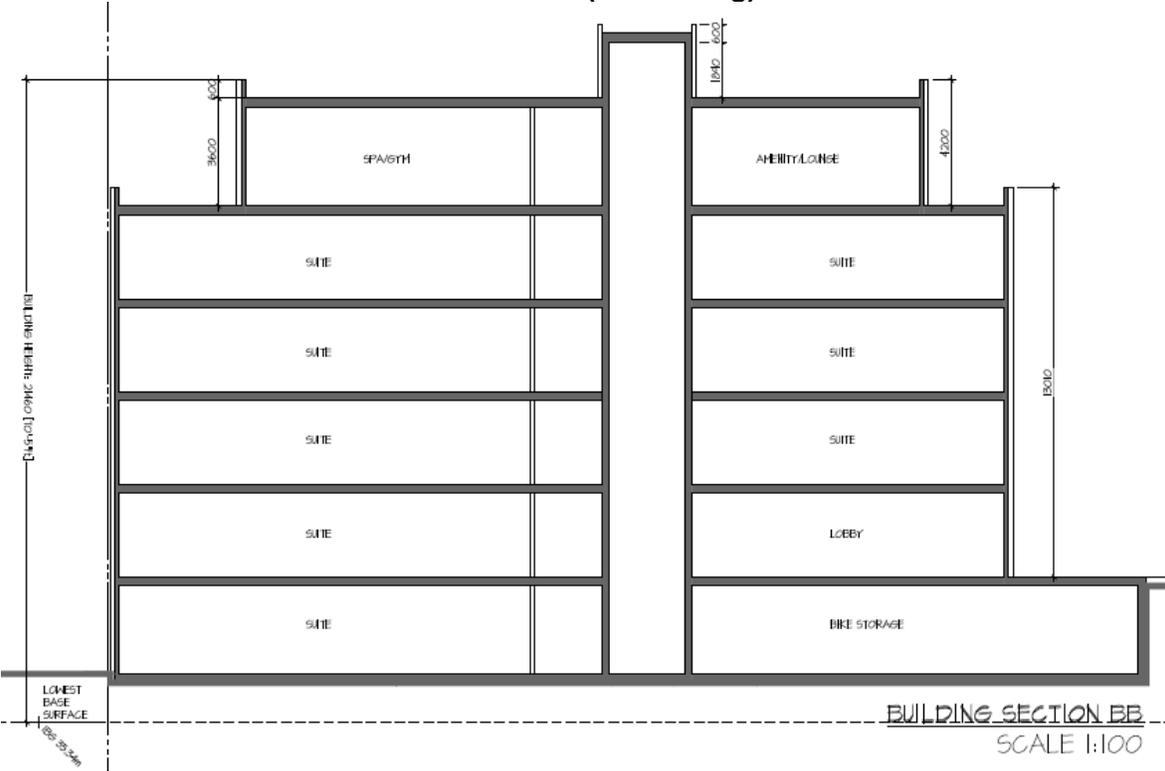
South Elevation (along Southeast Marine Drive)



Site Section (south facing)



Site Section (east facing)



Perspective (view from northwest corner with Harrison Drive in the forefront)



Perspective (view from southeast corner with Southeast Marine Drive at the forefront)



Perspective (view from northeast corner with Harrison Drive at the forefront)



**2130-2288 Harrison Drive
PUBLIC BENEFITS SUMMARY**

Project Summary:

Text amendment to redevelop the building at 2230 Harrison Drive, to increase the allowable floor area to 1.92 FSR and height of 70.41 ft., to permit a six-storey social housing building.

Public Benefit Summary:

The proposal will provide 72 units of housing secured as seniors' social housing for the longer of the life of the building and 60 years.

	Current Zoning	Proposed Zoning
Zoning District	CD-1 (13A)	Amended CD-1 (13A)
Net Floor Area	0.70 FSR or 5,826.5 sq. m (19,115.6 sq. ft.) (for all sub-areas)	For sub-area B only: 1.92 FSR or 4,865.7 sq. m (52,374.3 sq. ft.) No change in the other two sub-areas
Land Use	No uses listed	Institutional and residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
<i>Required</i>	DCL (City-wide) ^{2,3}	n/a	n/a
	City-wide Utilities DCL ³		
	Public Art		
	20% Social Housing		
<i>Offered (Community Amenity Contribution)</i>	Cultural Facilities	n/a	n/a
	Green Transportation/Public Realm		
	Heritage		
	Affordable Housing		
	Parks and Public Spaces		
	Social, Community and Civic Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$0	\$0

Other Benefits (non-quantified components):

72 units of social housing secured for the longer of the life of the building and 60 years

¹ DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

² City-Wide DCL revenues are allocated as follows: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

³ DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

2130-2288 Harrison Drive
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Applicant/Owner	The Finnish Canadian Rest Home Association
Architect	DYS Architecture

Address	Property Identifier (PID)s	Legal Description
2130 Harrison Drive (other property within CD-1 13A)	006-862-632, 010-041-842, 010-041-851, 010-041-877, 010-041-885	Lot B, Block 23, Fraserview Plan 20067 and Lots 12, 13, 14, and 15 all of Block 23, Fraserview Plan 8574
2230 Harrison Drive (subject site)	018-035-361	Lot F, Block 24, Fraserview Plan LMP7749
2288 Harrison Drive (other property within CD-1 13A))	018-035-370	Lot G, Block 24, Fraserview Plan LMP7749

Development Statistics

	Permitted Under Existing Zoning	Proposed Development	Recommended Development
Zoning District	CD-1 (13A)	Amended CD-1 (13A)	
Land Use	No uses listed	<ul style="list-style-type: none"> Residential Institutional (Community Care Facility - Class B) 	
Floor Area	5,826.5 sq. m (19,115.63 sq. ft.)	<ul style="list-style-type: none"> Sub-area B: 4,865.7 sq. m (52,374.3 sq. ft.) 	
Maximum FSR	0.70 FSR	<ul style="list-style-type: none"> Sub-area B: 1.92 FSR Sub-areas A and C to remain unchanged at 0.70 FSR 	
Maximum Height	Not to exceed geodetic datum height of 27.85 m or 91.37 ft.	<ul style="list-style-type: none"> Sub-area A: no change proposed Sub-area B: not to exceed building height of 21.46 m (70.41 ft.) Sub-area C: no change proposed 	
Dwelling Units	Existing units: Sub-Area A: 58 rental units Sub-Area B: vacant Sub-Area C: seniors care facility (no dwelling units)	<ul style="list-style-type: none"> Sub-area B: 72 social housing units total (new) No changes to sub-areas A and C 	
Parking Spaces	As per Parking By-Law	<ul style="list-style-type: none"> 22 vehicle spaces 1 loading spaces 93 bicycle spaces 	<ul style="list-style-type: none"> Parking must be provided and maintained in accordance with the Vancouver Parking By-Law, with the exception of sub-area B of 0.25 Cass B bicycle spaces per unit (18 bicycle spaces).