



REFERRAL REPORT

Report Date: December 2, 2019
Contact: Karen Hoesé
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RTS No.: 13515
VanRIMS No.: 08-2000-20
Meeting Date: December 10, 2019

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design and Sustainability
SUBJECT: CD-1 Rezoning: 3600 East Hastings Street

RECOMMENDATION

- A. THAT the application, by PCI Development Corporation, on behalf of 3600 East Hastings Holdings Corp. (Inc. No, BC1132025), to rezone 3600 East Hastings Street [*Lot A of Lot 63, Town of Hastings, Suburban Lands Plan 7974, PID 009-499-385*] from C-2C (Commercial) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 3.0 to 7.14 and the building height from 13.8 m (45 ft.) to 46.6 m (152.9 ft.) to permit the development of a 14-storey mixed-use building with commercial uses at grade and 94 secured rental housing units, with 20 per cent of the residential floor area being secured as moderate income units, under the *Moderate Income Rental Housing Pilot Program*, be referred to a Public Hearing, together with:
- (i) plans prepared by BHA Architecture, received March, 14 2019;
 - (ii) Draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

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

- B. THAT, if after Public Hearing Council approves in principle the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal

Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

- C. THAT, subject to enactment of the CD-1 By-law, the *Sign By-law* be amended generally as set out in Appendix C;

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

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

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

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

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a bylaw rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone 3600 East Hastings Street from C-2C (Commercial) District to CD-1 (Comprehensive Development) District under the *Moderate Income Rental Pilot Program* ('**MIRHP Program**'). The application proposes a mixed-use development consisting of a 14-storey mixed use building with commercial uses at grade and 94 rental housing units, where 20% of the residential floor area is reserved for Moderate Income Rental Housing Units ("**moderate income units**"), being units reserved for households earning a moderate income and rented at rates affordable to such households. A height of 46.6 m (152.9 ft.) and a density of 7.14 FSR are recommended.

Staff have assessed the application and conclude that it meets the intent of the MIRHP Program.

The application is also consistent with the Development Cost Levy (DCL) By-law definition of “for-profit affordable rental housing” for which DCLs may be waived.

If approved, the application would contribute approximately 94 secured rental housing units towards the City’s rental housing goals as identified in the *Housing Vancouver Strategy*. Staff recommend the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing, along with the Conditions of Approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives (2017)*
- *Hastings Sunrise Community Vision (2004)*
- *Housing Vancouver Strategy (2017)*
- *Family Room: Housing Mix Policy for Rezoning Projects (2016)*
- *High-Density Housing for Families With Children Guidelines (1992)*
- *Green Buildings Policy for Rezoning (2009, amended up to 2018)*
- *Urban Forest Strategy (2014)*
- *Community Amenity Contributions through Rezoning (last amended 2018)*
- *Vancouver Development Cost Levy By-law No. 9755 (2008, last amended 2019)*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*

REPORT

Background/Context

1. Site and Context

The subject site is located at the southwest corner of East Hastings Street and Kootenay Street in the Hastings-Sunrise neighbourhood (see Figure 1) and is currently zoned C-2C. The site is comprised of one legal parcel, with a total area of 995.4 sq. m (10,715 sq. ft.), a frontage of 32.0 m (104.9 ft.) along East Hastings Street and a depth of 31.1 m (102.0 ft.) along Kootenay Street.

The site is occupied with a one storey commercial building which is not listed on the Vancouver Heritage Register. This area along East Hastings Street is generally comprised of one to four-storey mixed-use buildings. The site to the east is occupied by a three-storey mixed-use building with commercial at grade and residential units above. Properties across the lane to the south are zoned RS-1 and is currently developed with single family homes.

East Hastings Street and Boundary Road are both considered primary arterials and well served by transit. The site is located within 50 m of the Kootenay Loop, with connections to 12 bus routes and a B-Line, in addition to easy access to the Cassiar Street and Adanac Street bikeways.

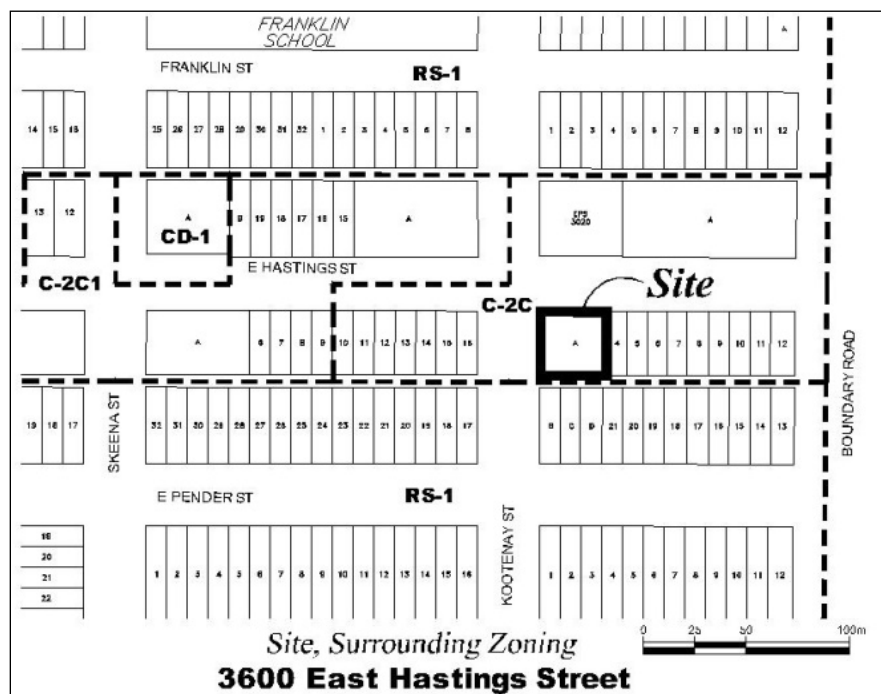
Neighbourhood Amenities – The following neighbourhood amenities are within the local area:

- Adanac Park is located four blocks to the south at 1025 Boundary Road (700 m)
- Charles Park is located seven blocks to the south at 3400 Charles Street (1 km)
- Hastings Community Park is located 1 km to the west
- Empire Field is located 650 m to the west at 2901 East Hastings Street
- Hastings Community Centre and Out of School Care is located 1 km to the west

Local School Capacity – This site is located within the catchment area of Sir John Franklin Elementary School at 250 Skeena Street, which currently has an operating capacity of 275 students. Per the *Vancouver School Board (VSB)'*s *Draft Long Range Facilities Plan* dated May 29, 2019, enrolments in 2017 resulted in a surplus of 77 spaces. By 2027 the draft plan forecasts a surplus of 88 spaces, and the overall enrolment trend for the area is changing anticipating sufficient space to accommodate current and forecast enrolment.

The site is also located in the catchment area of Templeton Secondary located at 727 Templeton Drive approximately 2.7 kms west from the site. Greater capacity is found at the Secondary level, where capacity utilization is 57 per cent of its 1400 seat capacity in 2017, with a draft forecasted surplus of 629 spaces in 2027.

Figure 1: Site at 3600 East Hastings Street and Surrounding Zoning



2. Policy Context

Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives (2017) – On November 29, 2017 Council approved the application process, project requirements and incentives for moderate income rental housing. Between January 1 2018 and July 1, 2019, the City accepted rezoning proposals for new buildings where 100 per cent of the residential floor area is secured as rental housing and

at least 20 per cent of the residential floor area is permanently secured as moderate income units. Those moderate income units are to be rented at rates targeted to meet the affordability needs of moderate income households earning between \$30,000 and \$80,000 per year and there are to be caps on rental increases at rates set under the provincial *Residential Tenancy Act*, even on a change in tenant. The purpose of the pilot is to test the level of interest from the development industry and demonstrate financial and operational feasibility of these projects in different parts of the city, including the level of affordability that can be achieved.

Staff will report back to City Council with lessons learned from the pilot, and if appropriate, recommendations for a new, long term program to encourage the construction of moderate income rental housing.

Housing Vancouver Strategy (2017) – 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 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 per cent of the new units will serve households earning less than \$80,000 per year, and 40 per cent will be family-size units. This application will contribute towards the targets for purpose-built market rental units and units for families.

Development Cost Levy By-Laws – Under Section 3.1A of the *Vancouver Development Cost Levy By-law* No. 9755 (the “**DCL By-law**”), and Section 3.2 of the *Vancouver Utilities Development Cost Levy By-law* No. 12183 (the “**Utilities DCL By-law**”) projects that meet the by-laws’ definition of “for-profit affordable rental housing”, a term specifically used by the province in Section 523D(10.3)(a) of the *Vancouver Charter*, are eligible for a DCL waiver for the residential portion of the development. The DCL By-law and the Utilities DCL By-law establish maximum unit sizes and maximum average rents by unit type for the project to be eligible for the waiver. Current rental rates and unit sizes are outlined in the *Rental Incentive Guidelines* and are updated on an annual basis.

On November 26, 2019, Council approved changes to the DCL By-law and the Utilities DCL By-law, including new maximum average rent criteria that enable projects that meet the affordability requirements in the *MIRHP Program* to be eligible for a waiver of the DCLs for the residential portion of the project under the DCL By-law (the **DCLs**). Council also approved changes to the Utilities DCL By-law to remove the waiver for “for-profit affordable rental housing,” effective September 30, 2020. However, applications submitted before this date will remain eligible for a waiver of the DCLs for the residential portion of the project under the Utilities DCL By-law (the **Utilities DCLs**), provided that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law change.

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

Strategic Analysis

1. Proposal

The application proposes a mixed-use building consisting of commercial uses at grade and 94 secured rental housing units of which 20 per cent of the residential floor area is being secured as moderate income rental units. The recommended height is 46.6 m (152.9 ft.) with an accompanying FSR of 7.14.

Figure 2: Perspective from East Hastings Street, looking southeast



Staff recommend a modest increase in height and density higher than that of the submitted rezoning application. The original height was approximately 45.3 m (148.9 ft.), but through the review process, the applicant corrected their submission to account for a slight change in the floor slab design resulting in a recommended height of 46.6 m (152.9 ft.) The FSR has increased slightly as well from 7.10 to 7.14 to accommodate for a modest rooftop amenity.

2. Land Use

The site is currently zoned C-2C (Commercial). The intent of the C-2C District Schedule and Design Guidelines is to provide a mixed-use area allowing for commercial activities and personal services for the broader community while creating a pedestrian-oriented shopping area by increasing residential component and limiting the amount of office uses. To encourage the delivery of increased housing opportunities, the MIRHP Program allows for consideration of higher density residential uses.

This proposal, with residential and commercial land uses is consistent with the intent of the MIRHP Program and C-2C zone. A total of 3,562 sq.ft of retail and 1,522 sq.ft of restaurant space are proposed along East Hastings Street. 100% of the residential space is dedicated to residential rental units.

3. Density, Height and Form of Development (Refer to drawings in Appendix E and statistics in Appendix H)

The MIRHP Program permits consideration of additional height and density to support a limited number of moderate income rental developments. This site meets a number of criteria under the MIRHP Program, including location, access to transit, zero displacement of existing rental units, proposed unit mix and neighbourhood context. For sites zoned C-2C and at an arterial intersection a building height up to 14-storeys may be considered.

Figure 3: Perspective of 3600 East Hastings Street (foreground) and 3680 East Hastings Street (background)



As there are limited urban design directions under the MIRHP Program, staff evaluated the proposed form of development based on considerations including:

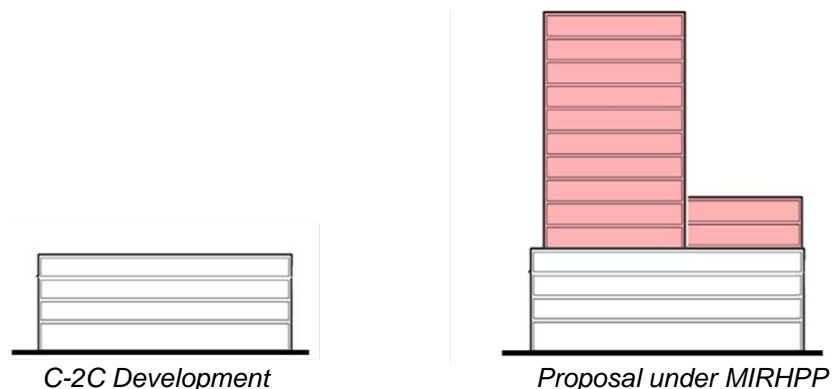
- intent of existing zoning;
- tower height response to location and surrounding context;
- streetscape for a shopping street; and
- transition to adjacent neighbourhood.

Density – A density of 7.10 FSR was originally proposed for this application. Staff have reviewed the proposed design and recommend 7.14 FSR to accommodate a modest rooftop amenity.

Existing Zoning – If development were to occur under the existing C-2C zoning, the conditional development potential of the site would be a maximum 13.8 m (45 ft.) in height and 3.0 FSR most likely in the form of a four-storey mixed-use building with commercial uses at grade.

Development under the MIRHP Program would exceed this form, which provides for consideration of a tower-podium form at an arterial intersection

Figure 4. Form of Development Comparison



Tower Height – The application proposes a 14-storey mixed-use building with a six-storey podium. An overall building height of 46.6 m (152.9 ft.) is recommended by staff and includes a modest increase of height as highlighted above. Due to the slope in grade, the lane is approximately 7 to 10 ft. lower than the street, as such the building reads as 15 storeys from the lane.

Since the site is at an arterial intersection, a tower height up to 14-storeys may be considered under the MIRHP Program. Although the intersection is at one arterial road (East Hastings Street) and one local street (Kootenay Street), Kootenay Street is wider than a regular local street and has the same Right-of-Way as Kingsway. It also includes a wide public realm and landscaping on both sides, so that the intersection is capable of accommodating a relatively higher building.

The MIRHP Program also gives consideration to existing higher building precedence in the neighbourhood context. The site is located close to Boundary Road. While the context on the Vancouver side is mid- to low-rise buildings, there are two existing high-rise buildings across Boundary Road, at 13 and 16 storeys respectively. The introduction of a 14-storey tower typology would not be new in this particular context.

Streetscape – For a site on the south side of a shopping street, a project built under the existing zoning would achieve a high level of penetration of direct sunlight onto the shopping street, a sense of openness to the sky, and active commercial frontage.

The application under MIRHP Program includes a 14-storey tower and a six-storey podium. The proposed tower floor plate is smaller than a typical residential tower (proposed 4,500 sq. ft.

versus typical 6,500 sq. ft.), however, due to a wider public realm on East Hastings Street, the shallowness of the site, and relatively small site frontage, the resultant tower is wider in the east/west axis than what would normally be anticipated.

There is a second MIRHP program rezoning application for the eastern corner of this block at 3680 East Hastings Street. Staff have taken both applications into account when analyzing the Form of Development.

The proposed tower-podium form would cast considerable additional shadow onto Hastings Street than that with a development under existing zoning (see Appendix D).

Given the nature of the pilot program and consideration of the affordability objectives of the MIRHP Program, staff support exploring the proposed tower-podium form as a pilot form to this neighbourhood. Further design refinements are anticipated to improve the streetscape, including a more slender appearance of the tower and an active street-facing commercial frontage. Design conditions related to these recommendations are included in Appendix B.

Transition – The MIRHP Program requires proposals to consider and respect the existing context and transition effectively to surrounding lower density residential areas. As illustrated in the Figure 5, the building typology under the MIRHP Program is a significant departure from the current zoning provisions and creates challenges in providing a transition in building scale to the low density residential areas to the south.

To mediate this concern, the rear of the building proposes a two-storey massing along the lane to better relate to the lower scaled neighbourhood. However, a six-storey podium expression is perceived from the south due to the higher-elevation on East Hastings Street. A condition has been included in Appendix B to reduce the podium height to four-storeys at the southwest corner to create a better transition from the tower to the lower scaled buildings across the lane. This condition will result in a minor reduction of floor area at this location, but may be recaptured in other areas of the building through design development at the Development Permit stage (See Urban Design Conditions in Appendix B). Figure 6 below indicates how this condition will create a better transition to the neighbourhood to the south.

Figure 5: Comparison of Relationship to the Neighbours across the Lane

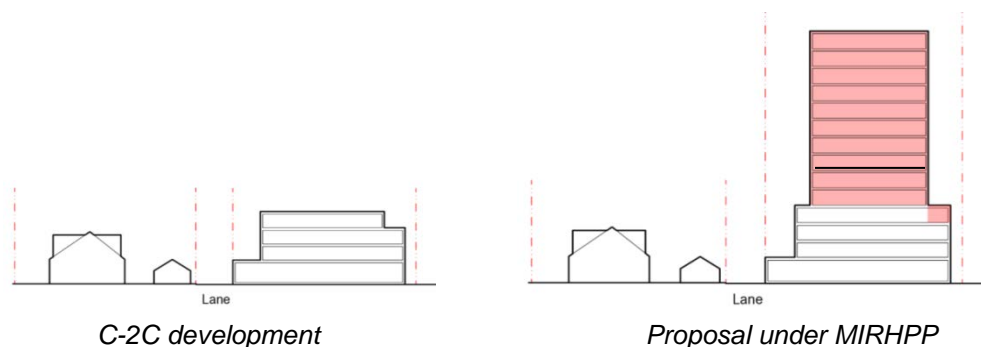


Figure 6: Kootenay Street Elevation

Conditions have been added to Appendix B to further reduce the noise, privacy and visual impact to the neighbours through design development to the landscape treatment, service use, balconies and retaining walls.

Amenity – The application proposes an indoor amenity space on the seventh floor and locates the outdoor amenity space on the adjacent podium roof deck. Staff recommend an additional outdoor amenity space on the roof of the tower in conjunction with a green roof approach. A modest amenity room with an accessible washroom may be provided to enhance the usability of the roof-top amenities.

Livability – The MIRHP Program allows for consideration of the relaxation of unit sizes and configurations subject to the projects location, liveability, design performance, and affordability. Considerations include the relaxation of the size of studio units from a minimum of 37 sq. m (398 sq. ft.) to 29.7 sq. m (320 sq. ft.), along with the provision for some inboard bedrooms (bedrooms without external windows) within the three-bedroom moderate income rental units.

Further design development should occur to maximize the livability of any inboard bedroom through varied design measures such as: internal cross-ventilation, borrowed light, and flexible usage such as designing for a wider range of activities than exclusively for sleeping for example work/play space. This application also includes studio units less than 37 sq. m (398 sq. ft.).

Some of the proposed units and their layouts are relatively small. With the consideration of increased affordability and overall viability of the project and in light of the pilot nature of this rezoning policy, staff generally support this approach (at this location) under the MIRHP Program. Further design development will occur through conditions in Appendix B to ensure a high standard livability can be achieved.

Landscape – The proposal will contribute soft and hard landscaping and provision of urban agriculture facilities. Staff recommend a green roof to enhance sustainability objectives and social interactions. Additional landscaping conditions can be found in Appendix B.

Urban Design Panel – The Urban Design Panel reviewed this application on July 3, 2019 and supported the proposal with recommendations to further develop the architectural expression, residential entry and landscape. For detailed panel comments, refer to Appendix E.

Staff recommend approval based on the pilot program nature of the MIRHP program, and note the proposed form, massing and height are a good response to the objectives of the MIRHP Program. Staff support this application subject to conditions outlined in Appendix B.

4. Housing

The *Housing Vancouver Strategy* (Housing Vancouver) and associated 3 Year Action Plan is the culmination of a year-long process of gathering, synthesizing and testing new ideas and approaches to addressing housing affordability in Vancouver. The MIRHP Program is a new approach to help provide an important supply of homes for households who are not eligible for or do not want to live in social housing but cannot afford market rental housing. The addition of new moderate income rental units and market rental units to the City's inventory contributes towards the Housing Vancouver target as shown in Figure 7.

Figure 7: Progress Toward 10 Year Housing Vancouver Targets for Purpose-Built Market and Developer-Owned Below Market Rental Housing as of September 30, 2019

Housing Type	CATEGORY	10-YEAR TARGETS	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	Market Rental	16,000	2,472
	Developer-Owned Below Market Rental	4,000	26
	Total	20,000	2,498

**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.*

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2018, the purpose-built apartment vacancy rate was 0.8 per cent in Vancouver, which was equivalent to approximately 463 units. The vacancy rate (based on the Canadian Mortgage and Housing Corporation (CMHC) Market Rental Survey) for the East Hastings area was the same as the Citywide rate at 0.8 per cent, meaning 8 out of every 1,000 market rental units in the East Hastings area were empty and available for rent. A vacancy rate of 3 per cent is considered to be a balanced rental market.

Market rents continue to be high in light of significant demand and limited supply, and new market rental and moderate income rental units are important parts of the housing continuum which help reduce pressure on the existing rental stock. The high cost of land and construction means that new market rental units will rent at higher rates than existing, older apartment rental units. The MIRHP Program is intended to ensure that more rental housing options are created that meet the affordability needs of those annually earning between \$30,000 and \$80,000 and restricts market access to these units through the use of eligibility criteria.

Housing Mix – On July 13, 2016, Council adopted the *Family Room: Housing Mix Policy for Rezoning Projects* policy which includes family housing requirements set at 35 percent. These units are to be designed in accordance with the *High Density Housing for Families with Children Guidelines*.

This application proposal provides for a broad cross section of household types. It would deliver 37 family units (39 per cent) across the project, and exceeds the family unit requirements in both the market rental (39 per cent) and moderate income rental (42 per cent) portions of the scheme. The complete unit mix is illustrated in Figure 8 and in Appendix F.

Figure 8: Proposed Unit Mix, Market and Moderate Income Rental

Market		Moderate Income	
Studio	18	Studio	5
1-bed	28	1-bed	6
2-bed	29	2-bed	6
3-bed	0	3-bed	2
Total	75	Total	19
Total 94 units			

Proposed Rents and Income Thresholds – In 2016, the median household income in the Hastings-Sunrise neighbourhood was \$68,506. Under the MIRHP Program, the application must provide 100 per cent secured rental units with a minimum of 20 per cent of residential floor area as moderate income rental units. This application would deliver approximately 19 units to be rented at rates that meet the affordability requirements of moderate income households under the MIRHP Program, as illustrated in Figure 9.

Figure 9 – Proposed Rents for Moderate Income Rental Units, Market Rents in Newer Eastside Buildings, Costs of Ownership and Household Incomes Served

Unit Type	Moderate Income Rental Units		Newer Rental Buildings - Eastside ²		Median-Priced Ownership Unit – Eastside ³	
	Average Starting Rents	Average Household Income Required ¹	Average Market Rent	Average Household Income Required ¹	Monthly Costs of Ownership	Average Household Income Required ¹
Studio	\$950	\$38,000	\$1,556	\$62,000	\$2,455	\$98,000
1 Bedroom	\$1,200	\$48,000	\$1,746	\$70,000	\$3,009	\$120,000
2 Bedroom	\$1,600	\$64,000	\$2,339	\$94,000	\$4,112	\$164,000
3 Bedroom	\$2,000	\$80,000	\$2,828	\$113,000	\$5,897	\$236,000

¹ As per CMHC, affordable housing is defined as shelter costs equal to less than 30 per cent of total before-tax household income, and these values represent the average minimum household income required for the average unit according to the CMHC definition. The actual rents and income required will be a range.

² October 2018 CMHC Rental Market Survey for buildings completed in year 2008 or later, Vancouver Eastside.

³ BC Assessment 2018, based on the following assumptions in 2018: median of all BC Assessment recent sales prices in Vancouver Eastside in 2018 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150 – 250 monthly strata fees and monthly property taxes at \$2.47 per \$1,000 of assessed value.

To be eligible for moderate income rental housing, a household must have a gross annual income that meets the requirements for the specific unit type, and there must be at least one household member per bedroom. The eligibility requirements are described in further detail in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives* document. All residents in the building will have equal access to common indoor and outdoor amenities and facilities illustrated in the architectural drawings in Appendix E.

Based on median incomes for Metro Vancouver, a one-bedroom moderate income rental unit would be affordable to persons employed in a variety of occupations such as services workers, trades workers, entry-level researchers and non-profit workers. A three-bedroom moderate income rental unit would meet the needs of a two-income family employed in sectors such as trades, industrial arts, and human resources.

Average market rents in newer rental buildings on the eastside are also shown in the middle two columns in Figure 9. A market rental studio unit could be affordable to a single person employed in occupations such as administrative services management, etc. A two-bedroom market rental unit could be affordable by a couple employed in occupations such as technical roles in construction or engineering.

The market rental housing component will provide options that are significantly more affordable than home ownership as illustrated in Figure 9.

DCL Waiver – *MIRHP Program* projects are eligible for a DCL waiver, if they meet the requirements of the DCL By-law for the residential portion of the project. Housing staff have evaluated this application and determined that it qualifies for the DCL waiver (see Appendix F). Staff note that the term “for-profit affordable rental housing” as defined by the Vancouver Charter (see page 5 of this Report), and used in relation to the DCL By-law and Utilities DCL By-law does not necessarily create rental units that are affordable to all Vancouver residents. The DCL Waiver provides opportunities for the creation of a range of rental levels, in accordance with the housing continuum objectives of the Vancouver Housing Strategy. The average proposed starting rents across the moderate income rental units, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, meet the maximum average rents as outlined in the DCL By-law and *Rental Incentive Programs Bulletin*. Additionally, *MIRHP Program* projects for which applications are submitted before September 30, 2020 are also eligible for a Utilities DCL waiver for the residential portion of the project provided that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law change, as described on page 5 of this Report. The applicant has applied for the waiver of both the DCLs and Utilities DCLs for the residential portion of the project.

The DCL By-law does not allow rents for the moderate income rental units to be increased ahead of initial occupancy, and subsequent increases are permanently capped at the annual allowable rate permitted under the *Residential Tenancy Act* [S.B.C. 2002] c. 78 (the **RTA**), regardless of any change in the tenancy. A final rent roll that sets out the starting monthly rents for the moderate income rental units will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law and the *MIRHP Program*.

Through the Development Permit application process, the City will ensure that average unit sizes do not exceed the maximum thresholds set out in the DCL By-law. More information on the Development Cost Levy Waiver can be found in Appendix F.

Security of Tenure – All 94 units in the project will be secured as rental through a Housing Agreement and a Section 219 Covenant for the longer of 60 years or the life of the building. The agreement is to be enacted by Council by by-law and registered on title to secure starting rents for the moderate income units (as per Figures 9), and will prohibit the stratification and separate sale of individual units. The agreement will also limit the rates at which rents for the moderate income units may be increased, even on a change in tenant. Annual reporting on the operation of the moderate income units will be required and will contain information including rents and verification of tenant eligibility. The addition of new moderate income units and market rental units contributes towards Housing Vancouver targets. Conditions related to securing the units are contained in Appendix B.

Existing Tenants – As there are no existing residential units on this site, a Tenant Relocation Plan is not required.

5. Transportation and Parking

The application originally proposed 41 parking spaces within three levels of underground parking, accessed from the lane. To meet the Vancouver Parking By-law, the development is required to provide 63 parking spaces, including 5 visitor spaces, and 186 bicycle spaces. With information submitted from the Transportation Demand Measures study, the required number of parking stalls can be reduced to 47 parking spaces. Staff support this reduction noting the sites proximity to transit as well as providing on-site bicycle maintenance facilities and transportation marketing services.

The site is well served by transit and both East Hastings Street and Boundary Road are part of the Metro Vancouver frequent transit network. The site is also located less than 50 m from the Kootenay Loop, including buses for 12 routes and a B-Line bus route. As of January 2020 the Hastings Street B-line bus route that runs along Hastings Street will be upgraded to a “RapidBus” route as part of the Mayors’ 10-Year Vision. The upgrades will result in faster and more frequent service along Hastings Street.

Through a separate process, the City of Vancouver’s Engineering Department will engage residents and businesses located near the Adanac Overpass, including the area of the subject rezoning application. The purpose of this engagement is to better understand the complexity of the transportation issues in the area, consult on options that can best mitigate traffic volume and speeding in the neighbourhood and share with residents how the City approaches neighbourhood traffic management. The defined boundaries of the engagement are East Hastings (north); Boundary (west); East 1st Avenue (south) and Renfrew (west).

Through the consultation process, the public identified concerns with existing traffic, congestion and parking in the surrounding neighbourhood. After hearing comments from the community in regards to traffic and parking at the City led open house, PCI developed an independent, developer-led “local traffic and transportation working group” including their traffic consultant and TransLink to engage with community stakeholders including select residents, Hastings Sunrise Community Policing Centre, Sir John Franklin School Elementary School Parent Advisory Committee, Franklin Community School Association.

At the time of report writing, the developer led traffic working group had met three times, wherein attendees shared transportation concerns, discussed the applicant traffic study and construction impacts. This information will be shared with the City’s Engineering Departments as they commence engagement with the local area. The applicant team shared with the

community that they will include more parking stalls in the development and will involve the community with respect to construction safety in the neighbourhood during project construction.

6. Environmental Sustainability and Natural Assets

Green Buildings – The *Green Building Policy for Rezoning* (2010, last amended 2018) requires that residential rezoning applications satisfy either the near zero emission buildings or the low emissions green buildings conditions within the policy.

This application is required to satisfy the *Green Buildings Policy for Rezoning* and is pursuing the low emissions green buildings requirement. 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 modelling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets.

Natural Assets – The *Urban Forest Strategy* was developed to find ways to help preserve, protect, and strengthen Vancouver's urban forest and tree canopy for the future. In April 2014, Council amended the *Protection of Trees By-law* to maintain a healthy urban forest by requiring permission to be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities, and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas. A 'by-law sized tree' has a tree trunk diameter of 20 cm or greater and requires a tree permit when it is proposed to be removed.

There are currently no existing trees on the site. This application proposes to add three new street trees along East Hastings Street and six along Kootenay Street. Engineering has requested the proposed trees along East Hastings be removed as it is with the bus zone. Engineering has requested that trees along the back boulevard along Kootenay Street are also replaced with standard sod, to help assist with maintenance. The final number of trees planted will be determined through the Development Permit process.

PUBLIC INPUT

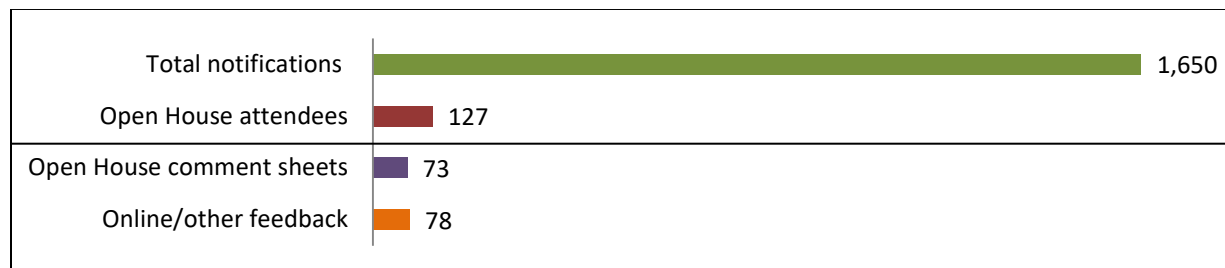
There were two community open houses for the project, one developer led pre-application open house and one City led open house. To coordinate neighbourhood feedback, staff held one open house for both this application and the application also under the MIRHP Program at 3680 East Hastings Street. Comments collected were for both applications and analyzed together.

Pre-Application Open House – The applicant held a pre-application open house on December 11, 2018 at 3680 East Hastings Street. A total of 37 individuals attended the open house with 21 hand written comments received. Support was voiced for the inclusion of family oriented housing and retail with suitable height and density due to its proximity to the bus loop. Concern for the project highlight the proposed height and density, increased traffic, limited parking, and the inclusion of retail.

Public Notification – A rezoning information sign was installed on April 24, 2019. Approximately 1,650 notification letters were distributed within the neighbouring area on or about May 6, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Community Open House – A community open house was held on June 4, 2019 at Sir John Franklin Elementary School, located at 250 Skeena Street. Staff, the applicant team, and 127 members of the public attended the open house.

Figure 11: Public Notification and Responses (June 4, 2019 Open House)



* Note that all reported numbers above are approximate

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Public Response – A total of 151 comments have been received via comment sheets, letters, emails, or on-line comment forms. Appendix D provides a detailed summary of the results of the public consultation. The feedback indicated that there was general opposition to the proposal with respondents voicing concern over transportation, height and views. A summary of key themes and staff response is provided below.

Support for the proposal cited the following:

- Affordable rental units
- Positive impact on local businesses
- Building height and density are appropriate given demand for rental units and location

Concerns expressed by respondents included the following:

- Transportation: traffic congestion, parking and transit
- Building height, density and neighbourhood context
- Impact to surrounding private views
- Insufficient community amenities to meet increased demand
- Consultation process
- Inappropriate Location

A detailed summary of public comments in response to the rezoning application may be found in Appendix D.

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

Transportation

Traffic congestion: A transportation study was submitted as part of the rezoning application. Results of the study identified that new vehicle trips generated by both developments would be minimal and have no meaningful impact to the existing roadway network conditions.

The Transportation Demand Management (TDM) Plan, required at the development permit application stage, will help to reduce vehicular trips to and from the development, providing solutions to congestion.

As mentioned previously, the City of Vancouver is planning to engage the community located near the Adanac overpass to better understand the complexity of the transportation issues in the area and provide information on how the City approaches neighbourhood traffic management (see transportation section for more detail).

Parking: With regards to proposed parking, in addition to the Transportation Demand Management (TDM) measures, staff recommend providing six additional underground parking spaces. In accordance with the Vancouver Parking By-law, the applicant is proposing a TDM plan, which provides for reductions in minimum parking requirements in exchange for providing enhanced transportation demand management measures. Further, a condition has been included in Appendix B to provide \$75,000 towards traffic calming measures to help address neighbourhood traffic impacts. Exact traffic calming measures will be determined within five years of occupancy. The contribution above includes funding for an analysis to assess potential transportation improvements. The project will meet the requirements of the Vancouver Parking By-law

Public transit: As previously mentioned, the site is located within 50 m of the Kootenay Loop, providing existing and future residents with access to public transit which will help to alleviate traffic congestion in the neighbourhood. Further, TransLink will implement improvements to the 95 B-Line taking effect January 2020. These changes are anticipated to decrease bus travel times by 20% by increasing frequency, reducing stops, redesigned streets and all door boarding.

Building height, density and neighbourhood context: As part of the MIRHP Program, staff ran a specialized “pre-enquiry” intake process that allowed proposals to be evaluated at a preliminary stage, vetted for eligibility under MIRHP Program and other City policies, and ranked based on a number of performance criteria established on the basis of key policy objectives. These objectives included testing the possibility of delivering a diversity of rental projects that include permanently secured moderate income units across the City in a range of zoning districts, building scales and locations, and exploring industry interest in this rental housing model.

Criteria used to evaluate the projects included:

- Compliance with MIRHP Program;
- Affordability (e.g. proposed rents and number of units secured as moderate income rental);
- Total number of new rental units created;

- Impact on existing renters and rental housing units;
- Unit mix (e.g. number of bedrooms);
- Proximity to transit and amenities; and
- Building form and neighbourhood fit.

This proposal was selected for inclusion in the MIRHP Program based on the strength of its performance under the criteria above. In particular, the two rezoning applications on this block, this site and 3680 East Hastings Street, propose to deliver a significant number of new moderate income and market rental units in a location that is well served by transit, amenities and services while having no impact on existing renters and rental housing units. Staff felt that the existing block could handle the height and density proposed as the sites are located next to two arterial roads. Furthermore, the scale of the building staff feel will be compatible with the specific context through design development.

Impact to surrounding private views: Staff recognize the potential impact of development on views within the City of Vancouver and has applicable policy to protect public views. The site is not located within a view cone area that seeks to protect view corridors for the public.

Community amenities: As outlined in Section 1 of the report, there are several community amenities in the area including parks, a community centre and out of school care and a nearby elementary school.

Consultation process: The MIRHP Program was approved by Council in 2017 to assist with achieving targets set out in the *Housing Vancouver Strategy*, regarding moderate income households. Throughout the rezoning review, the public had opportunities to comment on the proposed development through the pre-application open house, City-led open house and project website. Staff received over 150 pieces of feedback at the City-led open house on June 4, 2019, and directly via email, letter, phone call, or other means. All feedback received has assisted staff with the rezoning review and directly contributed to the recommendations included within this report.

PUBLIC BENEFITS

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

Required Public Benefits

Development Cost Levies (DCLs) – DCLs apply to new construction and help pay for facilities made necessary by growth including parks, childcare facilities, replacement housing (social/non-profit) and engineering infrastructure.

This site is subject to City-wide DCLs and City-wide Utilities DCLs on the proposed 6,640 sq.m (71, 473 sq. ft.) of residential floor area, as well as the 472 sq.m (5084 sq. ft.) of commercial floor area. In accordance with the provisions of Section 3.1A of the *Vancouver Development Cost Levy By-law (DCL By-law)*, the applicant has requested a waiver of both the DCLs and Utilities DCLs attributed to the residential floor area secured as for-profit affordable rental housing. As described on Page 5 of this Report, MIRHP Program projects for which applications are submitted before September 30, 2020 will remain eligible for a Utilities DCL waiver, provided

that a building permit is issued within 12 months of the effective date of the Utilities DCL By-law change. Based on the September 30, 2019 rates, the value of the waiver of both DCLs and the Utilities DCLs is approximately \$1,839,714 and it is anticipated that the commercial component of the project will generate approximately \$104,933 in DCLs. A review of how the application meets the waiver criteria is provided in Appendix F.

The DCL By-law requires that where rents are determined under section 3.1A(d), they are to apply at initial occupancy. A final rent roll that sets out the initial monthly rents for the moderate income rental units will be required prior to issuance of the occupancy permit in order to ensure compliance with the DCL By-law. After occupancy, rents for the moderate income rental units will not be permitted to increase on an annual basis further than the RTA limits, even on a change in tenancy, as per the *MIRHP Program*. The City will ensure that average unit sizes do not exceed the maximum thresholds set out by DCL By-law through the Development Permit application process.

Through the Development Permit application process, the City will ensure that average unit sizes do not exceed the maximum thresholds set out by DCL By-law.

Public Art Program – As the proposed floor area is below the minimum threshold of 9,290 sq. m (100,000 sq. ft.), no public art contribution will arise from this application.

Offered Public Benefits

Community Amenity Contributions (CACs) – Within the context of the *City's Financing Growth Policy*, an offer of a Community Amenity Contribution (CAC) 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 they take into consideration community needs, area deficiencies and the impact of the proposed development of City services.

The *Community Amenity Contributions – Through Rezonings* policy requires lower-density secured market rental applications within the C-2 zones proposing more than 6 storeys, to be subject to a CAC evaluation. Real Estate Services have assessed the application and costs of securing 20 per cent of the residential floor area for moderate income rental units and determined no additional CAC is expected.

Rental Housing – The applicant has proposed that all of the residential units be secured as rental housing (non-stratified) for the longer of 60 years and the life of the building. No less than 20 per cent of the residential floor area will be secured as moderate income units, while the remainder will be market rate units. The public benefit accruing from this application is the contribution to the City's secured rental housing stock serving a range of income brackets.

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

Financial Implications

The site is subject to both City-wide DCL and City-wide Utilities DCLs. However, projects providing 100 per cent of dwelling units that meet the definition of for-profit affordable rental housing are eligible for the waiver of both the DCLs and the Utilities DCLs for the residential portion of the project, provided that the building permit is issued before September 30, 2021, as described on page 5 of this Report. The secured rental portion of the proposed project is

expected to qualify for a DCL waiver with an estimate value of \$1,839,714. It is anticipated that the commercial component of the project will generate approximately \$104,933 in DCL's.

The 94 units of secured market and moderate income rental housing, secured by a Housing Agreement and Section 219 Covenant for the longer of the life of the building of 60 years, will be privately owned and operated.

No additional CAC or public art contribution is applicable.

CONCLUSION

Staff have reviewed the application to rezone the site at 3600 East Hastings Street from C-2C to CD-1 to permit development of 94 secured rental housing units of which 20 per cent of the residential floor area are moderate income units, consistent with the objectives of the *Moderate Income Rental Housing Pilot Program*. The application qualifies for incentives under the MIRHP program, including additional height and density, parking reduction and a waiver of both the DCLs and the Utilities DCLs for the residential portion of the project, provided that the building permit is issued before September 30, 2021. It is concluded that the proposed form of development represents an appropriate urban design response to the site and context, given the objectives of the MIRHP Program. If approved, this application would make a contribution to the achievement of key housing goals outlined in the *Housing Vancouver Strategy*.

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

* * * * *

3600 East Hastings Street
DRAFT BY-LAW PROVISIONS

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 marginally numbered Z- () attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that 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 ().

Definitions

3. Words in this By-law have the meaning given to them in the Zoning and Development By-law, except that:
 - (a) for the purposes of calculating the total dwelling unit area for section 5.1 of this By-law, "Dwelling Unit Area" is the floor area of each dwelling unit, measured to the inside of all perimeter walls excluding any floor area as required by section 6.5 of this By-law; and
 - (b) "Moderate Income Rental Housing Units" means dwelling units that meet the requirements of approved Council policies and guidelines for Moderate Income Rental Housing, as secured by a housing agreement registered on title to the property.

Uses

4. 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 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Uses, limited to Dwelling Units in conjunction with any of the uses listed in this By-law;
 - (b) Cultural and Recreational Uses, limited to Artist Studio, Arcade, Arts and Culture Indoor Event, Billiard Hall, Bowling Alley, Club, Community Centre or

Neighbourhood House, Fitness Centre, Hall, Library, Museum or Archives, and Theatre;

- (c) Institutional Uses, limited to Child Day Care Facility and Social Service Centre
- (d) Office Uses;
- (e) Retail Uses, limited to Farmers' Market, Furniture or Appliance Store, Grocery or Drug Store except for Small-scale Pharmacy, Grocery Store with Liquor Store, Liquor Store, Public Bike Share, Retail Store, and Secondhand Store;
- (f) Service Uses, limited to Animal Clinic, Auction Hall, Barber Shop or Beauty Salon, Beauty and Wellness Centre, Cabaret, Catering Establishment, Laundromat or Dry Cleaning Establishment, Neighbourhood Public House, Photofinishing or Photography Studio, Print Shop, Production or Rehearsal Studio, Repair Shop – Class A, Repair Shop – Class B, Restaurant, School – Arts or Self-Improvement, School – Business, School – Vocational or Trade, and Wedding Chapel;
- (g) Utility and Communication Uses, limited to Public Utility and Radio Communication Station; and
- (h) Accessory Uses customarily ancillary to the uses permitted in this Section.

Conditions of Use

- 5.1 A minimum of 20% of the total dwelling unit area must be Moderate Income Rental Housing Units.
- 5.2 The design and layout of at least 35% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) Include two or more bedrooms, and:
 - (c) Comply with Council's "High Density Housing for Families with Children Guidelines".
- 5.3 The Director of Planning or Development Permit Board may vary the percentage of family units indicated in section 5.2, taking into consideration all applicable Council policies and guidelines.
- 5.4 There shall be no dwelling units above the 14-storey.
- 5.5 Non-residential uses are restricted to the ground floor.
- 5.6 No portion of the first storey of a building, within a depth of 10.7 m of the front wall of the building facing Hastings Street and extending across its full width, shall be used for residential purposes except for entrances to the residential portion.

- 5.7 All commercial uses and accessory uses listed in this section shall be carried on wholly within a completely enclosed building except for the following:
- (a) Farmers' Market;
 - (b) Neighbourhood Public House;
 - (c) Public Bike Share;
 - (d) Restaurant; and
 - (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

Floor Area and Density

- 6.1 Computation of floor space ratio must assume that the site consists of 995.4 m², being the site size at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 6.2 The floor space ratio for all uses combined must not exceed 7.14.
- 6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2m, including earthen floors, both above and below base surface, measured to the extreme outer limits of the building.
- 6.4 Computation of floor area and dwelling unit 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 area of all such exclusions must not exceed 12% of the permitted residential floor area; and
 - (ii) the balconies must not be enclosed for the life of the building;
 - (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
 - (d) amenity areas, recreational facilities and meeting rooms accessory to a residential use, to a maximum total area of 10% of the total permitted residential floor area; and

- (e) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m² for a dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit.
- 6.5 The use of floor area excluded under section 6.4 must not include any use other than that which justified the exclusion.
- 6.6 Where floor area associated with storage space is excluded under section 6.4 (e), a minimum of 20% of the excluded floor area must be located within the Moderate Income Rental Housing Units.

Building Height

- 7. Building height, measured from base surface to top of parapet, must not exceed 46.6 m.

Horizontal Angle of Daylight

- 8.1 Each habitable room must have at least one window on an exterior wall of a building.
- 8.2 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.
- 8.3 Measurement of the plan or planes referred to in section 8.2 must be horizontally from the centre of the bottom of each window.
- 8.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement if the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council, and:
 - (a) The minimum distance of unobstructed view is not less than 3.7 m; or
 - (b) The habitable room is within a unit assigned to moderate income households and containing a minimum of three bedrooms, where the horizontal angle of daylight requirement is relaxed for no greater than one of the habitable rooms in the unit.
- 8.5 An obstruction referred to in section 8.2 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 ().
- 8.6 A habitable room referred to in section 8.1 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;

Acoustics

9. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustic 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

Zoning and Development By-law

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

* * * * *

**3600 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 include in the hearing agenda package. Any changes to the conditions by staff prior to the hearing will be noted in the Summary and Recommendations. Any further changes to the conditions approved by Council will be contained in its decision. Please consult the hearing minutes.

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 PCI Development Inc., received March 14, 2019, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

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

Urban Design

1. Design development to reduce the impact to the lower density residential area to the south through the following recommended design measures:

- a) Reducing the podium height at southwest corner by two storeys:

Note to Applicant: The intent is to create a better transition from the tower to the low scaled neighbouring buildings. This can be achieved by stepping back approximately 5 ft for levels four and five at the southwest corner with a commensurate reduction of floor area by approximately 260 sq.ft. The 260 sq.ft currently included in the FSR in Recommendation A. Recapturing of floor area may be considered subject to further review. The brick expression on the western side may be reduced to reflect the reduced podium height.

- b) Minimizing the frontage and height for service use at the lane including parking access, loading, exiting stair, and garbage collection;

Note to Applicant: The intent is to reduce the visual and noise impact of service use to the neighbours. This condition may be achieved by increasing the efficiency of the circulation and reducing headroom to a minimal for loading enclosure, garbage room and parking ramp access.

- c) Avoiding continuous oversized balconies facing the lane;

Note to Applicant: The intent is to mitigate the overlook to the neighbours. Breaking up the continuous balconies will also assist with an increase of the landscaping at the lane and reducing an apparent massing of the podium. See also Urban Design condition 1.e.

- d) Minimizing the blank retaining wall and foundation wall at grade;

Note to Applicant: This may be achieved by lowering the ground floor elevation and/ or converting the above-grade parkade volume into residential space to create townhouse units at grade.

- e) Increasing landscaping substantially at grade and on the roof decks and balconies of the upper floors facing the lane side.

Note to Applicant: The intent is to significantly soften the south façade of the podium. It can be achieved by widening the landscaping buffer at grade for larger trees and more layers of landscape and exploring opportunities for more plants on the roof decks and balconies on the upper levels.

- 2. Design development to improve the streetscape based on the following design explorations:

- a) Enhancing a slenderer appearance for the tower;

Note to Applicant: This may be achieved by emphasizing vertical expression and reducing the extent of horizontal elements to reduce the perceived width of the tower.

- b) Strengthening a four-storey streetwall expression on Hasting Street;

Note to Applicant: this may be achieved by mitigate the perceived massing of the 5 and 6 storey in particular the continuous balconies on the sixth floor.

- c) Considering setting back the top two floors of the podium substantially to improve the solar exposure on Hastings Street.

- d) Exploring opportunities to celebrate the gateway.

- 3. Design development to the commercial frontage to better relate to pedestrian interest and pedestrian scale by providing the following:

- a) Opportunities for smaller commercial units with frequent at-grade entries;

Note to Applicant: Due to a significant slope condition along East Hastings, proper location of entry doors along with steps of the slab should be explored to maximize at-grade entries for potential small commercial units.

- b) An expression of a finer grain module (~25 ft.) with transparent glazing, high quality materials, and more intensive detailing; and

- c) Generous and continuous weather protection to the full width of building frontage.

Note to Applicant: The weather protection is recommended in a canopy format. The canopy design should be integrated into the overall building and relate to the pedestrian scale. A comfortable depth-to- height ratio of the canopy is approximately 1: 1.5 and 10-12 ft. above sidewalk level.

4. Design development to ensure a high standard of livability for all dwelling units by providing the following:

- a) Adequate daylight, ventilation, and external views for all habitable rooms;

Note to Applicant: All habitable rooms should meet the Horizontal Angle of Daylight (HAD) requirement set out in the CD-1 By-law. An inboard bedroom may be considered by demonstrating the ability to maximize internal cross-ventilation, borrowed light and flexible usage such as wider range of activities than only sleeping. Detailed unit plans, furniture layout, and sections are to be included as part of a Development Permit application for staff further evaluation of livability. No more than one inboard bedroom is permitted in a moderate income rental unit with three or more bedrooms. Inboard bedrooms are not permitted in market rental units.

- b) Adequate room sizes to accommodate reasonable furniture layouts;

Note to Applicant: Any changes in the recommended unit count and unit mix from the rezoning application may only be varied under the discretion of the Director of Planning or Development Permit Board. Detailed unit plans and furniture layout are to be included as part of a Development Permit application for staff further evaluation of livability. Livable units are a goal of the City. A target unit width of 12 ft. clear measured from inside finished walls for all units should be explored. Explore opportunities to provide more comfortable living space and bedroom wherever possible. Staff will work with you through the Development Permit process to ensure unit layouts are viable.

- c) Usable private open space for all residential units.

Note to Applicant: This can be achieved by providing balconies measuring 1.8 m (6 ft.) deep with a minimum area of 4.6 sq. m (50 sq. ft.). Reductions to the balcony size may be considered for one-bedroom and studio by demonstrating the ability to accommodate elements such as a table and seating for two and offering generous common amenity spaces on site. Refer to the *High Density Housing Guidelines for Families with Children* for more information.

- d) Adequate storage space for each dwelling unit in form of bulk storage or in-suite storage.

Note to Applicant: While the storage spaces may be eligible for exclusion of floor area, any changes of above-grade storage at Development Permit application should not affect the building massing.

5. Design development to provide an additional rooftop outdoor amenity space on the uppermost roof in conjunction with a provision of green roof.

Note to Applicant: A modest amenity room with an accessible washroom is encouraged on the rooftop to enhance the usability of the amenities.

6. Submission of a bird-friendly strategy for the design of the building in the application for a development permit.

Note to Applicant: Refer to the Bird-Friendly Design Guidelines for examples of built features that may be applicable. For more information, see the guidelines at: <http://guidelines.vancouver.ca/B021.pdf>.

Crime Prevention through Environmental Design (CPTED)

7. Identify on the drawings strategies that consider the principles of CPTED including the following conditions:
 - a) Limiting opportunities for nuisance activities, mischief in alcoves, and blind corners;
 - b) Limiting unobserved access or activity and encouraging natural visual surveillance;
 - c) Mail theft;
 - d) Site lighting developed with considerations for safety and security; and
 - e) Reduced opportunities for graffiti;

Note to Applicant: Alcoves and other similar visually hidden areas should be designed so as to not be covered or have limited cover and be well lit. Opportunities for graffiti can be mitigated by reducing areas of exposed wall and by covering with vines, hedges or a rough finish material.

8. Design development to improve visibility and security in the underground parking in accordance with the Parking By-law including:
 - a) Overhead lighting and step lights at exit stairs and doors;
 - b) 24 hour lights and walls painted white; and
 - c) Visibility at doors, lobbies, stairs and other access routes.

Landscape

9. Design development to provide an intensive green roof with an amenity deck on the roof level to enhance sustainability and to further foster social interactions. Refer to Urban Design Condition 5.

Note to Applicant: the proposed green roof design should meet the criteria in the Roof-mounted Energy Technologies and Green Roof Bulletin, at a minimum. Planted areas should be maximized to enhance livability and sustainability. Programming elements such as an increase urban agriculture area, additional seating areas, and an informal children's play area would be desired. These changes should be reflected on the landscape roof plan and with large-scale sections and/or details.

10. Design development to improve the livability of the level 14 roof terrace by providing a linear planter along the edge of the roof terrace and / or larger planters at the corners.

Note to Applicant: Permanent planters would be desired.

11. Design development to the landscape treatment to provide adequate soil volumes for all planting areas over slab especially tree planting areas.

Note to Applicant: Soil depths should exceed Canadian Landscape Standards, specifically, a minimum of 3 feet of growing medium depth should be provided for all tree plantings. Structural slab should be sloped or lowered where possible.

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

- Maximize natural landscape best management practises.
- Minimize the necessity for hidden mechanical water storage.
- Increase the amount of planting on the roof level, where possible.
- Consider linear infiltration bio-swales along property lines, at lower site areas.
- Use permeable paving.
- Employ treatment chain systems (gravity fed, wherever possible).
- 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.

13. 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.

Provision requirements at the time of Development Permit application:

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

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

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

16. Provision of a "Tree Management Plan";

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

17. 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.

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

Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact 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 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

19. 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.

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

21. Provision of an outdoor Lighting Plan;

Sustainability

22. All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings.

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

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

Engineering

24. Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.
25. 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 (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
26. 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.

27. Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.
28. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
29. Provision of an updated landscape and 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, make note of the improvement on the site and/or landscape plans. The landscape plan is to include the following note:

"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."

30. Delete the proposed trees and landscaping shown on the back boulevard from Kootenay Street and provide standard sod.
31. Delete the proposed street trees that are within the bus zone on East Hastings Street.
32. Delete the planters proposed within the SRW area.
33. Clarify garbage pick-up operations. Provision of a written confirmation that a waste hauler can access and pick up from the location shown 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.

Note to Applicant: Refer to the Garbage and Recycling Storage Facility Design Supplement. The solid waste storage amenity should be placed no more than one level down from grade.

34. Gates/doors are not to swing more than 1'-0" over the property lines or into the SRW area.
35. Provision of generous and continuous weather protection on the East Hastings Street frontage.
36. Provision of a canopy application for all new canopies that encroach onto City property is required.

Note to Applicant: Canopies must be fully demountable and drained to the buildings internal drainage systems. Please submit a copy of the site and elevation drawings of the proposed canopy for review.

37. Provision of a Loading Management Plan (LMP), including:
 - (a) How the loading facility will operate
 - (b) Management of the facility, including on-site loading manager
 - (c) Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries
 - (d) Specify routing of the trucks from the arterial streets to and from the loading space
 - (e) Clarify the largest truck that the loading space(s) are designed to accommodate and provide all vehicle dimensions.
 - (f) Loading Management and Communications Protocol for all tenants.

38. Provision of a finalized Transportation Assessment and Management Study (TAMS), (including the following updates)
- (a) Commentary on expanded discussions regarding neighbourhood traffic following developer led workshops.
39. Provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services with complete information on TDM measures proposed and including the following clarifications:
- (a) ACT-05 – Bicycle Maintenance Facilities
 - (i) Note and dimension location of facilities on plans.
 - (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
 - (iii) Provision of an operational plan detailing:
 - o A description of the amenities to be provided,
 - o A means of providing access to all residents,
 - o Plan for maintaining these amenities.
 - (iv) To be provided in a secure location located proximal to the majority of residential Class A bicycle spaces being provided.
 - (v) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
 - (b) SUP-01 – Transportation Marketing Services
 - (i) Provision of a description of the services to be provided.
 - (ii) If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.
40. Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services which:
- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$280 per parking space waived,
 - (b) Secures the provision of TDM measures on the site,
 - (c) Permits the City to access and undertake post occupancy monitoring of the TDM measures proposed,

- (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results,
41. Provision of compliance with the TDM Plan, as per the finalized TDM agreements.
42. Note on all ground level and parking level plans “Vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan.”
43. Design development to improve access, design of bicycle parking and complies with the Bicycle Parking Design Supplement.
- (a) Provision of a dedicated bicycle elevator. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5'-6" x 6'-8". A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly.
 - (b) Provision of automatic door openers for all doors providing access to Class A bicycle spaces.

Note to Applicant: Note location of automatic door openers on plans.
 - (c) Provision of maximum 40 bicycle spaces per storage room
 - (d) All Class B bike parking to be provided on private property and should not encroach in any way on public property.
44. Design Development to improve access, design of loading spaces and complies with the Parking and Loading Design Supplement.
- (a) Provision of convenient, internal, stair-free loading access to/from all commercial and residential site uses.
45. Design development to improve the parkade layout, access design and complies with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- (a) Provision of additional width required for vehicle spaces located adjacent one wall.

Note to Applicant: Column encroachments into single stall modules are not accepted. Dimension minimum required widths on plans.
 - (b) Column encroachments, setbacks and parking space widths to comply with the Parking and loading design Supplement. Column encroachments are not permitted in single module stalls.

Note to Applicant: Column setback required for column encroaching into residential parking space number 32.

46. Provision of the following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
- (a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (b) Dimension of columns and column encroachments into parking stalls.
 - (c) Dimensions for typical parking spaces.
 - (d) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates. These clearances must consider mechanical projections and built obstructions.
 - (e) Minimum vertical clearance labelled to the underside of raised security gate(s).
 - (f) Show and dimensions minimum required size for Class B loading on plans.
 - (g) Updated plan A2.01 to show internal ramp connecting P1 to P2 parking level.
 - (h) Additional partial section plan through Class B loading to show elevations, slopes and minimum required vertical clearance to the underside of raised security gate.
 - (i) Design elevations on both sides of drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - (j) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable. Note the use of a designated bicycle elevator if required.
 - (k) Show and dimensions individual Class B bicycle spaces on architectural and landscape plans.
 - (l) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (m) The location of all poles and guy wires to be shown on the site plan.

Green Infrastructure

Staff notes that a Rainwater Management Plan (RWMP) has been submitted but are seeking a more detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the 'Green Buildings Policy for Rezoning' and detailed fully in the ['Rainwater Management Bulletin'](#). Please work to address the following to ensure that a final RWMP can be accepted prior to DP issuance.

47. As per the Rainwater Management Bulletin, runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained or reused on site.
- (a) Explore additional avenues for retention of the 24 mm of rainwater as the amount currently captured in Absorbent Landscaping is negligible. Provide justification for not exploring the installation of a green roof, as Architectural plans indicate a flat area available on the tower roof.
 - (b) Consider grading impervious areas into landscaping or direct balconies/roofs into landscaping with increased storage available and an underdrain for safe conveyance.
 - (c) Provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
 - (i) Buildings, patios and walkway locations
 - (ii) Underground parking extents
 - (iii) Location of any proposed detention tank, water quality treatment and flow control system with connections to the sewer system
 - (iv) All routing of rainwater throughout the site
 - (v) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method
 - (d) Provide a servicing plan which includes all routing of rainwater into the proposed systems and out to the municipal system.
48. The rainwater management system for the building(s) and site shall be designed such that the peak flow rate discharged to the sewer under post-development conditions is not greater than the peak pre-development flow rate for the return period specified in the City of Vancouver's Intensity-Duration-Frequency curve (IDF curve). The City of Vancouver's 2014 IDF curve shall be utilized for pre-development design flow calculations, and the City's 2100 IDF curve, which takes into account the effects of climate change, shall be utilized for post-development design flow calculations.
- (a) For this calculation, the 10 year, 5 minute time of concentration should be used. The time of concentration used within the calculations provided was unclear.
 - (b) If every effort has been made to capture the 24 mm of rainfall falling on site and the storage required to control to the pre-development peak flow rate is small, a detention tank may not be required. Instead individual flow control devices on patios and rooftop levels may be enough to control the flow from the site to pre-development levels. Calculations would be required to support this proposition.
49. As per the Water quality requirements, the volume of water (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.

- (a) Staff note, that 'Catch Basins & Oil Water Separators' are cited to meet this requirement. Clarify what will be used and for proprietary treatment devices.
 - (i) Provide product information for all treatment practices.
 - (ii) Products need to meet either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.
- 50. Provide detailed drawings of all proposed rainwater management systems including but not limited to, dimensions, inverts, stage-storage-discharge characteristics, design criteria and all assumptions.
- 51. Prior to Development Permit issuance, an Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), must be submitted to the satisfaction of the Integrated Water Management Branch and will included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the GI practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to the following components:
 - (a) Phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established
 - (b) A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system
 - (c) Fact sheets (or similar reference material), for proposed plantings
 - (d) Contact information for any proprietary systems to be located on-site (for example oil/grit separators).
 - (e) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements
- 52. A Section 219 Rainwater Management Agreement Covenant will be required once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be register on the property's title. The Engineer of Record will be required to inspect the RWM system as necessary during and after construction in order to determine whether it has been substantially completed according to the covenant and Final RWM Plan. The EOR is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as-built" drawings showing the details of the modified system must be provided.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by InterCAD Services Ltd dated February 20, 2019, no water main upgrades are required to service the development. 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."

Housing

53. The unit mix to be included in the Development Permit drawings, including studio units, one-bedroom units, two-bedroom units, and three-bedroom units, generally complies with the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements and Available Incentives*, for both the market and below market (moderate income) units, and must include 35 per cent family units (two-bedroom and three-bedroom units).

Note to Applicant: Any changes in the unit mix from the rezoning application may only be considered under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35 per cent of the dwelling units designed to be suitable for families with children and meets the intent of the unit mix guidelines in the *Moderate Income Rental Housing Pilot Program* (<https://vancouver.ca/files/cov/moderate-income-rental-housing-pilot-program-administrative-bulletin-may-2018.pdf>).

54. The development is to comply with the *High-Density Housing for Families with Children Guidelines*, including the provision of:
- (a) a children's play area (S. 3.3.2 (a));
 - (b) seating with direct line of sight to the play area (S. 2.5.2);
 - (c) a minimum of 2.3 sq. m. (24.7 sq. ft.) of bulk storage for each dwelling unit; and
 - (d) wheelchair accessible washroom and kitchenette within the multi-purpose indoor amenity space.
55. Prior to issuance of a development permit, applicant to display a sign on the site, throughout construction, that acknowledges that secured market and moderate income rental housing is being provided as part of the City of Vancouver's initiatives. Sign design, format, and location to be approved by the City.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the General Manager of 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

Engineering Services has no objections to the proposed rezoning provided the following can be addressed prior to by-law enactment.

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

1. Provision of a building setback and statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to East Hastings Street, to achieve a 7.5 metre offset distance from the back of the existing curb to the building face. The SRW will be free of any encumbrance such as vents, structure, stairs, walls, planters, benches, bicycle parking, door swings and plantings 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 setback and SRW width is required.

2. Provision of a Shared Use Loading Agreement for the one Class B loading space between the commercial and residential uses and to label the space as 'Residential and Commercial Loading'.
3. Provision of a Services Agreement to detail the on 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 will be issued until the security for the services is provided.

- (a) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including floor area, projected fixture counts and other details as required by the City Engineer to determine if sewer system 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 sewer system upgrading that may be required.

Note to Applicant: Implementation of development(s) at 3600 E Hastings and 3680 East Hastings Street concurrently or separately require improvement and/or sustainment of sewer flow conditions. The Developer is to contact utilities.servicing@vancouver.ca to discuss and finalize servicing options prior to DP issuance. Options include significant off-site local sewer main upgrades, onsite enhanced rainwater management or a combination of both to best serve the development(s). The final servicing option to be an enactment condition and reflected within the Services Agreement.

- (b) Street improvements along East Hastings Street adjacent to the site and appropriate transitions including the following:

- (i) Minimum 1.22m (4'-0") wide exposed aggregate front boulevard and light broom finish saw-cut concrete sidewalk to the edge of the SRW area;
 - (ii) New curb ramps;
 - (iii) Curb and gutter, including pavement to the centerline of East Hastings Street;
 - (iv) Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (c) Street improvements along Kootenay Street adjacent to the site and appropriate transitions including the following:
 - (i) Minimum 2.14m (7'-0") wide broom finish saw-cut concrete sidewalk;
 - (ii) New curb ramps;
 - (iii) Curb and gutter, including pavement to the centerline of Kootenay Street;
 - (iv) New catch basin on the north side of the lane return;
 - (v) New curb bulge;
 - (vi) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: The City will provide a geometric design for these street improvements.

- (d) Provision of street trees adjacent the site where space permits.
- (e) Paving of the lane adjacent the site to current standards.
- (f) Provision of a new standard pedestrian lane crossing, new curb returns and curb ramps at the existing lane crossing on Kootenay Street adjacent to the site.
- (g) Provision of the relocation of all associated passenger facilities (bus shelter, bench, litter can, etc) and reinstallation at applicant's cost at a location to be determined by Engineering Services.
- (h) Provision of speed humps in the lane south of the 3600 block of East Hastings Street, between Kootenay Street and Boundary Road.
- (i) Provision of installation of parking regulatory signage on streets adjacent to the site.

Note to Applicant: Designs details of off-site improvements to be finalized at the development permit stage.

- (j) Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City of Vancouver standards and Illuminating Engineering Society of North America (IESNA) recommendations.
- (k) Provision of intersection lighting upgrade at Kootenay Street and East Hastings Street to current COV standards and IESNA recommendations.
- (l) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

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

- (m) Provision of lane lighting on standalone poles with underground ducts.
- (n) Provision of a new service kiosk if identified through the approved detailed electrical design.

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 (the latest edition) 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 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: Ensure that in your consultation with BC Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Confirm that this space has been allocated and agreement between both parties has been met.

- 5. Provision of \$75,000 for traffic calming measures to address neighbourhood traffic impacts.

Note to Applicant: Appropriate traffic calming measures to be determined at a later date within five years of occupancy. The amount above includes funding for transportation

analysis to assess potential requirements. Improvements delivered and timing will be at the sole discretion of the City Engineer.

Sustainability

6. For buildings containing 20 units or more, the applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

Housing

7. 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/or Section 219 Covenant to secure all residential units as secured rental housing units, including at least 20 per cent of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as moderate income units subject to the conditions set out below for such units and in accordance with the requirements set out in the Moderate Income Rental Housing Pilot Program, for the longer of 60 years or the life of the building, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

The agreement or agreements will include but not be limited to the following terms and conditions:

- (a) A no separate sales covenant;
- (b) A no stratification covenant;
- (c) A provision that none of such units will be rented for less than one month at a time;
- (d) All rental units will be secured as rental for a term of 60 years or the life of the building, whichever is greater;
- (e) That a rent roll be provided indicating the agreed initial monthly rents for each moderate income rental unit, when the Housing Agreement is entered into and again prior to development permit issuance.
- (f) That the average initial starting monthly rents for each moderate income rental housing unit, which comprise at least 20% of the residential floor area that is counted in the calculation of the floor space ratio, will be at or below the following rents, not subject to adjustment, as set out in section 3.1A(d) of the Vancouver Development Cost Levy By-law and section 2a of the *Moderate Income Rental Housing Pilot Program: Application Process, Project Requirements And Available Incentives* Administration Bulletin:

Moderate Income Rental Housing Type	Maximum Average Starting Rents
Studio	\$950
1-bedroom	\$1,200
2-bedroom	\$1,600
3-bedroom	\$2,000

and that a rent roll indicating the agreed maximum average initial monthly rents for the units secured at moderate income rates will be required prior to Development Permit issuance, and again prior to issuance of an Occupancy Permit, to the satisfaction of the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services;

- (g) That rent increases for the moderate income units will be capped at the Residential Tenancy Act maximum annual allowable increase, as published by the Province of British Columbia, regardless of a change in occupancy;
- (h) The applicant will verify eligibility of new tenants for the units secured at moderate income rates, based on the following:
 - (i) For new tenants, annual household income cannot exceed 4 times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (i) The applicant will verify the ongoing eligibility of existing tenants in the units secured at moderate income rates every five (5) years after initial occupancy:
 - (i) For such tenants, annual household income cannot exceed 5 times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and
 - (ii) There should be at least one occupant per bedroom in the unit.
- (j) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the moderate income rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the moderate income units, and a summary of the results of eligibility testing for these units; and
- (k) Such other terms and conditions as the General Manager of Planning, Urban Design or Sustainability (or successor in function) and the Director of Legal Services may require in their sole discretion.

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

Environmental Contamination

8. If applicable:

- (a) Submit a site profile to Environmental Services (Environmental Protection);
- (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into agreements deemed necessary to fulfill 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 satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, are 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 site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

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

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3600 East Hastings Street

DRAFT CONSEQUENTIAL AMENDMENTS

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

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

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

3600 East Hastings Street [CD-1 #] [By-law #] C-2C”

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW No. 6555

Amend Schedule B [Intermediate Zone] by adding the following:

“[CD-1#] [By-law #] 3600 East Hastings Street”

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**3600 East Hastings Street
ADDITIONAL INFORMATION**

1. PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on April 24, 2019. A community open house was held on June 4, 2019. A total of 1,648 notifications were distributed within the neighbouring area on or about May 6, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).



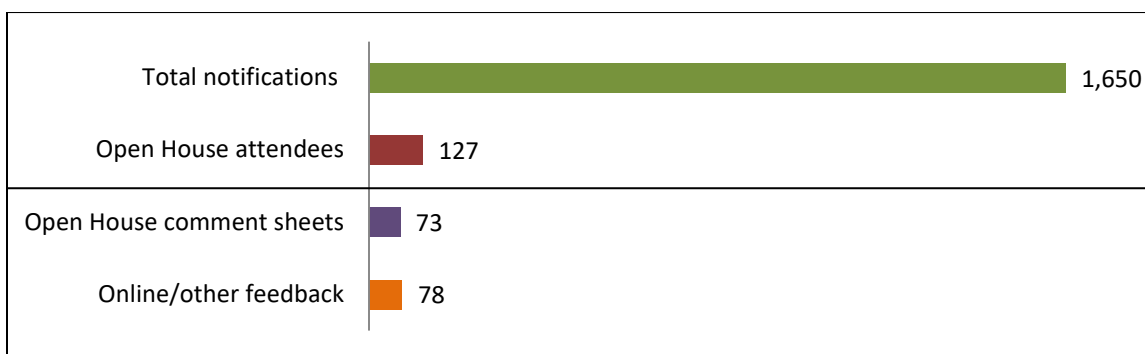
April 2, 2019 Community Open House

A community open house was held from 5 – 8pm on June 4, 2019, at Sir John Franklin Elementary School, 250 Skeena Street. Staff, the applicant team, and a total of approximately 127 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 4, 2019 open house, a total of 73 comment sheets were received from the public.
- A total of 78 letters, e-mails, online comment forms, and other feedback were received from the public.



* Note that all reported numbers above are approximate

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Below is a summary of all feedback received from the public by topic:

Generally, comments of support fell in the following areas:

- **Housing affordability:** The proposed project would help address the housing crises and provide more affordable rental units through the MIRHPP program. Respondents also cited that this proposal would allow families to stay in the city and ensure secure housing for future generations.
- **Building and neighbourhood context:** The proposed development would enhance the area and support local business. One respondent expressed support as no tenants will be displaced
- **Building height:** The proposed height is supported, citing that a height higher than the current proposal would be further supported to include more affordable rental units to accommodate the city's growing population.
- **Building density:** The proposed density is supported as the site is located on a major arterial and could revitalize the community and decrease auto use. One respondent noted that while higher density is supported, more parking space within the development should be considered.
- **Commercial units:** The at-grade commercial units would be appropriate, highlighting the desire for locally owned retail and services to enhance the neighbourhood. Two respondents noted that the units in between the two proposed buildings should be redeveloped to increase housing and amenities.
- **Location:** The proposed development would be centrally located to amenities and along a major arterial.

- **Public transit:** The proposed development would be close to public transit that services the city's central employment hubs.
- **Parking within the development:** The lower number of parking spots within the proposed development would be appropriate due to its proximity to public transit and to encourage more car share use.
- **Community amenities:** The community amenities on and off site would be supportable as a gathering area. One respondent appreciated the amenities but noted a need for grocery stores within walking distance.
- **Family units:** The inclusion of family units in the proposal would allow more families to move into the neighbourhood.
- **Building design:** The design of the proposal would provide a vibrant exterior and suitable fit for the surrounding community.

Generally, comments of concern fell into the following areas:

- **Traffic congestion:** Traffic would be further congested along the corridor and the Cassiar Tunnel. This would decrease pedestrian safety, increase car accidents, and is challenging for emergency vehicles to navigate traffic congestion.
- **Street parking:** The proposed development would further worsen street parking availability, causing frustration among residents. Respondents cited that nearby developments and residents from Burnaby would also park in the area.
- **Building height:** The proposed building height would negatively impact nearby properties, a maximum of six-storeys would be more appropriate for the neighbourhood's context.
- **Public transit:** There would be limited mass transit to support the additional population from the proposed development, questioning whether more public transit services could be considered.
- **Parking within the development:** Parking spaces are limited within the proposed development, considering the number of units that are proposed. Two respondents expressed concerns that parking spaces would need to be decreased to limit single occupancy vehicles.
- **Building and context:** The proposed development would not fit with the neighbourhood context, citing that it would change the area and residents may experience more negative impacts as a result.
- **Views:** Respondents showed concerns that their views and skyline would be disrupted by the proposal.
- **Building density:** Respondents expressed concerns that the proposed density would be considered too high, noting that this would affect the quiet neighbourhood.

- **Community amenities:** There are limited community amenities within the proposal and in the community. Respondents highlighted that local schools capacity would worsen and access to grocery stores and restaurants are insufficient.
- **Consultation process:** Residents are not being heard and properly consulted, citing that the proposed development is driven by financial gain for the developer.
- **Location:** The proposed development is not considered in an appropriate location, highlighting that the scale of the development should be located in an area that already have similar existing density and public transit to support additional residents.
- **Crime and safety:** Crime rates would increase which may cause safety concerns, while the neighbourhood would become more transient.
- **Commercial units:** Respondents showed concerns that the new commercial units would be displaced. Commercial units would also need to cater to residents' needs and enhance the area.
- **Infrastructure:** Infrastructure may not be sufficient to accommodate additional residents in the neighbourhood. Infrastructure would require upgrades with additional transit lines before development could happen.
- **Greenspace:** There would be a lack of greenspace surrounding the proposed development, while one respondent noted that there would be dog waste on the rooftop gardens.
- **MIRHPP units:** The proposed number of MIRHPP units would not address housing affordability. One respondent is concerned that the dedicated MIRHPP units may decrease due to dominating voices in opposition.
- **Family units:** There are only a small number of family units proposed in the development.
- **Sunlight and shadowing:** The proposed building would block sunlight and create a negative impact on surrounding properties.

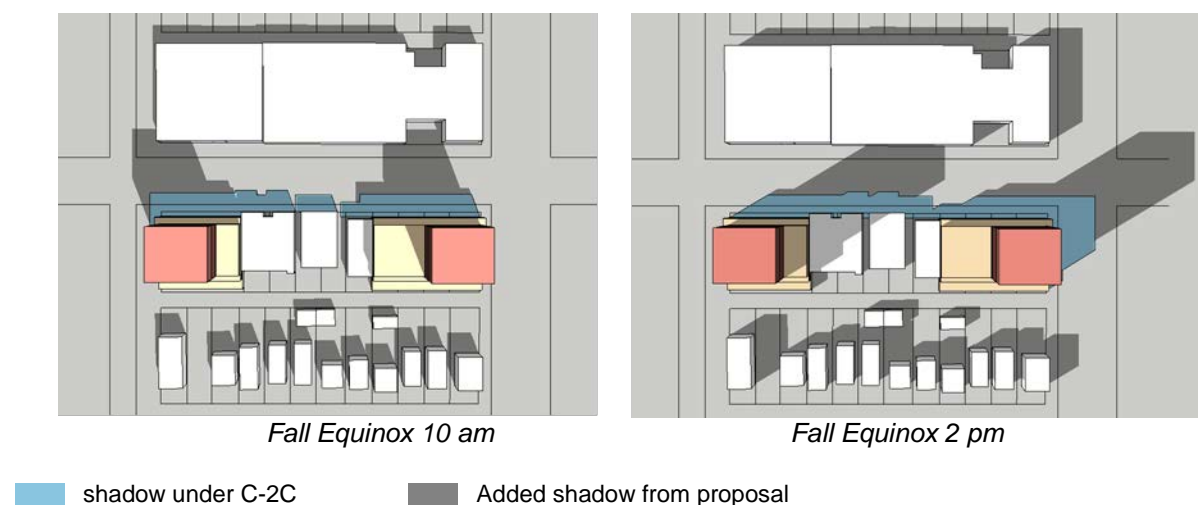
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3600 East Hastings Street ADDITIONAL INFORMATION

1. Form of Development Analysis

The provided shadow studies (Figure 1) illustrate from 10:00 am to 2:00 pm at the fall equinox, the six-storey podium shadows longer than a C-2C development, and the tower shadows the full width of the street and on to the façade of the mixed-use building across the street. In this scenario, the remainder of the blockface, if left in its present form, would provide the majority of sun penetration for this block of East Hastings Street shopping area.

Figure 1. Shadow Comparison between proposal and C-2C at 10 am and 2 pm at Fall Equinox (September 21)



The tower and six-storey podium would reduce the sun exposure onto the north sidewalk particularly during pedestrian active times over the year. The shadow studies (Figure 2,3,4) reveal that at 2:00 pm, the development under the existing C-2C zoning, shadows the north sidewalk for 3 months from November to January, while a six-storey podium and a tower would shadow for 5 and 7 months respectively.

Figure 2. Shadow clears the sidewalk at 2 pm for development under C-2C



Figure 3. Shadow clears the sidewalk at 2 pm for proposed six-storey podium

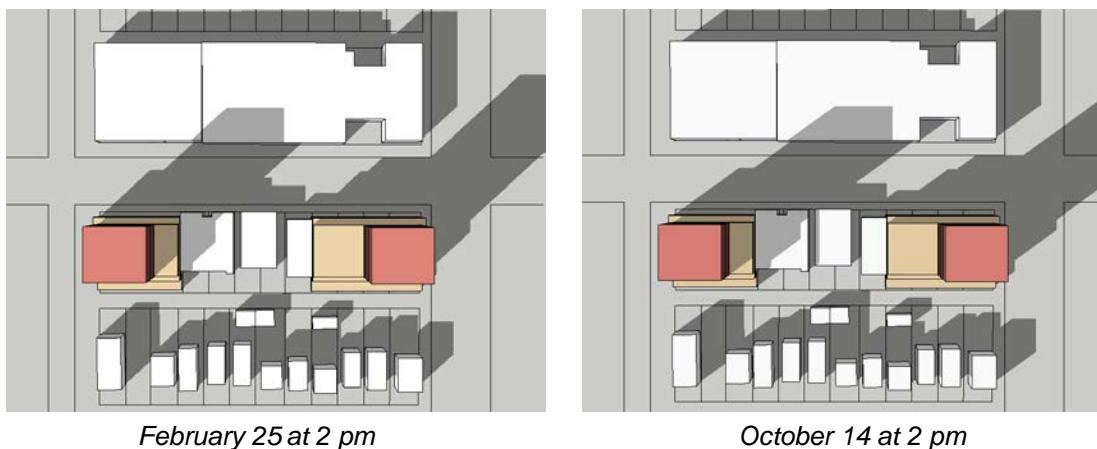
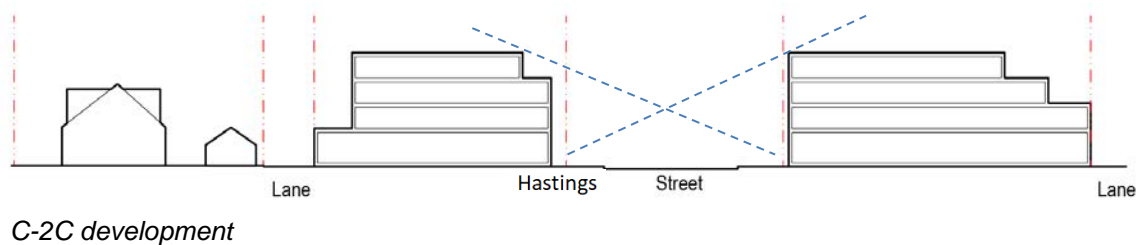


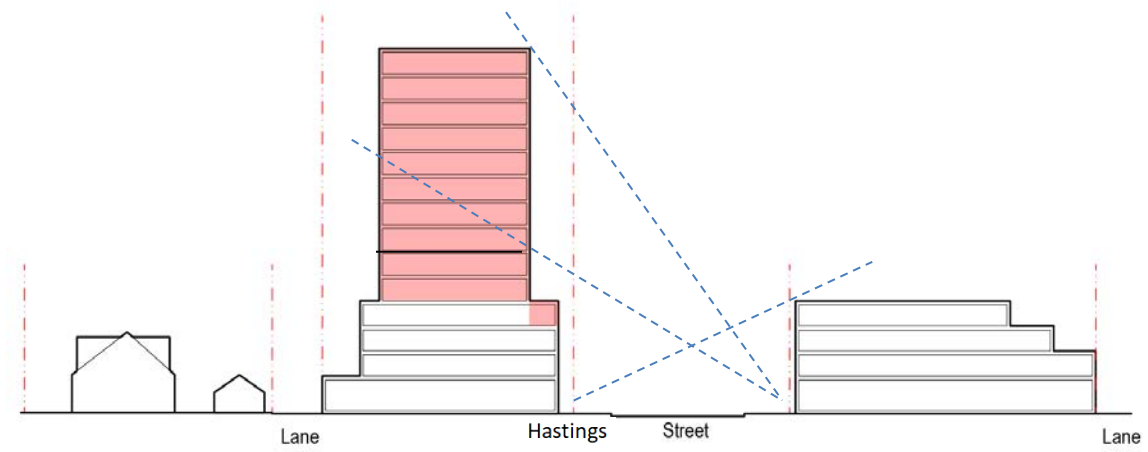
Figure 4. Shadow clear the sidewalk at 2 pm for proposed tower



The proposed tower on a six-storey podium also impacts the sense of openness to the sky for the pedestrian walking experience along the shopping street (see Figure 5).

Figure 5. Street Space Comparison between zoning envision and proposed scheme





Proposed development

* * * * *

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this application on July 3, 2019. The application was supported with recommendations.

EVALUATION: SUPPORT with RECOMMENDATIONS (8-0)

- **Introduction:** Rezoning Planner, Marcel Gelein, began by noting the two buildings located at 3600 and 3680 East Hastings Street are proposed by the same applicant team under two separate rezoning applications. They are coming in under the Moderate Income Rental Housing Pilot Program (MIRHPP) rezoning policy.

The subject block is on the south side of East Hastings Street between Boundary Road and Kootenay Street. The two subject sites are located at the corners flanked by the two streets. The existing zoning for both sites is C2C as are the areas to the north and west along East Hastings Street. Within two blocks to the west, there is one recently completed 6 storey building and two approved rezoning applications under rental 100. Across the lane to the south is a low-scale residential area zoned RS-1. The Kootenay bus loop is on the NW corner of Kootenay intersection. Across Boundary Road to the east is Burnaby including the Boundary View towers which are 13 and 16 storeys.

The Moderate Income Rental Housing Pilot Program seeks to create the right housing supply with deeper affordability. It enables up to 20 rezoning projects to provide 100% secured rental housing with a minimum of 20% of the residential floor area secured for moderate income households that meet certain project criteria. The two sites were selected as 2 of 20 projects being considered under MIRHPP as it proposes to deliver a significant number of new moderate income and market rental units in a location that is well-served by rapid transit, amenities and services, and would not displace any existing rental units or tenants. According to the policy, for C2C sites up to 14 storeys may be considered at arterial intersections subject to urban design review.

The proposal at the Boundary Road corner site is for a 14 storey mixed use development with 6.9 FSR. It proposes 118 rental units with a total floor area of 96,000 s.f. The Kootenay Street corner site also proposes a 14 storey mixed use building and 7.1 FSR with a total of 94 rental units and floor area of 76,000 s.f.. Between both developments a total of 43 MIRHPP units are proposed.

Development planner, Grace Jiang, began by noting the two sites are on one same block. The block is relative shallow with a depth of 102 ft. The east site has a frontage of 137 ft. along East Hastings Street, and the west site has a frontage of 105 ft. Both sites have significant cross fall from north east to south west with site slope of 24 ft. and 13 ft. respectively.

The existing zoning of both sites is C2C, which allows a 4 storey mixed use development up to 3 FSR. Under MIRHPP policy, up to 14 storeys may be considered subject to the location and urban design performance.

Both rezoning applications are for a mixed use development with 14 storey tower on 6-storey podium. The lane is approximately one storey lower than East Hastings Street, therefore the towers and podiums read as 15 storeys and 7 storeys respectively from lane.

The east site is located at the intersection of two arterial roads - Boundary Road and East Hastings Street, which is eligible under the MIRHPP Policy for 14 storeys. The west site is at the intersection of an arterial (East Hastings Street) and a local street (Kootenay), which is eligible for some additional height and density between 6 to 14 storeys subject to other considerations. Staff note that Kootenay Street has a 100 ft. ROW which is the same width as the arterial road. Kootenay Street currently has two lanes of traffic - which allows for the remainder of the ROW to be developed with a wider sidewalk and public realm with landscaped boulevards on both sides.

Both sites are on the south side of East Hastings Street. While the towers shadow the sidewalk and mixed use buildings across East Hastings Street, the majority of shadowing falls on the roadway, particularly the shadows generated by podiums do not extend to the north sidewalk on the equinox between 10am to 4pm.

One of urban design considerations is to create a compatible streetscape with existing and future developments on the East Hastings Street. The proposed podium height is 6 storeys. The upper storeys are stepped back to emphasize a 4-storey street wall which is in line with the anticipated developments along East Hastings Street. 5-storey expression is created to emphasize the two corner conditions and extends along the flanking streets.

Commercial use is provided at ground floor fronting East Hastings Street and wrapped onto the flanking streets. The commercial units are stepped along the slope to achieve at-grade entrance.

Both buildings provide setbacks from streets for enhanced sidewalk and public amenity, including 18 ft. on East Hastings Street and 15 ft. on Boundary Road for the east site and 25 ft. on East Hastings Street and 31 ft. on Kootenay Street for the west site. The wider public realm in front of the west building is to accommodate B-line bus stop and the corner on Kootenay Street could be potential patio space.

Policy also requires transition to surrounding areas and homes. Both projects provide transition heights and setbacks at rear including 12 ft. setback for the podium at the corner and along the lane, 17 ft. for the primary massing, and 24 feet at the shoulder. Along the lane, there are residential unit's landscapes, services, parking access, and loading.

The two towers are setback 8 ft. from the podium facing streets, and flush with the podium on the rear. The east tower provides 39 ft. setback from the interior side property line and the west tower provides 21 ft. The resultant floor plates are 5,500 sf (89 ft. x 67 ft.) and 4,700 sf (76 ft. x 67 ft.) respectively.

Both buildings propose amenity room on the 7th floor with co-located outdoor amenity space on the roof deck. Residential entrances are located on the flanking streets.

Advice from the Panel is sought on the following:

1. Does the panel support the proposed height and density (14-storey tower and 6-storey podium)?

2. Under the MIRHPP Policy, projects must consider and respect transitions to surrounding areas and homes.

Noting the location at the high point, does the project provide a suitable transition to the lower density areas to the rear, including:

- setbacks of podium and tower;
 - podium heights; and
 - lane treatment at-grade, including residential units, landscaping, garbage, loading and parking.
3. Please provide preliminary comment on the architectural expression and materiality to inform the development application.

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:** An opportunity to the site is the proximity to two major transit corridors and Kootney loop. There are excellent views all around.

The challenge is compressing site coverage and massing into a tight envelope while managing the program. There is little wiggle room for the project and design.

Challenges with both sites are they are only 100 feet deep; there is inefficient parking, the massing and articulation. The slopes create challenge with mixed use buildings with loading.

The curb takes a bit of a bend; the intent is to create a continuous line for the East buildings.

The principle setback and height constraints of 14 storeys, transition from level 7-14. In regards to tower widths entered negotiations with planning, asked for an increase of 74 percent on the West side and an increase of 60 percent to the East side.

Both corner sites are on a gateway block, goal is to emphasize the corner.

Corner retail units programmed for restaurant use.

There is glass on the corner to liven the area.

The corner transitions into a lighter canopy.

A brick element goes up to the parapet on level 6.

There is a break in the base and steps down to a 4 storey element.

Tower design is two eyes in the sky with small landscaping elements.

Top peeled back on level 14 in the east tower.

There is a penthouse expression on the west tower.

Look at ways to engage the tower to the base.

There are thread window elements to the base, helps vertical expression, and the break in the base, helps give store front variety.

The podium form is a 4 storey strategy with balconies on the lane and street.

On the lane side, try to peel away brick base and insert some residential.

Peeling away of base and raised terrace with landscape buffer helps transition base across to the residential

There are outdoor amenity spaces, on level 7 there is a terrace with perimeter planting. There is an amenity on both buildings at the front corner that is adjacent to an outdoor amenity.

There is also residential units that spills out onto each terrace with lots of landscaping for privacy

Regarding landscape, with greater setbacks there is opportunity for street trees. Along Kootney Street there is a greater right away plan for much heavier landscaping. Along lane insert landscape buffer at residential units
There is bicycle parking.
A main consideration is a strong focus on window to wall ratio.

There is 25 percent of the envelope on both buildings.
Limiting balcony runs, every unit even studios have full balconies, they are constricted not continuous. There is continuous insulation.
The buildings have mechanically high efficiencies RVs.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:** Having reviewed the project it was moved by Ms. Parsons and seconded by Ms. Besharat-Avini and was the decision of the Urban Design Panel:

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

- Design Development to develop the character of the two buildings;
 - Design Development of the residential entry on Boundary Road;
 - Design Development of the amenity of the west tower;
 - Design Development of landscape and streetscape landscape.
- **Related Commentary:** There was strong support from the panel.
The project was in line with the corresponding policy.
This was a MIRHPP project presented to the panel.
It is a unique site with slopes, major streets, height of buildings, and the retail at grade is strong.
It is a gateway site.
The treatment at grade is nice.
The podium heights are nice can see how future developments have been considered.
The setbacks, podium and tower are not entirely ideal on the lane side however with the slope and southern exposure the single family homes have mitigated this a bit.
The residential entry is nicely defined.
The corner elevations on Boundary Road and Kootenay Street are strong; the three elevations are nicely treated.
In general the material choices were accepted.
The loading and garbage appear to work with the lane treatment.
The sister character of the buildings is nice but buildings could also have differences.
Consider a change in colour or massing elements. The east building could be higher and the west lower.

A panelist suggested these are background buildings and that is okay background buildings have a place in City of Vancouver, make materiality and architecture reflect this.

A panelist suggested taking simple materials and carrying it on.

The Residential entry on the east tower off Boundary Road, the walkway is fairly tight and sunken, design development needed to this area.

The transitioning into the surrounding neighbourhood from the lane treatment does appear tight.

Review the units close to the garbage enclosure at the lane to ensure this is not their view.

At the DP stage greater thought and creativity around the ground plain is needed.

Given the amount of units and people living in them providing a nice amenity space is very important.

The panel supported the concept of a rooftop amenity at least at one of the sites with amenities like a washroom and elevator.

The amenity on the west tower suggest making it bigger or moving it to the roof or to the other side.

The common areas appear cramped for most programs.

3680 building, south of the lobby there is a blank wall suggest adding windows.

The site is close to Adanac bike route with an opportunity to make convenient access for biking.

On level 7 the trees are very narrow, confirm they will survive.

Along Boundary Road at the 3680 Building there are no street trees showing, consider connecting with Engineering in regards to this.

Overall landscape treatment would benefit from further design development. The amount of parking is a concern as it is already a congested area.

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

* * * * *

**3600 East Hastings Street
FORM OF DEVELOPMENT DRAWINGS**

Site Plan



Second Floor Plan



North Elevation (East Hastings Street)



South Elevation (Lane)



West Elevation (Kootenay Street)



Full Block Elevation



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3600 East Hastings Street
DEVELOPMENT COST LEVY WAIVER ANALYSIS

To qualify for waiver of the Development Cost Levy (DCL) for the residential floor space, the application must meet the criteria set out in the relevant DCL By-law under section 3.1A. This application qualifies as outlined below.

- (a) All dwelling units proposed in the building will be secured as rental through the Housing Agreement called for in the Conditions of Approval (Appendix B).
- (b) None of the proposed dwelling units will be strata units, as required through the Housing Agreement.
- (c) The average size of all the proposed dwelling units will not be greater than specified in the DCL By-law.

Unit Type	No. units proposed	DCL By-law maximum average unit size	Proposed average unit size
Studio	23	42 m ² (452 sq. ft.)	33.6 m ² (362 sq. ft.)
1-bedroom	34	56 m ² (603 sq. ft.)	53.4 m ² (575 sq. ft.)
2-bedroom	35	77 m ² (829 sq. ft.)	75.8 m ² (816 sq. ft.)
3-bedroom	2	97 m ² (1,044 sq. ft.)	81.4 m ² (877 sq. ft.)

- (d) The average initial rents for all proposed dwelling units (market and moderate income rental housing units) do not exceed rents specified in section 3.1A(d) of the DCL By-law. The following data reflects the DCL Waiver Request Form submitted by the applicant.

Unit Type	No. units proposed	DCL By-law maximum average unit rent*	Proposed average unit rent
Studio	5	\$950	\$950
1-bedroom	6	\$1,200	\$1,200
2-bedroom	6	\$1,600	\$1,600
3-bedroom	2	\$2,000	\$2,000

By way of the Housing Agreement, the tenure of the housing will be secured as rental for the longer of the life of the building and 60 years, and the initial rents at occupancy will be secured to meet the averages set out under (d) above.

* * * *

3600 East Hastings Street
PUBLIC BENEFITS SUMMARY

Project Summary:

One 14-storey buildings with 94 rental units and commercial uses at grade

Public Benefit Summary:

The proposal would provide 94 secured rental housing units through a Housing Agreement for the life of the building or 60 years, whichever is longer, with 20% of the residential floor areas secured for moderate income units.

		Current Zoning	Proposed Zoning
Zoning District		C-2C	CD-1
FSR (site area = 995.4 sq. m (10,715 sq. ft.))		3.00	7.14
Buildable Floor Space (sq.ft.)		32,145 sq.ft	76,557 sq. ft
Land Use		Mixed Use	Mixed Use

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	City-wide DCL ¹	\$ 493,104	\$ 77,988
	City-Wide Utilities DCL ¹	\$ 170,369	\$ 26,945
	Public Art	N/A	N/A
	20% Social Housing	N/A	N/A
Other Public Benefits Offered	Housing (e.g. supportive, seniors)	N/A	N/A
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Social, Community and Civic Facilities		
	Parks and Public Spaces		
	Heritage		
	Unallocated		
TOTAL VALUE OF PUBLIC BENEFITS		\$ 663,473	\$ 104,933

Other Benefits (non-quantified components):

94 units of rental housing units secured for the life of the building or 60 years, whichever is longer

¹ Based on rates in effect as of September 30, 2019; 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.

3600 East Hastings Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

PROPERTY INFORMATION

Street Address	Property Identifier (PID)	Legal Description
3600 East Hastings Street	009-499-385	Lot A of Lot 63, Town of Hastings, Suburban Lands Plan 7974

APPLICANT INFORMATION

Applicant/Developer	PCI Development Corporation
Property Owner	3600 East Hastings Holdings Corp. (Inc. No, BC1132025)
Architect	BHA Architecture

SITE STATISTICS

Site Area	995.4 sq. m (10,715 sq. ft.)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed		Recommended (Other Than Proposed)
Zoning	C-2C	CD-1		
Uses	Mixed-Use	Mixed-Use		
Max. Density	3.0 FSR	7.10 FSR		7.14 FSR
Floor Area	2986 sq.m (32,145 sq. ft.)	7,068 sq. m (76,083 sq. ft.)		7,112.1 sq. m (76,557,sq. ft.)
Maximum Height	13.8 m (45 ft.)	45.3 m (148.9 ft.) / 14 storeys		46.6 m (152.9 ft.) / 14 storeys
Unit Mix	N/A	Market Studio 18 1-bed 28 2-bed 29 3-bed 0	Moderate Income Studio 5 1-bed 6 2-bed 6 3-bed 2	
		Total 75	Total 19	
		Total 94 units		
Parking, Loading and Bicycle Spaces	Per Parking By-law	Parking spaces – 41 Class A Bicycle spaces - 119 Class B Bicycle spaces - 6		Parking spaces – 47 Class A Bicycle spaces - 180 Class B Bicycle spaces - 6
Natural Assets	0 on-site trees (and 0 off-site City-owned trees)	9 on-site trees proposed (and 9 off-site City-owned trees)		Engineering has requested the proposed trees along East Hastings and the back boulevard of Kootenay Street be removed for engineering purposes. The final number of trees planted will be determined through the Development Permit process.

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