

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
J. Tureki, Engineering Services
D. Naundorf, Housing Policy and Projects
Z. Jankovic, Heritage Planning

Also Present:

P. Chan, Development Planning
J. Borsa, Development Services
N. Coffey, Development Services
P. Cheng, Development Planning
R. Co, Engineering Services
D. Sharif, Landscape Planning
B. Ma, Downtown Eastside Planning Group

APPLICANT:

NSDA Architects
201-134 Abbott Street
Vancouver, BC

PROPERTY OWNER:

First United Church Community Ministry Society
320 E Hastings Street
Vancouver, BC

EXECUTIVE SUMMARY

● **Proposal:**

To develop this site with an eleven (11) storey mixed-use building containing Social Service Centre (main - third floor) and Social Housing (fourth - eleventh floor), containing a total of one hundred & five (105) dwelling units, all over one level of underground parking, providing a total of fifteen (15) parking spaces having vehicular access from lane.

This application is being processed through the Social Housing or Rental Tenure (SHORT) program.

See Appendix A Standard Conditions
 Appendix B Standard Notes and Conditions of Development Permit
 Appendix C Plans and Elevations
 Appendix D Applicant's Design Rationale

● **Issues:**

1. Seek Development Permit Board's approval for the relaxation of the Downtown-Eastside/Oppenheimer Official Development Plan (DEOD) height and density limits by invoking Section 1.3 and 4.5.3 respectively;
2. Improvement to the Hastings Street elevation to strengthen building identity and Indigenous expression to add to the overall streetscape;
3. Refinement of ground-level façade to enhance pedestrian experience;
4. Refinement to the lane and interior property line side elevations; and
5. Improvement of general livability and privacy.

● **Urban Design Panel:** Support with Recommendations 9/0

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2020-00721 submitted, the plans and information forming a part thereof, thereby permitting the development of an eleven (11) storey mixed-use building containing Social Service Centre (main - third floor) and Social Housing (fourth– eleventh floor), containing a total of one hundred & five (105) dwelling units, all over one level of underground parking, providing a total of fifteen (15) parking spaces having vehicular access from lane, subject to the following conditions:

1.0 Prior to submission of a complete application and a final decision, the applicant is to carry out the following;

1.1 design development to further develop the Hastings Street façade by considering, but not limited to, the following:

- i. carry the fourth-level datum line of the tilted copper-wall at the Gore Avenue elevation over to the Hastings Street elevation;
- ii. strengthen the upper-level expression with a distinctive corner and/or saw-tooth roof profile;
- iii. better integrate the Indigenous Welcome-Figures with the entry-vestibule on Hastings Street;
- iv. include a commemorative plaque recognising both Indigenous and the First United Church's respective histories; and
- v. differentiate the cladding used for office floors from the residential ones;

Note to Applicant: These changes can be subtle, with slight changes in material, colour, and recesses in wall-planes, etc. Regarding refinement of the upper levels, the intention is to make the building be more noticeable from a further distance, while giving the block-corner more definition. The saw-tooth roof-profile can be produced through minor differences parapet heights and/or materials. Introducing the copper-wall's language and material may also be one way to treat the Hastings Street elevation. Most importantly, the applicant should explore ways to expand Indigenous expression. This point is resounded in one of the Vancouver Heritage Commission's recommendations to explore how Indigenous motifs at the building's interior and exterior can be better connected.

1.2 design development to the ground floor façade to enhance the pedestrian experience by considering, but not limited to, the following:

- i. introduce columns and/or pilasters at approximately 20 to 30 foot intervals to break up the lengthy glass surface on the ground floor façade, especially on the Gore Avenue side;
- ii. distinguish the residential entries from the facility and other entries to improve wayfinding; and
- iii. introduce weather protection on both Hastings Street and Gore Avenue;

Note to Applicant: The intent of the condition is to further refine the lower-levels' design so as to better align with The Downtown Eastside Oppenheimer Official Development Plan and Downtown Eastside Plan's recommendation for a fine-grain fabric that gives the pedestrian experience with more visual rhythm and variety. Enhancing the residential

entry along the Gore Avenue side may also be treated as an opportunity to punctuate the Gore Avenue ground-level façade; to enliven the pedestrian experience while improving a wayfinding function. A similar treatment with Welcome-Figures could also be explored for the Gore Avenue entry. Weather protection design can be incorporated as part of the entry-design.

- 1.3 design development to improve the building's lane side and east elevation through, but not limited to, the following:
- i. introduce variation in colour, size and/or pattern to the cement-fibre panels that clad the exterior of the stairs- elevator core at the southwest corner of the building, and the easternmost wall face along the interior property-line;
 - ii. ensure adequate lighting is provided at all entries along the lane; and
 - iii. consider introducing the copper-clad for the "office box" on the courtyard so as to thematically-materially relate to the featured copper-wall;

Note to Applicant: The intent on improving the lane condition is to recognise that lanes in the Downtown Eastside serve as informal gathering spaces. For the wall along the interior property line it is to add visual interests the streetscape while the adjacent lot remains undeveloped. A better treated lane elevation may allow local residents and neighbours feel more connected to the building, and an improved sense of ownership.

- 1.4 design development to ensure livability and usability of this development's residential units and shared spaces, as well as those of the adjacent building by considering, but not limited to, the following:
- i. switch units #12 and #13's placement, on levels 05 to 11, so adaptable unit #13's only window can be further away from adaptable unit #14's only window;
 - ii. introduce juliette balconies to all studio and one-bedroom (both typical and adaptable) to improve access to light and air;
 - iii. demonstrate how excessive solar-gain can be managed without compromising access to natural light and air;
 - iv. demonstrate how the impacts from the lane-side power-line and transformer can be mitigated to ensure optimal usage of the "office-box" and the deck above the "office box";
 - v. use obscured or frosted glass for the lightwell to minimise overlook and direct sightlines into the easterly neighbour's windows; and
 - vi. provide a shadow study (10:00am to 4:00pm on the equinoxes) comparing the shadows of this proposed building versus one that is built to the DEOD's prescribed height-envelope;
- 1.5 arrangements shall be made to the satisfaction of the General Manager of Arts, Culture and Community Services (or successor in function) and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing all dwelling units to be used for social housing for a term of 60 years or the life of the building, whichever is greater, subject to the following terms and conditions:
- i. a no separate sales covenant;

- ii. a no stratification covenant;
- iii. a provision that none of the dwelling units in the building be rented for less than one month at a time;
- iv. a requirement that at least one third (35 dwelling units) are occupied by persons eligible for either Income Assistance or a combination of basic Old Age Security pension and Guaranteed Income Supplement and are rented at rates no higher than the shelter component of Income Assistance; and that the target rents for half of the remaining dwelling units (35 dwelling units) are to be no more than 30% of household income for rent to households with incomes below the housing income limits as set out in the current "Housing Income Limits" (HILs) table published by the British Columbia Housing Management Commission or equivalent publication; and the remaining units (35 dwelling units) to be rented at affordable market rents as defined by CMHC for the local area;
- v. a requirement that all units comply with the definition of "social housing" in Vancouver Development Cost Levy By-law No. 9755; and
- vi. such other terms and conditions as the General Manager of Arts, Culture and Community Services and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into with the City by by-law enacted pursuant to Section 565.2 of the Vancouver Charter, the agreement will require all such units to be contained within a single air space parcel if the building is subdivided by Air Space Plan.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

Technical Review For: 320 E Hastings St				Zone: DEOD Sub-Area 1		
Permitted/Required				Proposed		
Use ¹				Institutional Uses: Social Service Centre		
Site Size ²				Dwelling Uses: social housing		
Site Area ²				38.8 x 127.3	37.2 & 122.0 ft	
Frontage ³				1362 m ²	14,655 ft ²	
Density ⁴	4.5.1 (b) corner sites	7		38.80 m		
Floor Area ⁴				7.29		
Balcony ⁴				m ² ft ²		
Storage ⁴				Total: 2%	188.68	2,030
Amenity ⁴				Total: 2%	188.68	2,030
Height ⁵				Total: 2%	188.68	2,030
Dwelling Unit Type ⁶				Total: 2%	188.68	2,030
Parking ⁷				Total: 2%	188.68	2,030
4.1.4 (b)(i)				Total: 2%	188.68	2,030
4.1.16				Total: 2%	188.68	2,030
4.8.4 (a)				Total: 2%	188.68	2,030
4.8.4 (b)				Total: 2%	188.68	2,030
Loading ⁸				Total: 2%	188.68	2,030
5.2.1				Total: 2%	188.68	2,030
5.2.7				Total: 2%	188.68	2,030
Bicycle ⁹				Total: 2%	188.68	2,030
6.2.1.4				Total: 2%	188.68	2,030
6.2.2.5				Total: 2%	188.68	2,030
Passenger Loading ¹⁰				Total: 2%	188.68	2,030
7.2.1				Total: 2%	188.68	2,030

1 Note on Uses: Uses not specifically listed in the DEOD ODP may be prescribed by the Development Permit Board. For this development, the uses include Social Service Centre and Social Housing.

2 Note on Site Size and Site Area: Site area has been assumed off of the provided survey, prior to any dedications or site consolidation.

2 Note on Side Yard: Typically there is no side yard requirements but may be required where a site abuts an existing residential building with any window lighting a habitable room. Planning supports the proposed light well and setbacks to accommodate the adjacent residential buildings windows.

3 Frontage: Per Section 4.5.3 of the DEOD ODP, DPB may relax the site frontage maximum of 30.5m (100 ft.), on corner sites.

4 Density, FSR and Floor Area: Per Section 4.5.1 of the DEOD ODP, DPB may permit a maximum FSR of 7.0 on corner sites, provided that no less of 60% of all residential units are developed as Social Housing, and a maximum 2.5 FSR is developed as a use listed in 4.2.1. (Social Service Centre).

The proposed floor area exceeds the maximum permitted by approximately 392 m² (4,218 ft²). This overage includes the roof deck access and roof mechanical room, which were not accounted for.

These areas have been included in the floor area noted in the technical chart above and confirmation of compliance with floor area requirements has been requested through Standard Condition **A.1.1**.

5 Note on Height and View Cone: Per Section 4.6.1 of the DEOD ODP, DPB may permit a maximum to a maximum of 36.6 m (119.5 ft.).

Height of approximately 39.78 m (130.5 ft.) has been calculated to the North-West corner of the roof deck mechanical room with a top-of-parapet height of 56.3 m (130.5 ft.). Roof deck mechanical room and mechanical screen are not permitted height exclusions under the DEOD ODP and Section 10.18 - Height of Building and Relaxation of the Zoning and Development By-law. The proposed height exceeds the permitted height by approximately 3.2 m (10.5 ft.).

View Cone analysis was completed and the proposed development does not project into any of the View Cones affecting the site.

6 Note of Unit Mix and Size: 56 standard studio and 49 one-bedroom units have been proposed. Confirmation of compliance with minimum dwelling unit sizes has been requested through Standard Condition **A.1.2**.

7 Note on Parking: Section 4.1.4 (b)(i) of the Parking By-Law has been used to compute the required Social Housing spaces, and Social Service Centre.

Parking has been calculated using the approximated floor areas and assumed uses of Social Service Centre (main - third floor) and Social Housing (fourth – eleventh floor). A combined maximum of not more than approximately 118 (107 standard, 6 accessible spaces and 5 visitor) parking spaces are permitted and 15 (including required disability spaces double counted) have been provided. Staff support the parking as proposed.

9 Note on Loading: Section 5.2.1 of the Parking By-Law has been used to compute the required Social Housing spaces, and Section 5.2.7 for Social Service Centre. SSC is calculated under office use. Loading is compliant for this application and has been based off Section 5.2.1 and 5.2.7 of the Parking By-law.

10 Note on Bicycle: Section 6.2.1.4 of the Parking By-Law has been used to compute the required Social Housing bicycle spaces, and Section 6.2.5.5 for Social Service Centre. 79 class A and 6 class B bicycle spaces are required and only 78 class A and no class B space have been provided. Compliance

with bicycle requirements has been requested through Standard Development Review Branch condition. Compliance with bicycle requirements has been requested through Standard Condition A.1.6.

11 Note on Passenger Loading: Section 7.2.1 of the Parking By-Law has been used to compute the required Social Housing Passenger spaces. 1 class A off-street passenger spaces are required and and no class A spaces have been provided. Compliance with Passenger Loading requirements has been requested through Standard Engineering Condition A.2.7.

• **Legal Description**

Lot: 1-5
 Block: 71
 District Lot: 196
 Plan: 196

• **History of Application:**

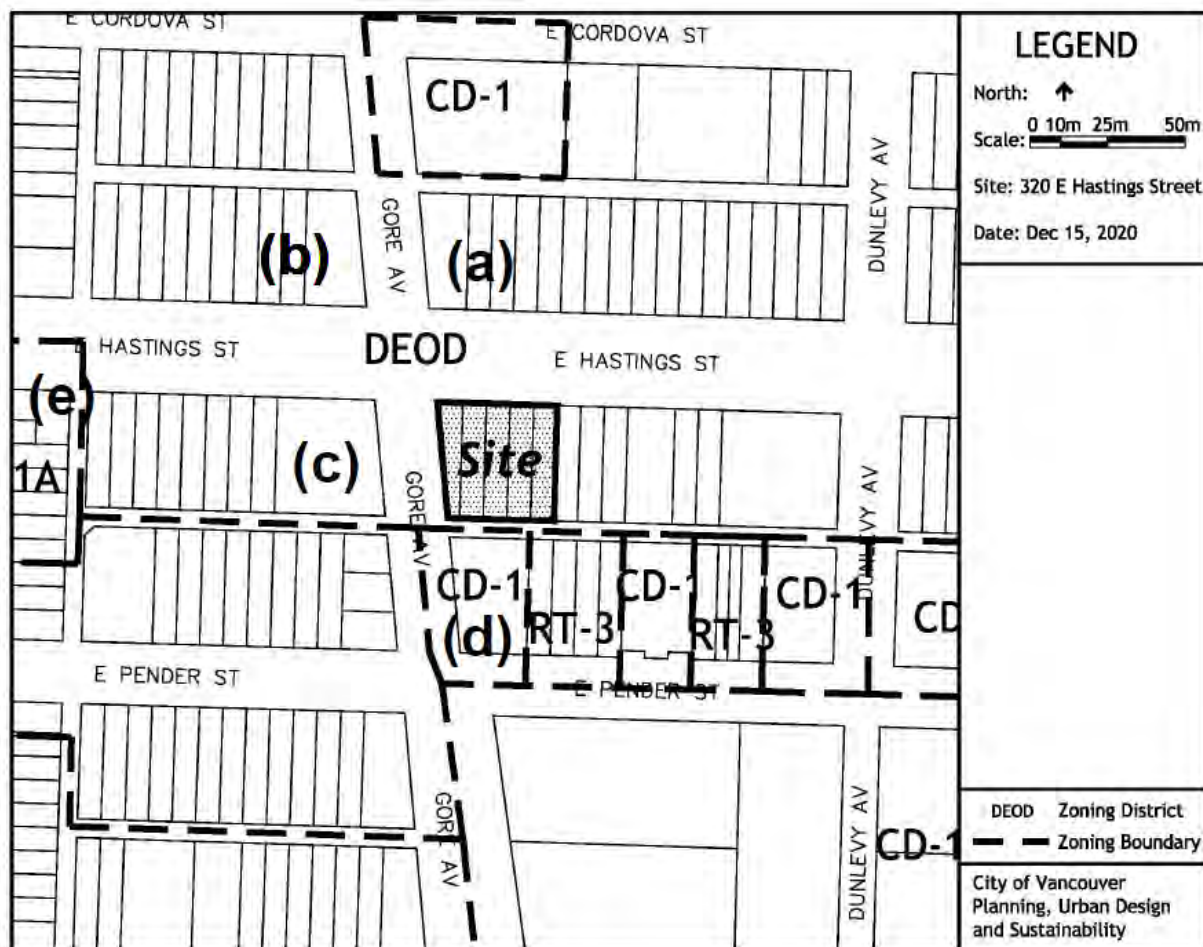
09 21 20 Complete DE submitted
 12 09 20 Urban Design Panel
 12 16 20 Development Permit Staff Committee

• **Site:** The site is located at the southeast corner of East Hastings Street and Gore Avenue. The site is relatively flat, and is 125 ft. wide along Hastings Street, and 122 ft. along Gore Avenue. It currently consists of five 25 ft. wide lots, which will be consolidated under this permit. A mid-century church (circa. 1964) belonging to the First United Church Association, which is also the developer, currently occupies the site.

• **Context:** Significant adjacent development includes:

- a) Salvation Army Temple (Heritage Building), 301 East Hastings Street
- b) Orange Hall (Heritage Building), 341 Gore Avenue
- c) Eleven-Storeys Rental Building, 288 East Hastings Street
- d) Six-Storeys Rental Building, 303 East Pender Street
- e) Rickshaw Theatre (Heritage Building), 242 East Hastings Street
- f) **DEOD Zones:** Generally, DEOD sites permit 5.0 FSR and a 100 ft. height. On corner sites, 7.0 FSR and 120 ft. can be considered

Figure 1: Context Map



• **Background:**

In mid-2019, the applicant and City Staff began discussions for the redevelopment of this site under the provisions of the Downtown-Eastside/Oppenheimer Official Development Plan and The Downtown Eastside Plan. The proposal is from a partnership between First United Church and Lu'ma Native Housing. The project architects, NSDA Architects, are also working with Dr. Patrick Stewart, a noted Nisga'a architect and academic with a focus on decolonisation to explore an Indigenous response to the project.

The proposed program consists of:

- 105 affordable housing units (studios and one-bedrooms) for Indigenous families to be operated by Lu'Ma Native Housing Society; and
- First United Church's Program Space occupying the first four floors. This includes a drop-in space, large dining-room, a commercial kitchen, multipurpose spaces, a day-sleeping area, a sanctuary, and offices.

Form and program wise, the primary massing is a "L" shape that fronts on to Gore Avenue and Hastings Street to maximise its visibility and connectivity to the public realm and community. This "L" sits above the ground floor which necessarily occupies most of the site. Community spaces and offices occupy the first four floors, and residential from the fifth to eleventh floor. A density of 7.0 FSR is proposed.

Context wise, the site location is at the southeast corner of East Hastings Street and Gore Avenue, and is nested within other DEOD lots and a few other CD-1 social housing projects. Indirectly across the lane to the south are RT-3 lots typical to Strathcona Neighbourhoods.

Important to note is the current church on site, built following mid-century Modernist expressions, is of potential heritage value. However, the decision made at the Vancouver Heritage Commission on January 11, 2021, is to support the removal of the current church. This decision is made in part as a response to the decolonisation efforts to address truth and reconciliation; as such to note that heritage is more than preservation of architectural form and should include preservation and fostering of existing and future social relationships. See Standard Heritage condition **A.1.14**.

This project received unanimous support at Urban Design Panel meeting on December 9th, 2020. The following recommendations for refinement were made:

- Design development of the Hastings façade and massing to reflect the community services provided by the project and mitigate perceived height; and
- Design development of the public realm on Hastings.

Staff's opinion is that the Urban Design Panel's recommendations for refinement can be addressed through the development permit conditions for approval. Staff have reviewed the conditions listed in this report with the applicant, and the applicant has provided preliminary design strategies to address these conditions. Staff are confident the conditions in this report can be satisfied in the applicant's prior-to responses.

• **Applicable By-laws and Guidelines:**

- *Downtown Eastside Plan (2014)*
- *Downtown Eastside Oppenheimer Official Development (DEOD) Plan (2009)*
- *Guidelines for New Development Adjacent to Hotels and Rooming Houses (1991)*
- *Section 10.18 of the Zoning and Development By-Law (2019)*
- *Housing Design and Technical Guidelines (2018)*
- *Housing Vancouver Strategy and Action Plan (2017)*

- *Urban Agriculture Guidelines for the Private Realm*
- *Truth and Reconciliation Commission Calls to Action (2016)*
- *City of Reconciliation (2016)*
- *Vancouver Heritage Program*

• **Response to Applicable By-laws and Guidelines:**

Downtown Eastside Plan (Downtown Eastside Oppenheimer Sub-Area 1)

Indigenous Placemaking is important to the Downtown Eastside Plan. This may take the form of innovative inter-generational Indigenous-focused housing projects, public art, commercial-economic developments with opportunities for low-barrier jobs, and community facilities that include Indigenous health programs. Indigeneity should be the “ground” from which projects spring from, and integrated in the space-programming and interface with the neighbourhood. Indigeneity is not an overlay.

Community wellness can be bolstered by having diverse economic and social activities within new buildings. In this sense, buildings which provide smaller subdivisions of commercial space helps facilitate smaller businesses to take place. Smaller shop spaces often mean slimmer shop-frontages, and this in turn is often matched by building façades that are correspondingly composed of narrower more vertically-oriented volumes. These narrower vertical volumes, when lined up together, often produce a sawtooth roofline. Slimmer vertical volumes, sawtooth rooflines and more solid-walls with punched-windows are reflective of many of the existing older buildings’ composition. New buildings with wider frontages are encouraged to express this finer-grain division and roofline to continue the streetscape’s rhythm.

The DTES Plan sets a vision for the future of the DTES and aims to improve the lives of those who currently live in the area, including low and middle-income residents, the homeless, seniors, children and families. The goal of the Plan is to “enhance and accelerate a strategy to implement Council’s 2005 DTES Housing Plan” thereby improving the delivery of affordable market and social housing options for all residents, and to support local serving commerce, social services and cultural activities where all feel welcome, valued and at home.”

Downtown Eastside Oppenheimer Official Development Plan (Sub-Area 1)

On corner sites heights up to 120 ft. and density of 7.00 FSR may be considered, if the site is no more than a 100 ft. wide along Hastings. The intention for this increase is to help define the street corners. For sites not on a corner and / or wider than 100 ft. the height limit is 98 ft. and the density is 5.00 FSR. (See Sections 4.5.3 and 4.6.1(a)+(b) of DEOD for more details.) The height and density increase are based on urban design performances; factors include but are not limited to impacts of adjacent sites, public realm, existing views of the Northshore mountains, as well as preserving and strengthening the prevailing scale and contextual fit. Section 1.3 of the DEOD Plan does allow the Development Permit Board to relax provisions in the DEOD Plan where literal enforcement of the by-law would result in unnecessary hardship. This relaxation can be interpreted to include relaxations for height and density. The relaxation should be weighed on how the proposed development’s response to policies and guidelines in the plan.

Applicant Response to Downtown Eastside Plan and Downtown Eastside Oppenheimer Official Development Plan:



Figure 2: (L) Proposed building at the Hastings-Gore corner. Note the four-storey sloped copper-wall on the Gore face and the feature glass-wall on part of the Hastings façade that reference Indigenous identity. The Hastings wall-face is broken into a series of vertically-oriented volumes with recesses in between to break up bulk (R) Proposed building at the laneside showing its L-shape footprint wrapping around a courtyard and one-storey office “box” .

Massing, Height + Composition: The basic massing is an extruded “L” shape floorplate that sites above a one-storey podium (the ground level) that covers most of the site. The “L” floorplate extrudes up ten floors to bring the building height to a 11-storeys. A courtyard is located at the inside corner of this “L”, and an “office-box” floats over the south end of this courtyard. (See Figure 2 for illustrations.) A net density of 7.0 FSR is proposed. This density figure is derived from the assumption four-fifths of the site (within 100 ft. of the Hastings frontage) can develop to 7.00 FSR, and one-fifth of the site (remaining 25 ft. of the Hastings frontage) can develop to 5.00 FSR. These two figures are then proportionally combined. Composition-wise, the Hastings elevation is arranged as a series of vertical volumes with recesses in between to minimise appearance of width and bulk. The vertically-aligned punched windows are also an effort to produce a finer grain façade composition, consistent with the DTES Plan’s design objectives.

Public Realm Interface: In lieu of the typical commercial retail units fronting Gore and Hastings, communal sanctuary and multipurpose rooms are proposed. A high degree of visual porosity between the interior and the sidewalks is proposed.

Staff Review of Applicant Response

Massing, Height + Composition: Staff acknowledge that the site-width along Hastings Street is 125 ft., which is 25 ft. wider than the 100 ft. site-width suggested in the DTES and DEOD Plans for buildings to be considered up to 120 ft. height and 7.00 FSR. However, Staff note the building (from the fifth floor and above) is setback 17 to 20 ft. from the Gore side property-line; this set back makes the

primary building-face along Hastings approximately 108 ft. A 108 ft. width is close to the anticipated 100 ft. width for height-increase. Furthermore, if the prescribed height-massing envelope is shifted slightly eastward, the proposed building will largely be within this envelope that anticipates a 100 ft. wide and 120 ft. tall corner block. (See Figures 2 and 3 for illustrations of how the proposed building compares to DEOD's anticipated massing-height envelope.)

Staff do recognise there are portions of the building above the 120 ft. height, but these overages are mainly of mechanical-electrical spaces, elevator overruns, stair-accesses, guard-rails, urban agriculture plots, and seating-area. These structures do not add to additional enclosed floor-area, and are well setback from the roof-edge so as to not appear highly visible when seen from the ground level.

Public Realm Interface: Staff recognise that community-focused programming and not just commercial retail is important for a neighbourhood such as the Downtown Eastside. As such, the project's proposed community-focused programming should not be regarded as typical inward-looking offices. The proposed dining-room, meeting hall, sanctuary and other multipurpose rooms, mostly placed at the perimeter of the building, are highly visible from the sidewalk and their activities can enrich the pedestrian experience. Furthermore, these activities can help the building become a social node along the Hastings corridor as well as the wider DTES neighbourhood.

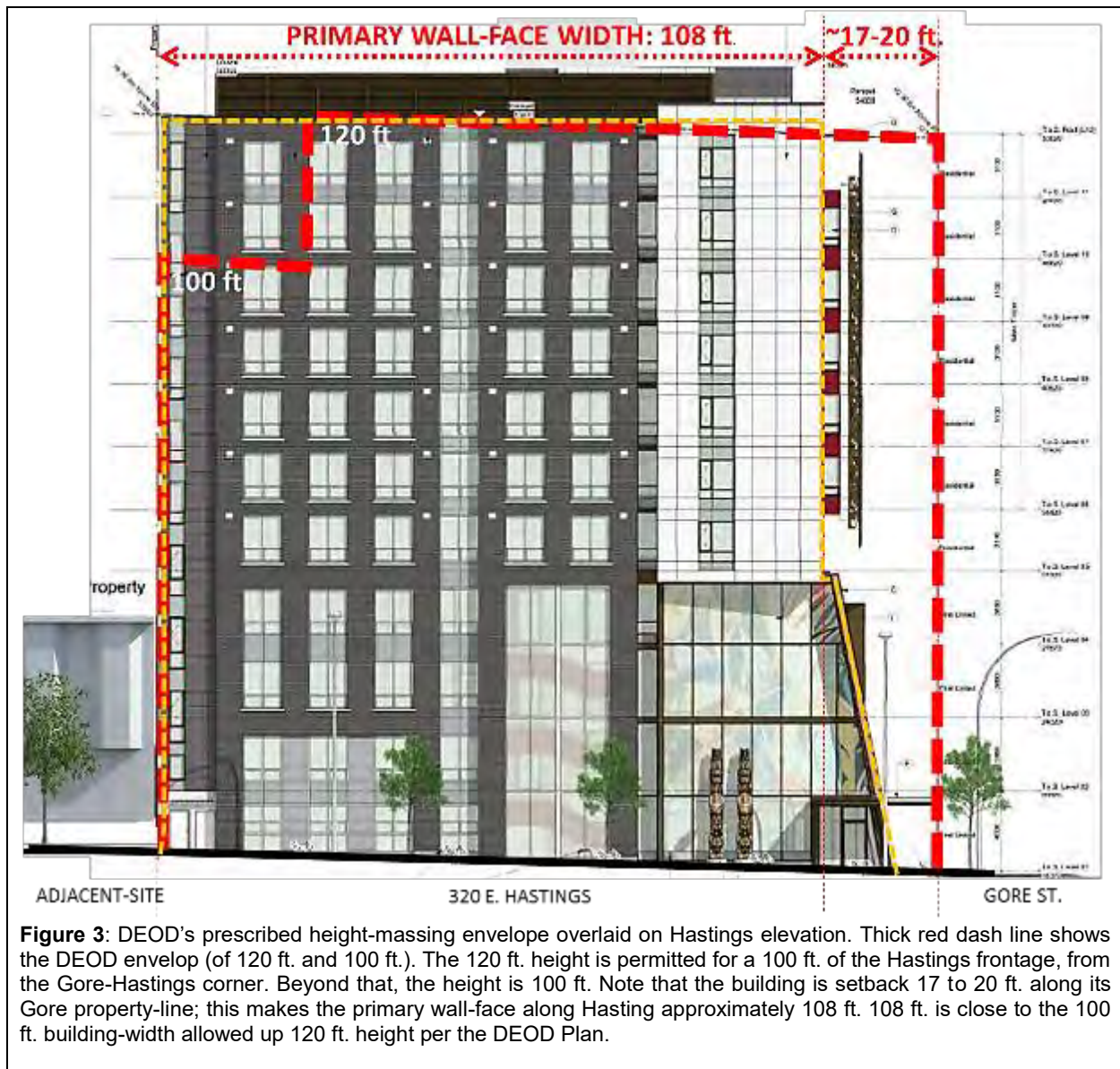
In addition to Staffs' review of the project's physical form, Staff also considered its viability being partly dependent on:

- Achieving a certain unit count/mix;
- Developing a robust community-focused space; and,
- Reducing variation in floorplan- and unit-layouts to aid with design and construction costs.

To aid the delivery of housing to a vulnerable population, relaxations of some aspects of the by-laws and design guidelines should be considered. From this line of thinking, Staff seek the Development Permit Board's relaxation of the height and density by invoking Section 1.3 of the DEOD Plan to allow this building, despite its total site width being 125 ft., to achieve its proposed 125 ft. height and 7.0 FSR. Specifically, Section 1.3 would be invoked to increase the limits in 4.5.3 (density) and 4.6.1 (height) of the DEOD Plan. This relaxation will allow the easternmost 25 ft. of the site to build up to 125 ft.

In summary to Staff's review of the form of development and programming, Staff note some aspects of this proposal could be further refined:

- Recommended Condition 1.1 recommends refinement of the Hastings elevation to strengthen building identity, improve Indigenous expression, thus contribute to the overall streetscape;
- Recommended Condition 1.2 seeks refinement of ground level façades to improve pedestrian experience; and
- Recommended Condition 1.3 seeks development of lane-side and partiwall elevations.



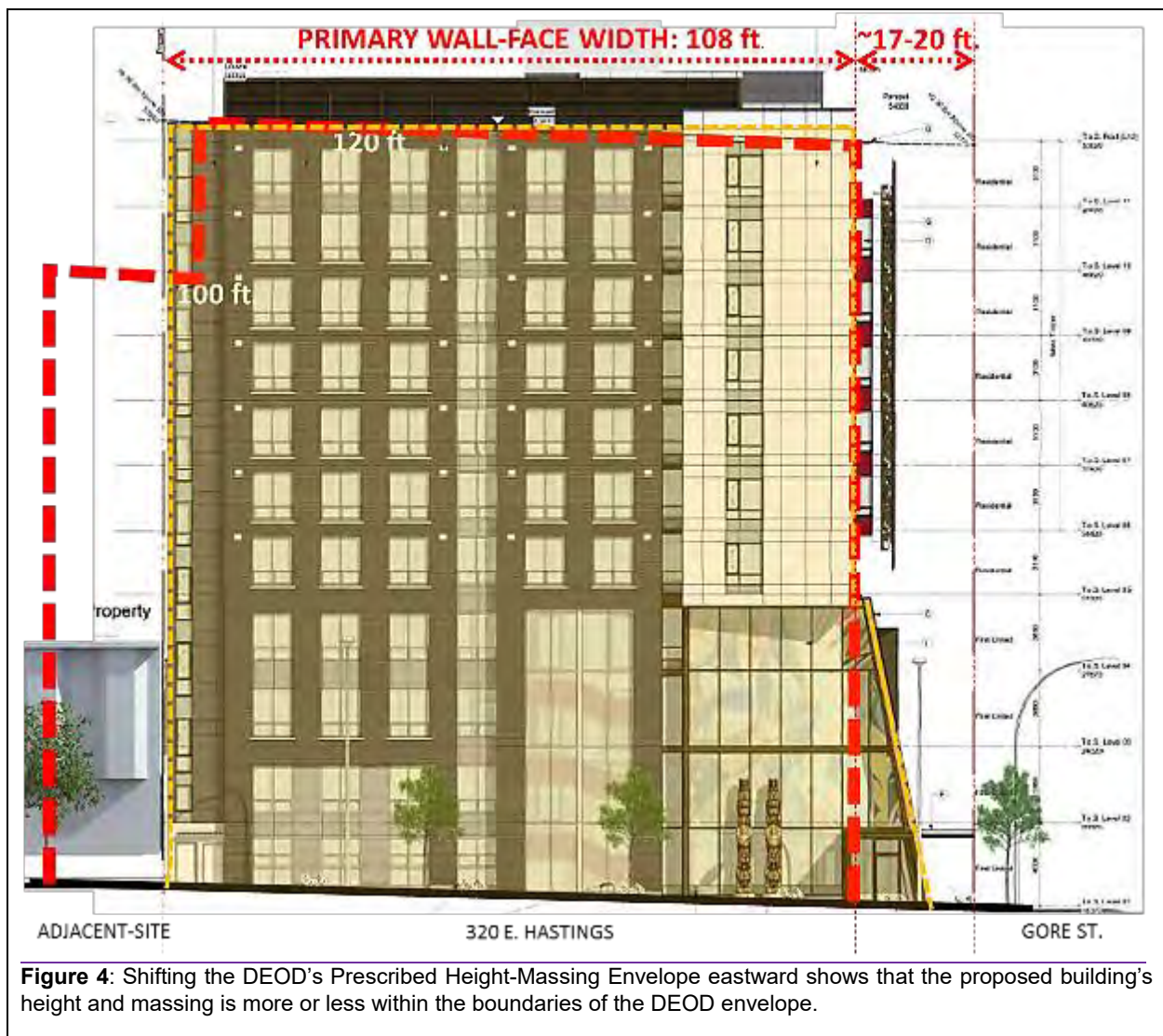


Figure 4: Shifting the DEOD's Prescribed Height-Massing Envelope eastward shows that the proposed building's height and massing is more or less within the boundaries of the DEOD envelope.

Guidelines for New Development Adjacent to Hotels and Rooming Houses (1991)

For new buildings adjacent to existing hotels, rooming houses and certain other residential buildings with windows or lightwells at or near interior property lines, a lightwell that corresponds to the existing building's window location should be provided. This is to minimise impacts on the existing building's access to light and air. The general guideline for a new building's lightwell size begins by drawing a 70-degree angle from the existing building's lowest window-sill, then extending this angle up the height of the existing building to get the setback the new lightwell should be from the shared interior property-line. The length of the new lightwell would be equivalent to the existing.

Housing Design and Technical Guidelines (2018)

One of the guidelines' intents is to outline minimum standards for materials, finishes, programs, etc., as well as ensure a high degree of environmental sustainability. This document also serves as a supplement to the 2014 BC Housing Design and Construction Standards.

Applicant's Response to Guidelines for New Development Adjacent to Hotels and Rooming Houses (1991) and Housing Design and Technical Guidelines (2018)

Noting three-storey building to the immediate east has two small lightwells near the shared property-line, the applicant has provided a corresponding lightwell to minimise access to natural light and air for this neighbour. The lightwell is approximately 18 ft. x 5.5 ft. and extends the full height of the building's easternmost wall. (See Figure 4)

In terms of units within the proposed building, all units have access to natural light and air, and most floors have access to communal indoor amenity spaces. A shared rooftop communal space with urban agriculture is also provided.

Staff Review of Applicant's Response

Staff acknowledges the lightwell being provided can minimise impacts on accessibility to sunlight and air for the adjacent building. However, the windows provided along this lightwell may cause privacy concerns for the neighbours.

In terms of alignment with the *Housing Design and Technical Guidelines*, Staff note that while all units have windows, there are instances where the studio units' primary windows are placed at 90-degrees to each other and present overlook issues. Furthermore, Juliette Balconies can be introduced to all units to further improvement access to light and air. Safety wise, there is a transformer frame at the lane close to the "office box" that may impact the placement of windows in that vicinity, and thus in turn impact access to light and air.

Refinements will be address in:

- Recommended Condition 1.4 recommends improving privacy, general access to light and air, and safety for residents of the proposed development, as well as for the adjacent neighbours.

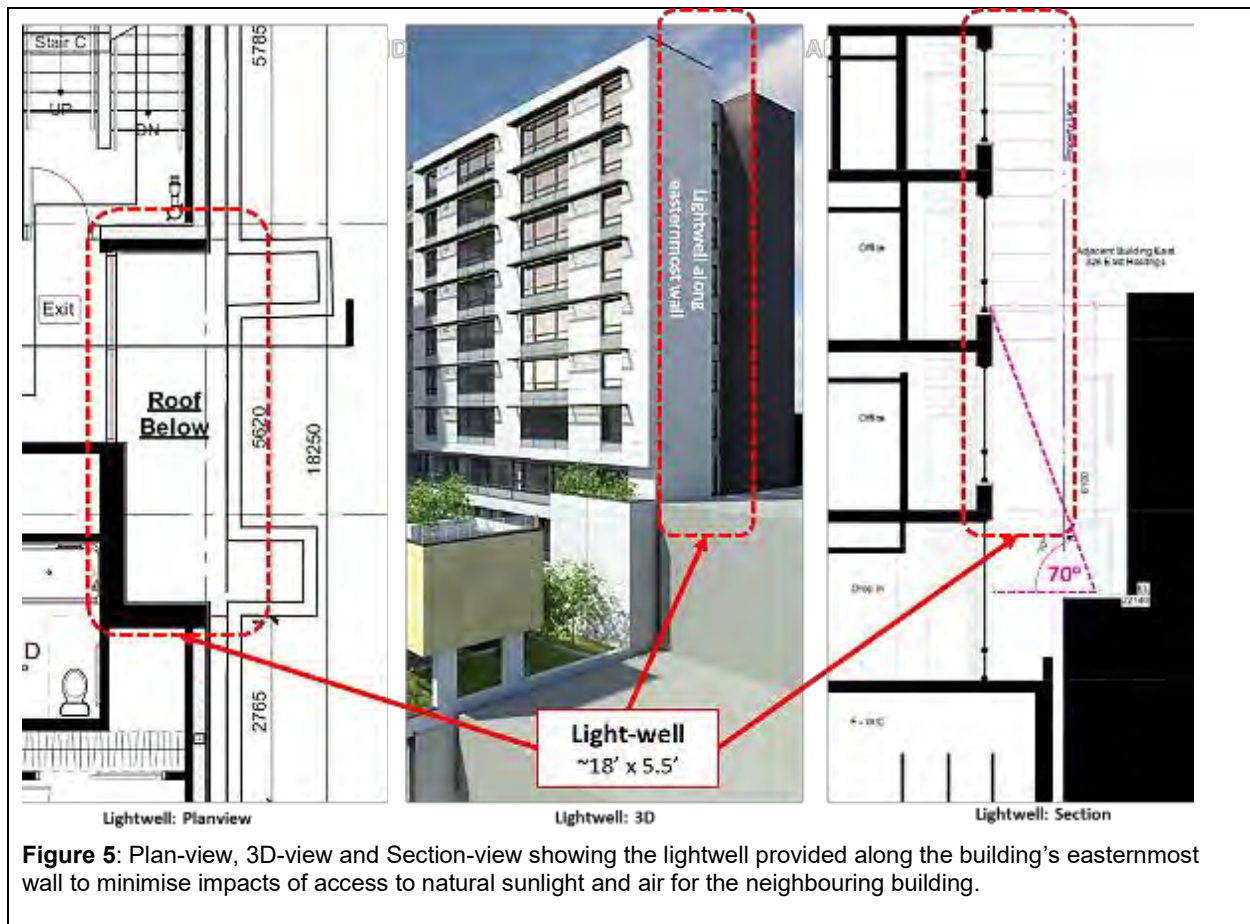


Figure 5: Plan-view, 3D-view and Section-view showing the lightwell provided along the building's easternmost wall to minimise impacts of access to natural sunlight and air for the neighbouring building.

Section 10.18 of the Zoning and Development By-Law

The Director of Planning may permit a greater height than otherwise permitted if the over-height portions of the building do not create additional floor area, and can be considered a decorative roof that enhances the overall appearance of the building, and does not add to extra floor-area.

Applicant's Response to Section 10.18 of the Zoning and Development By-Law

Structures being proposed above the 120 ft. height envelope largely consists of mechanical and electrical rooms/enclosures, elevator overruns, stair-accesses and guard-rails for the open and un-walled urban agriculture plots and seating-area.

Staff Review of Applicant's Response

Most of the proposed structures are well recessed away from the roof-edge, and will not be highly visible when viewed from the ground level. Nonetheless, the project should comply with the height provisions of the DEOD Official Development Plan as well as Section 10.18 of the Zoning and Development By-Law for any considerations of relaxation of height-overages. See Standard Condition **A.1.4.**

Truth and Reconciliation Commission Calls to Action (2016) and City of Reconciliation (2016)

In January 2016, Council approved in principle the City's response to the 27 Truth and Reconciliation Commission Calls to Action that fall within its jurisdiction, in the areas of healthy communities and wellness; Indigenous and human rights and recognition; and advancing awareness, knowledge and capacity.

As a City of Reconciliation, the City commits to forming a sustained relationship of mutual respect and understanding with local First Nations and the Urban Indigenous community, including key agencies; incorporating a First Nations and Urban Indigenous perspective into our work and decisions; and, providing services that benefit members of the First Nations and Urban Indigenous community. The long-term goals aim to

- Strengthen local First Nations and Urban Indigenous relations;
- Promote Indigenous peoples arts, culture, awareness, and understanding; and
- Incorporate First Nations and Urban Indigenous perspectives for effective City services.

Applicant's Response to Truth and Reconciliation Commission Calls to Action (2016) and City of Reconciliation (2016)

The first four floors on the Gore façade features a sloped copper-wall, which horizontal siding references the plank houses common many in West Coast First Nations communities. On its Hastings façade is a four-storey glass-wall with Indigenous motifs and references. This glass wall also serves as the main entry to the building's offices and community spaces. (See Figure 5)



Figure 6: Copper wall along the Gore Avenue façade.

Staff Review of Applicant's Response

Staff recognise that the copper-wall on the Gore Avenue face as a reference to traditional First Nations plank-wall construction not only points to the importance of the area's Indigenous presence but is also a power architectural feature that defines this street junction. Furthermore, this copper wall along with the four-storey featured glass wall forms a "box" that can be read as an alternative interpretation of the "base" of the building. Also note the Indigenous motifs on the sunscreen on the Gore Avenue elevation.

For further development of Indigenous expression, Staff will pose as a consideration item in a sub-condition of Recommended Condition 1.3, that this copper-wall concept be introduced on the lane-side (particularly for the "office-box" floating on the courtyard).

Housing Vancouver Strategy and Action Plan (2017)

The City's 10-year strategy, Housing Vancouver, aims to improve housing affordability by creating the right types of homes to meet the needs of the people who live and work in Vancouver. It targets 72,000 new homes in Vancouver over the next 10 years. Of the 72,000 new homes target, 12,000 units are targeted for social and supportive housing. This application will make a contribution towards the City's social and supportive housing targets.

Urban Agriculture Guidelines for the Private Realm

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Guidelines encourage edible landscaping and shared gardening opportunities for residents in new developments.

Staff Review and Applicant's Response to Housing Vancouver Strategy and Action Plan (2017) and Urban Agriculture Guidelines for the Private Realm

320 East Hastings is located in Sub-area 1 (Main/Hastings) of the Downtown-Eastside Oppenheimer District, in the heart of a low-income community.

The intent of the zoning is to enable a high-density, mixed commercial and residential area, appropriate for a mix of office, retail, local social services, and other similar uses. Residential uses are also permitted and the development of new residential units on upper floors of buildings is encouraged through a floor space bonus system. Special design measures, however, should be undertaken to mitigate the air and noise pollution problems.

The 105 Social Housing units include studios and one-bedroom units. Common laundry and indoor and outdoor amenity areas are also provided. The residential component will be operated by Lu'ma Native Housing Society. The design responds to the intent of the zoning with the first 4 floors comprised of the First United's Social Service Centre program space including a drop-in space, a large dining room, a commercial kitchen, multipurpose spaces, a day sleeping area, a sanctuary, and administrative spaces. The dwelling units begin on the 5th floor with the vast majority of the units oriented towards the quieter Gore Avenue frontage and south facing rear courtyard. A large common outdoor amenity area is provided for residents, including opportunities for urban agriculture/ shared gardening activity, on the level 12 rooftop.

Consistent with affordability targets within the Downtown Eastside Plan, the Social Housing proposed for this site will be secured by a Housing Agreement which will ensure that at least one third (35 units) of the 105 social housing units will be rented at the shelter component of Income Assistance for low-income households who are eligible for Income Assistance or a combination of Old Age Pension and Guaranteed Income Supplement. The target rents and affordability for the remaining two-thirds will be for one of these thirds to be up to BC Housing's Housing Income Limits (HILs), and the remaining third

to be at affordable market rents as defined by the CMHC annual market rental survey for this local area.

The 105 new self-contained social housing units proposed with this project would contribute towards the near and long term targets in Housing Vancouver targets (see Table 1).

Table 1: Progress Towards 10 Year Housing Vancouver Targets for Non-Market Housing as of September 30, 2020

Housing Type	10-YEAR TARGETS	Units Approved Towards Targets
Social, Supportive, and Co-op Housing Units	12,000	5,229

The City has committed to prioritize affordable housing projects through the approval process in order to deliver more affordable housing at a faster pace. The goal of this process is to reduce the approval timeline for affordable housing projects. There are three primary objectives:

1. Increase delivery of affordable housing;
2. Improve coordination of internal processes; and
3. Enhance relationships with non-profits, private and public agencies that deliver affordable housing.

This application is one of the projects being processed through the City's affordable housing priority process.

This development application proposes residential with 100% of the units secured as Social Housing through a Housing Agreement for 60 years or the life of the building, whichever is greater, consistent with the definition of Social Housing in the Zoning and Development Bylaw for the area. Social housing in this area means rental housing:

- i. in which at least one third of the dwelling units are occupied by persons eligible for either Income Assistance or a combination of basic Old Age Security pension and Guaranteed Income Supplement and are rented at rates no higher than the shelter component of Income Assistance;
- ii. which is owned by a non-profit corporation, by a non-profit co-operative association, or by or on behalf of the city, the Province of British Columbia, or Canada; and

in respect of which the registered owner or ground lessee of the freehold or leasehold title to the land on which the housing is situate has granted to the city a section 219 covenant, housing agreement, or other security for the housing commitments required by the city, registered against the freehold or leasehold title, with such priority of registration as the city may require. See Recommended Condition 1.5.

● Conclusion:

In summary, Staff recognise this proposal exceeds the Downtown Eastside Plan and DEOD By-Laws' recommended height and density parameters. However, staff are also note this project is an exercise in balancing the immediate needs to house a vulnerable population, Indigenous architectural expression and placemaking, and more sustainable construction methods. Taking these factors into consideration, one might evaluate the proposal more on the basis of the housing and sociocultural benefits it can bring to the area, and on how the actual spatial relations it develops with existing and future surroundings, rather than simply how closely the proposed building duplicates a prescribed massing envelope.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on December 9, 2020, and provided the following comments:

EVALUATION: Support with Recommendations (9-0)

Introduction:

Development Planner, Patrick Chan began by noting that this project is a Development Permit Application within the Downtown Eastside Oppenheimer Official Development Plan (DEOD) which allows corner-sites to have a discretionary density increase from 5.0 to 7.0 FSR and height of 120 ft. if social housing and secured market rentals are pursued, and if the corner-site is no wider than 100 ft. on its Hastings frontage. A 1964-built church in a mid-century Modernist language currently sits on site. The church is not listed as a heritage structure. And, following deliberation at the Heritage Commission, this church is to be demolished and replaced with a building which program can add to the area's living an evolving heritage. Site context wise, the site sits amongst other DEOD and CD-1 lots, including a 11-storey BC Housing rental building at 288 East Hastings, and a six-storey rental at 303 East Pender (corner of Gore). At 301 East Hastings is the Salvation Army Temple, a heritage building in the Moderne style. A seniors' home and church with attached housing are some of the developments across rear lane.

Chan then then pointed the relevant documents informing this project as *The Downtown Eastside Oppenheimer Official Development Plan* and the *Downtown Eastside Plan*. Their key objectives are:

- **Community-wellness:** This is achieved particularly through Indigenous place-making and recognizing the historical and contemporary connections Indigenous peoples have to the area.
- **Fine-Grain Fabric:** Wide building-faces can be expressed as a series of narrower vertical volumes, and ground-level façades broken into smaller shopfronts. Sawtooth roof-profiles are seen on the existing block-faces are often used as well. Additional care should be given to articulation of buildings at corner sites to better define the street junction.
- **Improved Public Realm:** Maintaining clear interior-exterior porosity.

Chan then reviewed how the proposed 11-storeys L-Shaped Building responded these objectives:

- **Massing + Height:** Although its Hastings frontage is 125 ft., a 17 to 20 ft. setback is provided along the Gore property-line; thus, the portion of the building-face along Hastings that goes to 120 ft. height is 108 ft., which is close to the 100 ft. frontage recommendation per the DEOD By-Law. Section 1.3 of the DEOD By-Law may be used to different interpret and relax this height parameter, should literal enforcement result in unnecessary hardship; in this case the hardship would be a reduction in units for a vulnerable population.
- **Indigenous Place-Making:** The first four floors of the Gore elevation is expressed as a tilted copper-wall, which is a reference to plank-house construction common to many West Coast Indigenous communities. This copper-wall along with the patterned four-storey tall glass-walls on the Hastings front speak to Indigenous identity.
- **Relation to Adjacent Buildings:** An 18 ft x 5.5 ft lightwell is provided in response to a similarly-sized lightwell at 326 East Hastings to ensure the neighbours received some light and air.
- **Improved Public Realm:** In lieu of typical commercial retail units, a sanctuary and multipurpose room are proposed. These spaces have a great degree of visual porosity to the sidewalks that may animate the pedestrian realm.

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

Massing + Character:

- The project's interpretation of the DEOD and DTES Plan's height and massing parameters;

- The project's expression of a finer-grain fabric through articulation, materials and composition;
- The project's anchoring of the Hastings-Gore corner; and,
- The project's interface with neighbouring buildings

Livability + Usability

- The project's overall livability and privacy afforded to its residents and workers.

Public Realm:

- The project's ground-level's public realm interface on all sides including the lane.

Applicant's Introductory Comments:

The applicant began by acknowledging this project is on the unceded homelands of the Musqueam, Squamish, and Tsleil-Waututh Nations. The root of this project is centered around a human design that is to meet the people it serves, construct a shared social enterprise, and the intent of the project is to ensure it inspires future relationships.

During the development of this site there has been extensive communication with the community it serves, the project has collaborated with LU'MA. The applicant noted this project is going to heritage commission on Jan 11, 2021.

This is a unique site; it is a meeting of two grids. There are some site constraints; it slopes 5-6 ft. from the east to the west, which causes issues with parking ramp being at the highest point of the site. There was a strong desire to have the entrance of First United Church on the corner of Hastings and Gore so that it is reaching out to the community.

The applicant noted they pulled the vertical circulation out to the edges of the site so it clears up and makes the most continuous space possible for the larger components of the First United Church.

The most active spaces are placed on the ground floor so that it is better relating to the public realm. There is drop in center on the northeast side, there is reception at the entrance, and two story entrance hall and dinning space. There is the residential entry to the Lu'ma native housing down towards the south part of the site.

The building essentially forms an L shape as it goes up to maximize the frontage, units and uses of the building.

The design response to the site is a modern building that is responsive to its context to the downtown Eastside and its uncended homelands of the Musqueam, Squamish, and Tsleil- Waututh Nations.

At the Hastings and Gore main entrance on the corner, the applicant is proposing two welcome figures designed by Corey Douglas who is an indigenous artist, a master carver will do them. As there is a glass wall and window behind them, the applicant noted they would be working with an artist(s) on developing this wall. It is meant to be transparent and opens to a two storey entry hall and sanctuary space. This connection with the First united church services and spaces expresses people moving forward and reconciliation.

Outdoor spaces on the second floor is only for participants of the first united programs. This includes a day drop-in center and sleeping area, legal and spiritual programs, kitchen and sanctuary spaces. This was a very important space in the project when in consultation with the community.

There is a multipurpose space on second floor that can be used for various programming such as ceremonies. Proposing a rooftop amenity space as well.

Regarding Landscaping native plants will be incorporated in the planting scheme on various roof decks. Second floor roof deck is a strong social space there are lots of planting and a planting scheme to keep plants alive to make it an enjoyable space.

The applicant noted this is a very sustainable building, will be complying with BC housing and City of Vancouver requirements. There are energy efficient glazing systems and curtain wall systems. The applicant noted there would be cooling systems and heat and water saving systems. The applicant is trying to go as much electrical as possible to reduce green houses gas emissions.

The staff and 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. MARCEAU and seconded by DAVIES and was the decision of the Urban Design Panel:

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

- Design development of the Hastings façade and massing to reflect the community services provided by the project and mitigate perceived height;
- Design development of the public realm on Hastings.

Related Commentary:

- There was lots of support from the panel for the application.
- The panel supported the design elements and the strong energy strategy.
- There were many positive comments regarding the public realm on Gore and the well-proportioned nature of the building.
- The panel noted the strong selection of materials and colors.
- The panel commended the applicant team for how they managed to daylight the interior spaces of the building.
- The entry spaces to the project are successful.
- The panel appreciated the strategies to mitigate privacy concerns with the positioning of the interior units.
- Overall, the panel felt a lot of attention was given to the project.
- The panel noted a desire to see the shadow impact studies especially for the taller portion of the building.
- The expression of Hastings is a little problematic especially the mass to the east, the expression of Hastings elevation could be better reflective of the uses. Consider using more historic façade proportions.
- Due to the absences of canopies, the panel recommended the implementation of strategies to offer a more pedestrian scale from the street level.
- The panel noted the corner expression could be improved.
- Some panelists noted some privacy concern with interior units and courtyards.
- There was a comment that the floating office comes across a little overbearing and to therefore consider a different location for it.
- Suggestion to integrate the entry better with the welcome figures.

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

ENGINEERING SERVICES

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The recommendations of CPTED are contained in the prior-to conditions noted in Appendix A attached to this report.

DOWNTOWN EASTSIDE PLANNING

Downtown Eastside Planning group can confirm support for this project and recommend the Development Permit Board consider granting a relaxation of the frontage limit to enable a consolidated development, stepping down from 120 feet on the corner to 100 feet away from the corner (in a similar configuration as other recent area development). The proposed uses are supported and we recommend the Development Permit Board consider exempting the ground floor from the retail continuity requirement to allow social service uses.

HOUSING POLICY & PROJECTS

The recommendations of Housing Policy & Projects are contained in the Recommended Conditions of this report.

BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

NOTIFICATION

Two development permit information signs were installed and confirmed on the site November 17, 2020. Additionally, on November 17, 2020, 262 notification postcards were sent to neighbouring property owners advising them of the application, of the virtual open house and offering additional information on the City's development applications website. In addition, the Downtown Eastside Planning Group sent out 678 emails to registered community members. The postcard and the development application materials were posted online at shapeyourcity.ca.

A virtual open house was held Monday, November 23, 2020, to Sunday, November 29, 2020. In summary from the online event 209 people visited the event website and 5 comments were received in support.

At the time of this report an additional 5 responses to the notification had been received, all in support of the application.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Official Development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

It also requires the Board to consider a By-law relaxation for Parking and per Section 1.3 of the Official Development Plan. The Staff Committee supports the relaxations proposed.

The Staff Committee supports the application with the conditions contained in this report.

J. Greer
Chair, Development Permit Staff Committee

P. Chan
Development Planner

N. Coffey
Project Coordinator

Project Facilitator: J. Borsa

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 Standard Conditions

- A.1.1 compliance with Section 4.5 – *Density* of the DEOD ODP;

Note to Applicant: Roof deck access and roof mechanical room are not excluded floor area under Section 4.5.4 of the DEOD ODP. The proposed floor area exceeds the maximum permitted by approximately 392 m² (4,218 ft²).

- A.1.2 confirmation of compliance with Section 11.10 - *Dwelling Units* of the DEOD ODP;

Note to Applicant: The minimum dwelling unit size shall not be less than 29.7 m² (319.6 ft²) for standard dwelling. Dwelling unit area shall be calculated from inside face to inside face of all units and are not to include any excluded areas, such as in-suite storage units. Identified unit sizes on the drawings and FSR Overlays. See also, Standard Condition A.1.7 (FSR Overlay).

- A.1.3 confirmation of compliance with the *Bulk Storage and In-Suite Storage – Multiple Family Residential Developments* Bulletin;

Note to Applicant: Confirm that the below grade bulk storage rooms comply with the bulletin and are for residential use only. Consider providing a detail for all typical below grade storage units.

- A.1.4 compliance with Section 4.6.1 - *Height*, of the DEOD ODP;

Note to Applicant: Proposed Roof deck mechanical room and mechanical screen are not permitted height exclusions under the DEOD ODP & Section 10.18 - Height of Building and Relaxation of the Zoning and Development By-law. See also, Standard Condition A.1.7 (height calculation sheets).

- A.1.5 confirmation of compliance with Section 5.2 – *Uses* of the DEOD and Section 2 of the Zoning and Development By-law;

Note to Applicant: No uses have been identified on the floor plans. Compliant uses are required to be identified on the drawings and FSR Overlays.

- A.1.6 compliance with Section 6 - Off-street Bicycle Space Regulations of the Parking By-law and to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Provision of the following:

- i. one (1) additional bicycle parking space, in accordance with Section 6.2 of the Parking By-law;
 - ii. a minimum of 5% (4 spaces) of the spaces must be oversized spaces calculations as per Section 6.3.9 of the Parking By-law;
 - iii. 10% (8 spaces) of Class A bicycle spaces are required to be lockers and only 30% (24 spaces) of Class A bicycle spaces may be vertical. Currently there are no lockers shown on the plans. Provide dimensions for all bicycle lockers, vertical and horizontal spaces and clothing lockers; and
 - iv. five (5) Class B bicycle spaces, as per section 6.2.1.2 of the Parking By-law;
-

Final confirmation of bicycle figures is dependent on complete and correct information regarding floor area and uses and further conditions may result upon review. See also, Standard Engineering Condition **A.2.4**.

A.1.7 provision of an updated drawing package which includes:

- i. an updated Project Statistics page which includes:
 - a. all applicable sections of the Parking By-law used for bicycle, loading and parking calculations;
 - b. a dwelling unit summary with all proposed dwelling units and their number of bedrooms and gross and net floors areas. See also, Standard Condition **A.1.2** (dwelling unit area); and
 - c. provision of a data summary sheet including clear area breakdown per use, per unit, per floor showing (1) Gross Area, (2) Each type of Excluded Area, (3) Net Area, (4) open balcony, and (5) roof decks;
- ii. provision of height calculation sheets which note building grades, critical peak heights, calculations and dimensions used for calculations;
- iii. an updated Site Plan which identifies:
 - a. all property dimensions;
 - b. setback from property lines to face of building; and
 - c. class B bicycle spaces;
- iv. revised FSR Overlays which note floor area which:
 - a. clearly identify floor areas of all uses;
Note to Applicant: The current FSR Overlays provide no information regarding uses and the associated floor areas. Dwelling unit area measurements shall be calculated from inside face to inside face of all units and are not to include any excluded areas, such as in-suite storage units.
 - b. prorate any shared corridors, or areas between the uses which they serve;
Note to Applicant: Floor areas which serve multiple uses are to be correctly identified and prorated between the corresponding areas which they serve. Such areas include, but are not limited to exit stairs.
 - c. include all above grade mechanical rooms into the total computation of floor area; and
Note to Applicant: Heating, electrical and mechanical equipment rooms are excludable spaces when located at or below the base surface as per section 4.5.4 (b) of the DEOD ODP.
 - d. include all access to accessible roof deck;

A.1.8 provision of the following notations to be included on the submitted plans:

- i. *“The design of the parking structure regarding safety and security shall be in accordance with Section 4.13 of the Parking By-law”;*
 - ii. *“A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces”;*
 - iii. *“All building dimensions, setbacks and yards are to the outside of cladding”;*
 - iv. *“The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures and end of trip facilities regarding required design standards shall be in accordance with the relevant provisions of Section 6 of the Parking By-law”;*
 - v. *“Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555”;*
 - vi. *“The acoustical measures will be incorporated into the final design and construction, based on the consultant’s recommendations”;* and
 - vii. *“Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building”;*
- A.1.9 submission of an original, sealed copy of a survey plan of the site, verified by a British Columbia Land Surveyor;
- Note to Applicant:** Minimum two (2) are required for issuance.
- A.1.10 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building’s open space and the Public Realm;
- A.1.11 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.12 written confirmation shall be submitted by the applicant that:
- i. the acoustical measures will be incorporated into the final design and construction, based on the consultant’s recommendations;
 - ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
 - iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;
- A.1.13 design development to incorporate Crime Prevention Through Environmental Design (CPTED) Principles through the following:
- i. ensure “eyes on the street” is possible near accessible points to the underground carpark, elevator/entry lobbies, and fire exits;
 - ii. include lighting for pedestrians around the building to improve safety;
-

- iii. provide 24/7 lighting and paint walls white in the carpark (including its entry);
- iv. avoid deep alcoves and concealed spaces especially at the lane side; and
- v. reduce opportunities for graffiti around the building with graffiti deterrent paint, planting, and/or put murals or artworks on blank walls;

Note to Applicant: Many of these CPTED focused conditions can be viewed in conjunction with Recommended Condition 1.3 for lane treatment improvements.

Standard Heritage Condition:

- A.1.14 consideration to include a commemorative (Interpretative) Program;

Note to Applicant: In addition to the proposed retention of the existing Commemorative Plaque, staff recommend that more comprehensive Commemorative Program (Interpretive Program) be prepared to feature both Indigenous and First United histories, putting into prospective the Reconciliation and social justice mandates. There was some excellent material prepared for the presentation to Vancouver Heritage Commission. Much of it has a site related significance as well as broader, Reconciliation importance. The effort put into articulating the impact of colonization on Indigenous Nations as it affected this particular site and local Indigenous people was clearly presented in the Commissions material, and it would be great if that same content could be used to create an Interpretive Program/ Plaque as a pre-text for an example of “ReconciliAction” as Chief Ian Campbell used to say, which seems to be occurring through the partnership approach on this development - the example of contribution to the Truth and Reconciliation, the example of revitalization of the Indigenous Cultural Heritage and increased visibility of physical presence of Indigenous population on their ancestral lands.

Standard Landscape Conditions

- A.1.15 design development to the public realm to enhance pedestrian experience;

Note to applicant: This can be achieved by incorporating soft and hard landscape elements such as featured seating and planters. See also, Standard Engineering condition A.2.10.

- A.1.16 provision of turf grass or comparable plant materials replacing “Artificial Turf” proposed on level 2 outdoor area;

Note to Applicant: Refer to the “Waterwise Landscape Guidelines” for recommendations regarding lawn alternatives, such as drought tolerant and low maintenance plantings.

- A.1.17 provision of replacing invasive plant selections with non-invasive options;

Note to Applicant: Periwinkle (Vinca minor) is considered invasive species and not accepted as part of plant pallet.

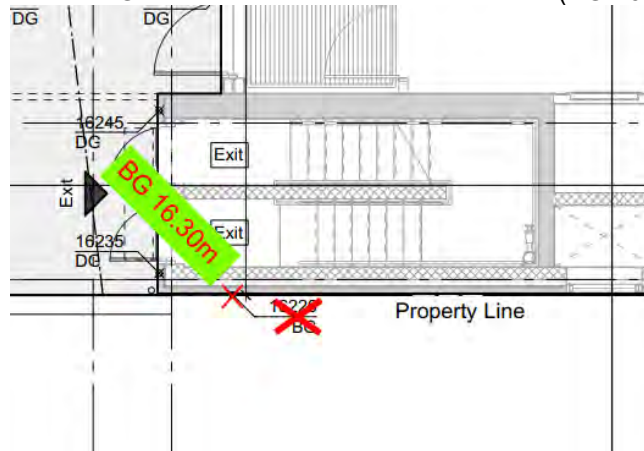
- A.1.18 coordination of Landscape plan with Architectural plan for design of roof deck’s outdoor area;

A.2 Standard Engineering Conditions

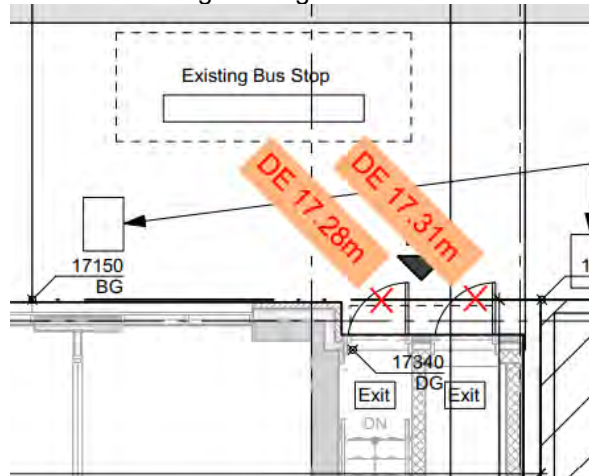
- A.2.1 provision of City building grades (BG) to be shown on the site plan and landscape plans. Design elevations (DE) are required at all new entrances;

Note to Applicant: Refer to BG-2019-00061 and ensure that the following BG's and DE's are corrected/provided, including:

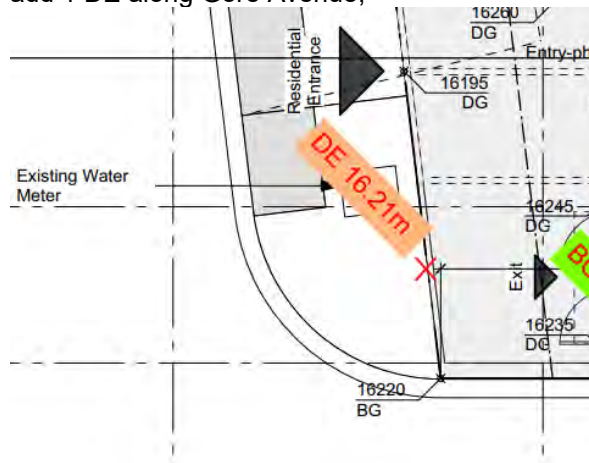
- i. correct BG elevation on the south west corner (BG 16.30m);



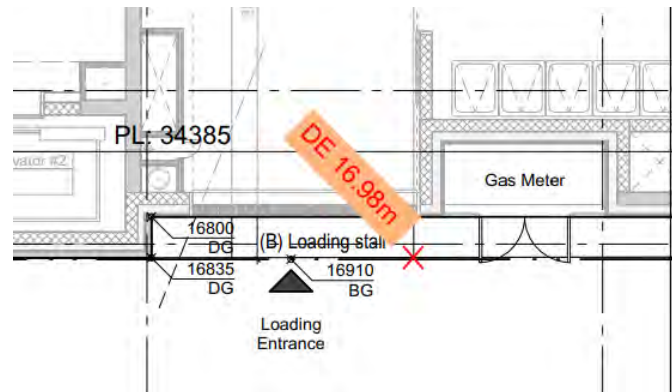
- ii. add 2 DE's along Hastings Street at entrance/exit doors;



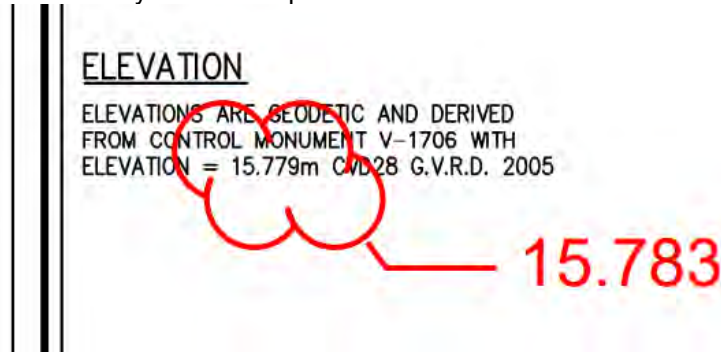
- iii. add 1 DE along Gore Avenue;



- iv. add 1 DE along the lane; and



- v. V-1706 survey monument posted elevation is 15.783m and not 15.779m.



A.2.2 provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit. Where a design or detail is not available, make note of the improvement on the site and landscape plans. The following items and notes are to be added to the landscape plan:

- i. "This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.";
- ii. "All existing street furniture in street right of way shall be protected during construction. Final location of proposed street furniture shall be confirmed with Street Furniture Coordinator. All removal, relocation or installation of street furniture shall be by the City's street furniture contractor, and coordinated with City of Vancouver Street Furniture Coordinator. Notification is required a minimum of 8 weeks prior to construction.";

Note to Applicant: All costs associated with removal, relocation and installation of existing and new street furniture, including storage and re-location to or from a different site, shall be the responsibility of the developer.

- iii. provision of the relocation of the litter can on the corner of Hastings Street and Gore Avenue including removal and reinstallation at applicant's cost. Show litterbin on landscape plans. Work shall be by the City's street furniture contractor; and
- iv. delete or relocate the street trees proposed on E Hastings Street to be at least 26m east of the western property line of the site;

Note to Applicant: The bus stop ID pole, in front of this site, will be relocated closer to the intersection so that it is 24.5m from the existing cross walk across E Hastings Street. No new street trees should be planted on E Hastings Street within 26m of the western property line as they will interfere with transit operations. New street trees are acceptable to the east of this 26m wide area.

A.2.3 provision of a Loading Management Plan (LMP);

Note to Applicant: the LMP should include:

- i. how the loading facility will operate;
- ii. management of the facility, including on-site loading manager;
- iii. size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries;
- iv. specify routing of the trucks from the arterial streets to and from the loading space;
- v. clarify the largest truck that the loading space are designed to accommodate and provide all vehicle dimensions;
- vi. an expected Schedule of Loading Activity table for all uses;
- vii. identification of loading bays that can be used for unscheduled loading deliveries; and
- viii. loading management and communications protocol for all tenants.

A.2.4 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement;

Note to Applicant: Bicycle parking should include:

- i. provision of Class A bicycle spaces as per Bylaw;
 - ii. provision of residential Class A bicycle parking separate from commercial Class A bicycle spaces;
 - iii. provision of minimum 10% Class A bicycle lockers as per Bylaw;
 - iv. provision of minimum 5% oversized Class a bicycle parking spaces as per Bylaw;
 - v. relocation of Class B bike parking to eliminate encroachments on public property and right-of-ways;
 - vi. provision of bicycle parking lockers accommodating a maximum of one bicycle each;
 - vii. provision of automatic door openers for all doors providing access to Class A bicycle storage noted on the plans;
 - viii. provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances; and
 - ix. provision of end of trip facilities as per Bylaw.
-

Note to Applicant: Racks must be usable for all ages and abilities.

- A.2.5 provision of improved access and design access and design of loading spaces and compliance with the Parking and Loading Design Supplement;

Note to Applicant: Loading spaces should include the following:

- i. provision of convenient, internal, stair-free loading access to/from all site uses;
- ii. the slope of the loading bay must not exceed 5%;
- iii. 2.3m (7' 6 1/2") of vertical clearance is required for access and maneuvering to all Class A loading spaces. Overhead projections into loading spaces are not permitted;
- iv. 3.8m (12' 6") of vertical clearance is required for access and maneuvering to Class B loading spaces. Overhead projections into loading spaces are not permitted;
- v. elimination of all overhead projections into loading spaces;
- vi. remove column encroaching into required maneuvering area;
- vii. provide a clear unloading area or raised rear dock, minimum 1.8m wide, with suitable access to facilitate goods loading /unloading; and
- viii. note on all ground level and parking level plans "Loading layout approved, subject to compliance with approved Loading Management Plan."

- A.2.6 provision of improved access and design access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: Parkade design should include:

- i. provision of updated drawing show small car designation for stalls 9-12 as the depth of the stalls are only 4.6m;
- ii. ramp slopes must not exceed 10% for the first 20' from the (property line/back of sidewalk);
 - a. ramp slopes must not exceed 12.5% after the first 20' from the (property line/back of sidewalk). 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4m in length; and
 - b. ramps which have a 15% slope and are exposed to the weather must be heated;
- iii. 2.3m (7' 6 1/2") of vertical clearance is required for access and maneuvering to all disability spaces. Overhead projections into disability spaces are not permitted.

- A.2.7 provision of the following information is required for drawing submission to facilitate a complete Transportation review, including:

- i. a complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided;

- ii. all types of parking and loading spaces individually numbered, and labelled on the drawings;
 - iii. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;
 - iv. areas of minimum vertical clearances labelled on parking levels;
 - v. design elevations on both sides of the 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;
 - vi. indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;
 - vii. existing street furniture including bus stops, benches etc. to be shown on plans; and
 - viii. the location of all poles and guy wires to be shown on the site plan;
- A.2.8 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 1 to 5, Block 71, District Lot 196, Plan 196 to create a single parcel;
- A.2.9 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the release of Easement and Indemnity agreement 390184M (commercial crossing) prior to building occupancy;
- Note to Applicant:** Arrangements are to be secured prior to issuance of Development Permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.
- A.2.10 arrangements shall be made for the provision of a building setback and statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Gore Avenue, to achieve a 4.5 m offset distance from the back of the existing curb to the building face;
- Note to Applicant:** The SRW will be free of any encumbrance such as structure, stairs, door swing, planter walls and plantings at grade and is to accommodate the underground parking structure within the SRW agreement. 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.
- A.2.11 arrangements shall be made for the 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. The agreement shall include:
- i. street improvements along Gore Avenue adjacent to the site and appropriate transitions including the following:
 - a. 1.2m (4') wide front boulevard with street trees where space permits;
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- b. minimum 2.4m (8') wide broom finish saw-cut concrete sidewalk;
 - c. hard surface treatment in the remaining space between the sidewalk and the building;
 - d. removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards; and
 - e. adjustment to all existing infrastructure to accommodate the proposed street improvements;
 - ii. street improvements along E Hastings Street adjacent to the site and appropriate transitions including the following:
 - a. 1.2m (4') wide front boulevard with street trees where space permits;
 - b. light broom finish saw-cut concrete from the edge of the front boulevard to the property line;
 - c. removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards; and
 - d. Adjustment to all existing infrastructure to accommodate the proposed street improvements;
 - iii. 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;
 - iv. provision of lane lighting on standalone poles with underground ducts. The ducts should be connected to the existing COV street lighting infrastructure;
- Note to Applicant:** The City will provide funding for up to 50% of the costs for the street and lane lighting.
- v. provision of new or replacement duct bank adjacent to the development site (along E Hastings only) that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure. Intercept existing Gore Avenue pre-duct in junction boxes in the south east corner of Gore/E Hastings;

Notes 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).

- A.2.12 provision of generous and continuous weather protection on both frontages;

Note to Applicant: An application for a Permit to Use City Property must be submitted to Engineering Development Services for the proposed canopy encroaching onto City Street. Canopies must be fully demountable and comply with all applicable requirements of the Vancouver Building By-law (Section 1.8.8).

- A.2.13 provision of the relocation of the existing bus stop amenities;
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Note to Applicant: The applicant is to pay all costs associated with installation of bus stop amenities including shelter, seating, advertising panels, foundations, drainage, and electrical connection to the satisfaction of Engineering Services. Work shall be by the City's street furniture contractor. Bus shelters shall be placed in such a way as to maintain accessibility for bus boarding and alighting. Refer to the following standards:

- i. typical bus shelter dimensions are approximately 4.3m long by 2.2m wide;
- ii. bus shelters shall be a minimum of 1.8m from the curb;
- iii. bus shelters shall be a maximum of 9m from the bus ID pole;
- iv. there shall be a minimum of 3m width direct clear path from the bus ID pole to the sidewalk to allow for ramp deployment and access to the front doors of the bus; and
- v. no conflict with underground utilities.

A.2.14 arrangements shall be made to the satisfaction of General Manager of Engineering Services for a security deposit of \$20,000 retained to ensure removal and replacement of existing bus shelter;

A.2.15 clarification of garbage pick-up operations;

Note to Applicant: Confirmation that a waste hauler can access and pick up from the locations shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

A.2.16 provision of all utility services to be underground for this "conditional" development; and

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

This proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/HV-conductor-oil-filled-transformer-clearance-checklist-bulletin-2015-002-el.pdf>).

Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/engineering-design-manual.PDF>). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

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

A.2.17 submission of a letter confirming construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License.

Note to Applicant: 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.)

B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **June 30, 2021**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 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 substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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