



CITY OF VANCOUVER

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ADMINISTRATIVE REPORT

Report Date: April 22, 2008
Author: Rachel Harrison /
Andreea Toma
Phone No.: 604.873.7757
604.873.7687
RTS No.: 06795
VanRIMS No.: 13-1400-22
Meeting Date: May 22, 2008

TO: Standing Committee on City Services and Budgets

FROM: General Manager of Engineering Services in consultation with the Director
of Current Planning

SUBJECT: Granville Street Final Design

RECOMMENDATION

- A. THAT Council approve the Granville Street final design details between Drake Street and Cordova Street as outlined in this report at an estimated cost of \$20.8 million with the following source of funding subject to securing a continued 50/50 cost-share agreement with Translink:

Confirmed -

- Granville Street Reconstruction Capital Budget - \$10.4 million
- TransLink Contribution - \$5.5 million

To be confirmed -

- TransLink Contribution - \$4.9 million

- B. THAT Council instruct staff to report back on award of contract, construction strategy, schedule, detailed costing, and final funding strategies.

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services recommends approval of the foregoing.

COUNCIL POLICY

The Vancouver CityPlan (adopted June 1995) includes directives on “Transit, Walking, & Biking as a Priority”. The CityPlan specifically puts “transit, walking, and biking ahead of cars to slow traffic growth in the neighbourhoods and improve the environment” and states that “although the car will continue to play an important transportation role, car use will be less convenient and more costly than it is today”.

The Vancouver Transportation Plan (adopted May 1997) confirms the City’s transportation priorities, placing the highest priority on pedestrian and cyclists.

The Downtown Transportation Plan (adopted July 2002) further carries out the policy framework set by CityPlan and the Transportation Plan.

In 2002, under Council directive, City staff in partnership with TransLink staff, consultants and numerous stakeholder groups, carried out a detailed Granville Street redesign study. The key parameters for the study were as follows:

“Redesign options shall enhance the transit and pedestrian environment in the downtown”.

“Options for the redesign of Granville Street may or may not include the introduction of autos to the mall portion of the street”

On April 18th, 2006 Council approved advancing the “Modified Enhanced Existing” redesign concept for Granville Street to the final design stage with modifications to maintain vehicular access along the 900 block and to increase occasional vehicular access through the mall by expanding the eligibility of Granville Mall access permits.

On May 17th, 2007 Council awarded a contract to PWL Partnership Landscape Architects Inc. to provide landscape architectural consulting services for the final detailed design.

SUMMARY

This report responds to Council’s request to report back on the public consultation process and the final detailed design including construction cost estimates and funding sources.

To generate the final design details for a construction tender, the design team has consulted with the Granville Redesign Steering Committee (made up of Planning, Engineering, Translink and Rapid Transit Office staff), outside stakeholders such as the Downtown Vancouver Business Improvement Association (DVBIA) and the public.

Early on, as part of the redesign study in 2002, Allan Jacobs, an internationally renowned streetscape designer, was hired as a consultant to contribute ideas on how to transform Granville Street into a “Great Street”. Although the streetscape design has progressed from a conceptual idea to a detailed design layout, the “Great Street” elements brought forward by Allan Jacobs have been incorporated into this final design of Granville Street. An adaptation from Jacobs’ publication “Great Streets” is included in Appendix E for your reference.

The final design includes but is not limited to the following elements:

- A continuous line of trees on either side of the street in order to achieve cohesive form, scale and character for the street;
- A unique pedestrian lighting scheme made up of an array of vertical columns along the entire length of the street;
- Continuous arrangement of segmented granite bands inlaid in the sidewalks extending for the entire length of the street; and
- Distinctive custom design benches, bollards and bike racks exclusive to Granville Street.

This design was presented to various stakeholders and a public open house was held on January 23rd, 2008. Approximately 600 to 700 citizens and business owners came out to view drawings of the final design for Granville Street and to provide input. Based on 200 surveys that staff received, the results show a 92% support for the general design concept of Granville Street as a "Great Street", an 87% support for the proposed civic event space, and a 57% support for the retention of the 35-year old Beach trees between Georgia and Pender. Details on the public consultations are provided further in this report and in appendices A through C.

A decision by Council at this stage of the final design is now needed to proceed to finalize the construction drawings and tender the work. Rebuilding of the street needs to be coordinated with the Canada Line road restoration work and must be complete in November 2009 for the return of the transit trolley buses and in advance of the 2010 Olympic Games.

The 2006 and 2007 Basic Capital Budget provides a total of \$11 million for the reconstruction of Granville Street, which includes 50% or \$5.5 million of cost-sharing recoveries from Translink's Minor Capital Program and Transit Related Road Infrastructure Program (TRRIP) funding.

Current estimates for this project total \$20.8 million. The increased cost estimates can be attributed to two factors:

1. The original estimate was based on a very preliminary design and
2. The construction industry has experienced unprecedented cost escalations since the original estimate was prepared.

The 2008 Engineering Basic Capital Budget and Closeouts Council Report (RTS#7204) from the May 15, 2008 CS&B Committee meeting partially addresses the funding shortfall of \$9.8 million through capital redistributions of \$4.9 million within the Streets Capital program. This provides for 50% of the total shortfall. Staff is currently requesting the remaining \$4.9 million shortfall be funded by Translink through an extension of the existing 50/50 cost-share agreement. If successful, staff will proceed to tender the work, otherwise, staff will report back with options.

Following the construction procurement process, staff will report back on award of contract, construction strategy, schedule, detailed costing, and final funding strategies.

PURPOSE

The purpose of this report is to request Council approval of the final detailed design and associated cost estimates for the Granville Street Redesign Project from Drake Street to Cordova Street. Approval of the design will allow staff to proceed to finalize the construction drawings and tender the work subsequent to securing additional Translink funding as outlined in Recommendation A.

BACKGROUND

For many decades, Granville Street has been renowned as one of Vancouver's premier shopping, entertainment and theatre districts. Historically referred to as the "Street of Lights" or the "Great White Way", Granville is still recognized as one of Vancouver's most vibrant streets. Granville Street's character is partially attributed to its unusually narrow lot widths of 25 feet which has created a mix of densely developed sites on the street. It is this diversity that defines the character of Granville Street.

Today, with the existing transit mall, and connections to the Millennium and Expo Lines, and future Canada Line, Granville Street is, and will continue to be, a major transportation hub for transit and pedestrians in Downtown Vancouver.

The redesign of Granville Street, from Drake Street to Cordova Street, was initiated by Council following the adoption of the Downtown Transportation Plan in 2002. The redesign project responds to the need to improve the vitality of the street, enhance the transit system, improve pedestrian movement, and re-establish Granville Street as one of downtown's most important streets.

The contract for developing the conceptual design for Granville Street was awarded to Allan Jacobs and Elizabeth Macdonald in collaboration with Hotson Bakker Architects. City staff and the consultant team worked closely with stakeholders to develop four possible design concepts for Granville Street. After extensive analysis and public consultation, including hearing many public delegations, Council approved the "Modified Enhance Existing" design option for Granville Street in April 2006. Design concepts that were part of the approved "Modified Enhanced Existing" plan included:

- North of Smithe Street, the existing curved transit mall to be straightened providing a more consistent sidewalk width of 8.5 meters for pedestrians;
- South of Nelson Street, traffic patterns to remain unchanged. Sidewalks to be widened by the width of the existing parking lanes providing a sidewalk that can be used for public parking. This is referred to as "Flex Parking" or "Flex Boulevards";
- Buses and authorized vehicles to continue using the dedicated streets north of Smithe Street; and
- A proposed Civic Event space, characterized by both permanent and temporary installations to be integrated at the center of commercial street life within this corridor.

On May 17, 2007 Council awarded the contract for the approved detailed design to PWL Partnership Landscape Architects Inc. Subsequently, a Granville Street Redesign Steering Committee made up of senior staff from the City's Engineering and Planning Departments and Translink was established to provide direction and input in developing the design. Since this time, staff from the Engineering and Planning Departments, PWL Partnership, and several other consultants, have consistently involved the Steering Committee, various stakeholders and the public to refine the project's design philosophy, street configuration, street tree planting program, and design elements such as street furniture and lighting to produce this final design.

DISCUSSION

A historical context study was prepared by Donald Luxton and Associates Inc. in order to understand the beginnings of Granville Street and how it rose to become Vancouver's entertainment and theatre district, and the "Street of Lights" or the "Great White Way". An excerpt from the report on the Granville Street chronology can be found in Appendix E; a full copy is available at the Clerk's Office.

Today, Granville Street is diverse; some of the major landmarks along Granville Street from south to north include the Scotia Dance Centre, Chateau Granville, the Caprice, the Vogue Theatre, the Orpheum, Sears, the HBC, Holt Renfrew, Pacific Centre, Birks, Sinclair Centre, and Waterfront Station.

Granville Street takes on several different characteristics in different segments and at different times of the day. The northerly section is characterized by businesses, offices and major retail. Between Georgia and Nelson, the focus changes to entertainment and retail. The southern section has more tourist hotels, retail and commercial. In the evening, this area is a major entertainment district.

The vision and objectives of the redesign study which were developed and shaped through the collaborative efforts of staff, stakeholders and the public during consultations from 2002 to 2006 have formed the framework for creating design goals and principles to ensure that the final design product meets the original project ideas and expectations.

GOALS

- Re-establish the status of Granville Street as one of Vancouver's Great Streets based on the definition of a 'Great Street' which Allan B. Jacobs provides in his classic book Great Streets.
- Recreate Granville Street as a destination for locals and visitors.
- Elevate community pride and promote public safety.
- Design a street that reflects Vancouver's unique identity, character and sense of place.

DESIGN PRINCIPLES

- Create a pedestrian friendly street, accessible to all.

- Promote Granville Street as one continuous pedestrian-oriented thoroughfare with several distinct neighbourhoods.
- Establish a flexible infrastructure to allow for a wide variety of uses including special events.
- Accommodate day time and night time activities.
- Support retail activity to flourish including cafes, vendors and entertainers.
- Use lighting as a distinctive streetscape feature adding to night-time ambience.
- Design for the long-term success of street trees.
- Incorporate public art and creative design solutions to utilitarian functions.
- Promote cost effective, high quality materials and durable infrastructure elements with a sense of permanence.
- Ensure transit related facilities complement streetscape design.
- Minimize impacts of site servicing functions and utilities.
- To enhance and encourage access to Granville Street by the more sustainable modes of transport (walking, cycling, rapid transit, bus transit)
- Utilize Crime Prevention through Environmental Design (CPTED) principles.
- Support Vancouver's Project Civil City goals.

Addressing these goals and adhering to these principles, the final design strives to create a place where people can walk at leisure, enjoy physical comfort, and be visually engaged by elements such as street trees, creative lighting and sidewalk activity. A unified, one street concept, ultimately extending from the foot of Granville Street Bridge through to Cordova Street will build a new sense of place and identity. The street tree's canopy will be light and open, lighting will reintroduce Granville's historic name the "Great White Way" with vertical light columns, and sidewalks with inlaid granite bands will create a distinguished, high quality look for the street (Figure 1 and 2). All of these features are described in detail further in the report.

Figure 1 - Typical Redesign in the general vehicular traffic sections.



Figure 2 - Typical Redesign in the Transit/permit only vehicular access sections.



1.0 STREET TREES

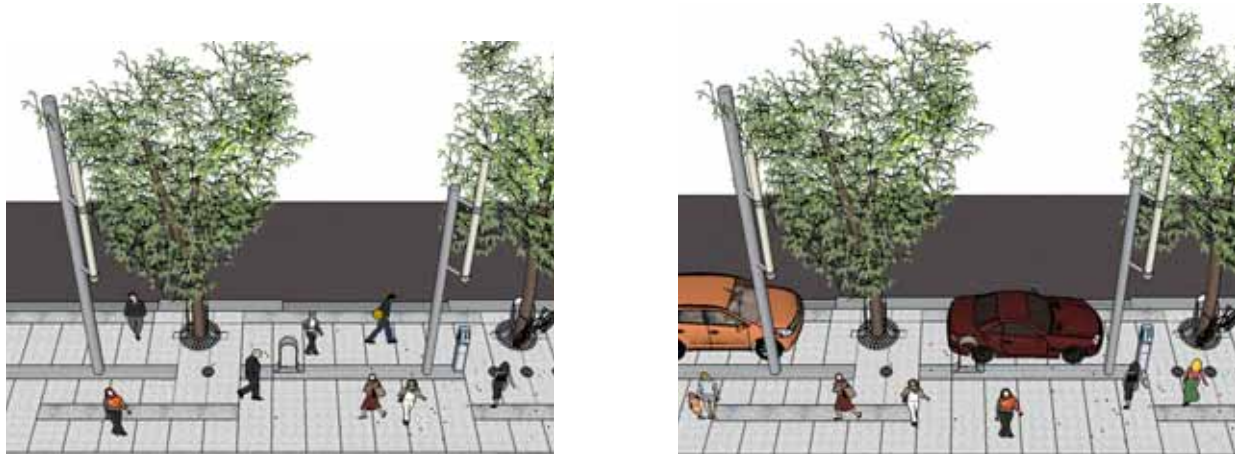
Staff is consulting with the City's Arborist to select the type(s) of tree species for Granville Street. Along most of the street, all existing trees which are in bad condition and/or in wrong locations will be replaced with new trees. In addition to tree grates, custom metal tree surrounds are proposed to protect the street trees and to add a higher design feature to Granville Street.

In the southern section of Granville Street, between Drake Street and Nelson Street, the proposed "flex boulevards" will double the width of the existing sidewalk. In these three blocks, the new trees will be located further away from the buildings which should result in the trees' better-long term health. The trees will be placed between each parking space as shown in Figure 3 below.

In the block between Smithe and Robson Street, there is a variety of tree species, some of which are either in healthy or poor condition. Most of these trees will be removed and replanted with new trees as the current curvilinear street will be realigned; the final design places the new trees in a linear row.

In the sections of Granville Street where Canada Line construction is underway, trees have already been removed to accommodate for the large scale construction. However, between Georgia Street and Pender Street, the existing 35-year old Beech trees remain. The redesign proposes to retain nearly all of the 45 existing trees and only remove some trees (approx. 5) located nearer to store fronts and doorways which impede business operations and visibility.

Figure 3 - Flexible Boulevard Tree Spacing.



2.0 LIGHTING CONCEPT - "THE GREAT WHITE WAY"

In addition to the standard davit functional lighting for the roadway, light columns are proposed along the entire stretch of Granville Street. This lighting will enhance the pedestrian realm and create a consistent lighting pattern that will mimic the "Great White Way", a term coined in 1958 when Journalist and Historian, Pierre Berton called Vancouver's Granville Street '*our answer to New York's Broadway*'.

The light columns will either be affixed to transit poles or roadway davit light poles with interstitial light poles in between. Consistent spacing between lights and careful alignment will create a striking linear formation at night. The light columns will be approximately ten feet in length, stackable, and mounted at least twelve feet above ground. The lighting quality will be warm white light and the proposed luminaries will send light 360 degrees around the fixtures.

At street intersections and entry points to the corridor, staff are exploring using an elongated version of the vertical lighting with an added colour changing Light Emitting Diode (LED) extension as well as introducing illuminated street signage. These top sections of the light columns would have the potential to change colours, highlighting seasonal festivals and special events and the illuminated street signage would offer an increased level of visibility at night.

Figure 4 - Proposed Vertical Light Columns.

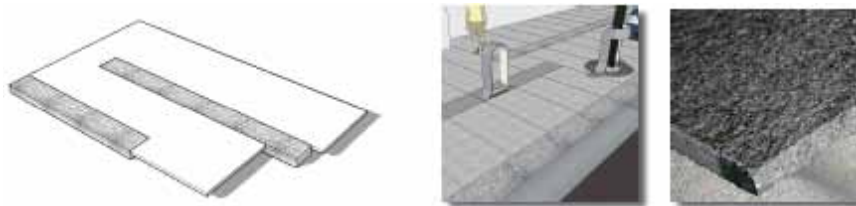


3.0 PEDESTRIAN GROUND-PLANE TREATMENT

The proposed ground plane treatment for the renovation of Granville Street will utilize a palette of high quality, distinctive paving materials that will define Granville Street as a continuous "Great Street".

3.1 Granite Ribbons

The primary patterning of the ground-plane will be created by a series of ribbon-like granite bands that will be arranged in a linear and parallel, but some-what random and off-set pattern down the entire length of Granville Street. This arrangement allows for flexibility in the design and will minimize potential conflicts with other streetscape elements.



3.2 Exposed Aggregate Concrete

The sidewalk surfacing will be made up of custom exposed aggregate concrete paving poured in linear panels stretching across the sidewalks. The exposed aggregate will be a blend of specifically selected natural stone chips. The final mix will satisfy the need for long term availability of selected aggregates and the ability to replicate a uniform finish over the life of the streetscape.



3.3 Hall of Fame Stars

The British Columbia Hall of Fame Stars programme will continue to be accommodated in the renovated street. The existing Hall of Fame Stars will be relocated within the Theatre Precinct and inlaid into the granite bands. This will provide a more ordered arrangement within the sidewalk and a higher quality setting.



4.0 STREET FURNISHINGS

The Granville Street up-grades will include some custom designed street furnishings that are inspired by the ribbon-like nature of the paving design. These furnishings will align with the granite paving bands so they appear to spring out of the ground plane. This design is proposed for the benches, bike racks, vehicular bollards and tree surrounds and will play an important role in defining the quality and character of the new streetscape.

Other standard street furnishings such as bus shelters, multi-use news stands, trash cans, pay parking stations and automated public toilets will also be implemented in the design. Staff will be consulting with the Bicycle Advisory Committee with regards to bike rack design and the Access and Inclusion Committee to appropriately place street furniture. It is important to note that Figure 5 below is only an artist's rendering. The team is currently developing the details of these elements.

Figure 5 - Custom Street Furnishings



5.0 CIVIC EVENT SPACE

The block between Robson and Georgia has the potential to be a unique public space. This block marks a distinct change in scale, street width, slope and character between north and south Granville Street. Its central location along Granville Street and wide sidewalks will be ideal for large numbers of people to congregate for festivals, performance, markets, and other such events. This block will also accommodate the new Vancouver City Centre (VCC) Canada Line station which will significantly increase the volume of pedestrian movement. Occasional road closures will be required to hold these special events.

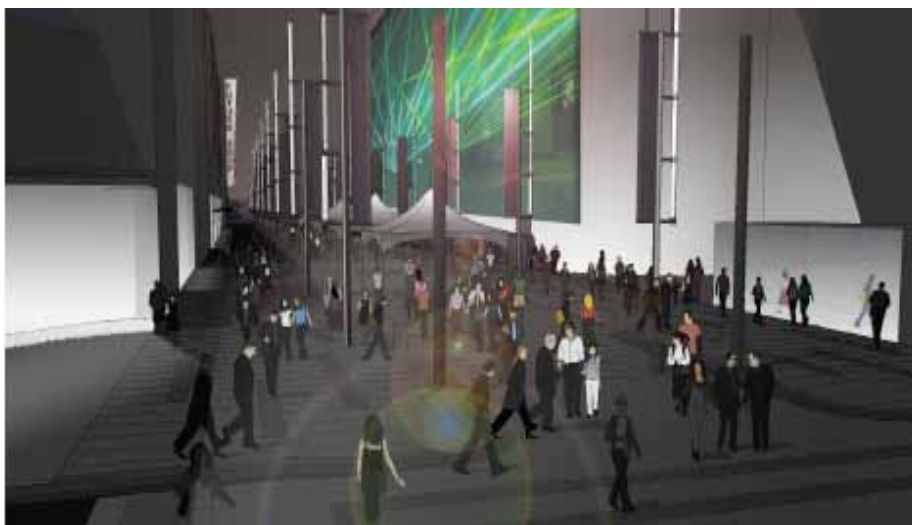
The streetscape in this block will differ from the rest of the street by:

- Having wall-to-wall custom paving materials to visually create the sense of a plaza;
- Incorporating large scale tubular lighting and banners (approximately 30 feet in length); and

- Excluding replanting of street trees to create a more urban space that is largely uninterrupted (due to the Canada Line and Pacific Centre substructures if street trees were to be accommodated, they would need to be placed in large planter boxes).

An illustration of the vision for the Civic Event Space is depicted in Figure 6 below. It is important to note that consultations with the building owners and business merchants are ongoing for potentially using The Sears building as a blank façade for large-scale lighting, video, or imagery projections.

Figure 6 - Proposed Civic Event Space.



6.0 CONSULTATION FINDINGS

The Granville Street Open House held on January 23rd, 2008 between 12 noon and 7:00 pm at the Pacific Centre Rotunda (Howe and Georgia) was widely advertised (see Appendix A for list of advertising mediums, locations, and graphic). An estimated 600 to 700 members of the public attended the open house.

Twenty-five display boards were presented at the open house and staff and the design team were available to answer questions. At the open house, 420 surveys were distributed and of those, 195 were handed-in. Following the open house, all 25 display boards and the survey were available on the project's website to allow those unable to attend the open house to provide their comments. The public was given two weeks to electronically submit the surveys. In total, 213 surveys were submitted from the public, a response rate of approximately 33%.

The purpose of the open house was to gain public feedback on the final design for Granville Street. The public was asked to complete a survey and to give input on four specific aspects of the design:

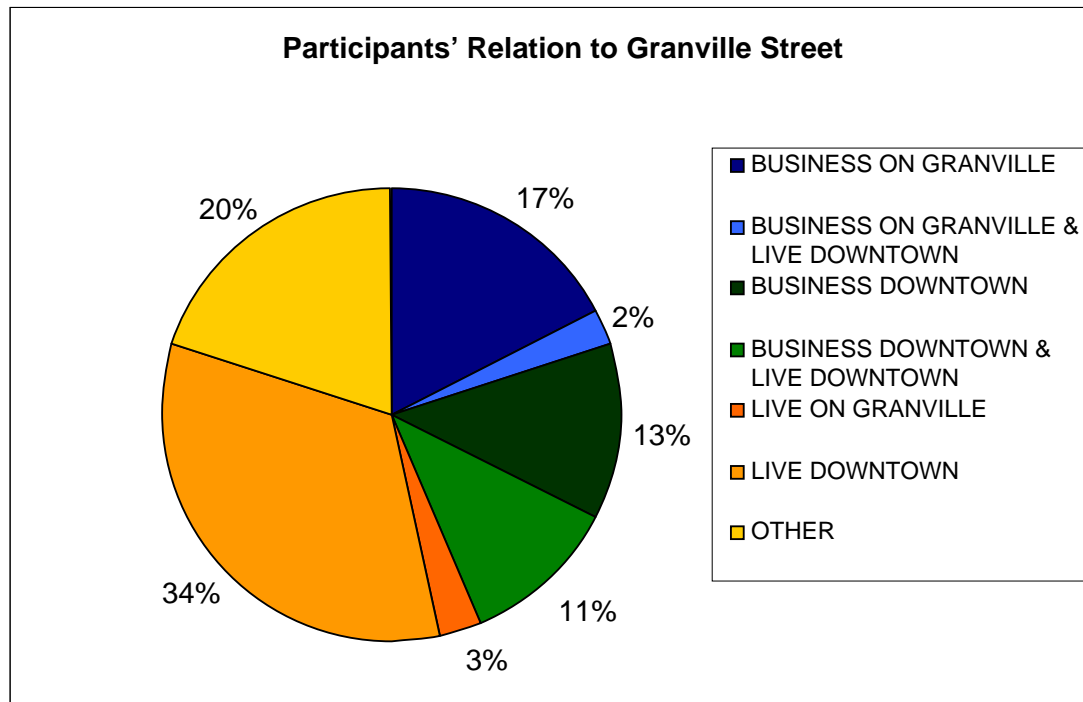
- Level of support for the proposed design of Granville Street as a "Great Street";
- Level of support for the proposed Civic Event Space between Robson and Georgia;
- Position on the option to retain or replant the 35-year old Beech trees between Georgia and Pender; and
- Opinion on how to prioritize the project's budget based on identifying those elements that are most important to creating a Great Street - high quality sidewalk paving materials, custom street furnishings, and/or vertical, artistic light columns.

A summary of the most common comments submitted by the public are included in Appendix B; the full range of comments are available in a binder at the City Clerk's Office. It should be noted that although some of the public provided comments and recommendations, many respondents who supported the proposed Granville Street Design did not include any comments.

Consultations with the business community have been ongoing and the DV BIA has been involved in every step of the Granville Street redesign process. They have been an active participant in the decision making that has led to this final design, as recommended by staff. In addition to the general public comments, the business community represented by the DV BIA's Granville Street Committee supports the proposed redesign and has provided a letter attached in Appendix C.

Furthermore, staff are partnering with the DV BIA in the development of a street management plan to promote a vibrant and active public realm that takes advantage of the new streetscape design. The DV BIA has expressed an interest in taking on a greater role in managing activities on the street such as street vending, street entertainers, special events and mall loading permits. Once this work is further developed, a Mall Management Plan will be presented to Council for approval.

Figure 7 - Demographics of Open House Surveyors.

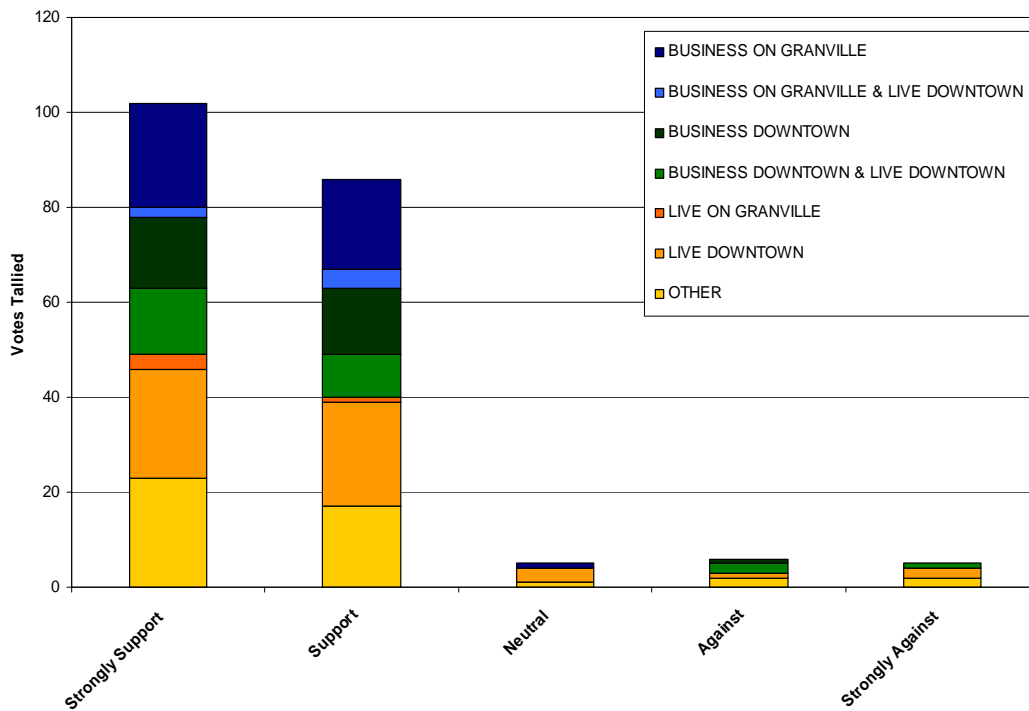


The demographic make-up of those who completed the survey was spread evenly: 48% between the ages of 44-64 and 44% between the ages of 25-44. Their relationship to Granville Street is shown in the pie chart above. Generally, the darker colours (blue and green) represent the business community whereas the brighter colours (yellow and orange) represent the residential community. Answers from all of the survey questions were analysed and broken down using these categories. A sample survey form is attached in Appendix B for your reference.

6.1 "Great Street" Design Concept

The public showed an overwhelming support of 92% for the general design concept of Granville Street as a "Great Street" (combining the strongly support and support categories together). The graph shows that business owners and residents equally support the final design concept for Granville Street.

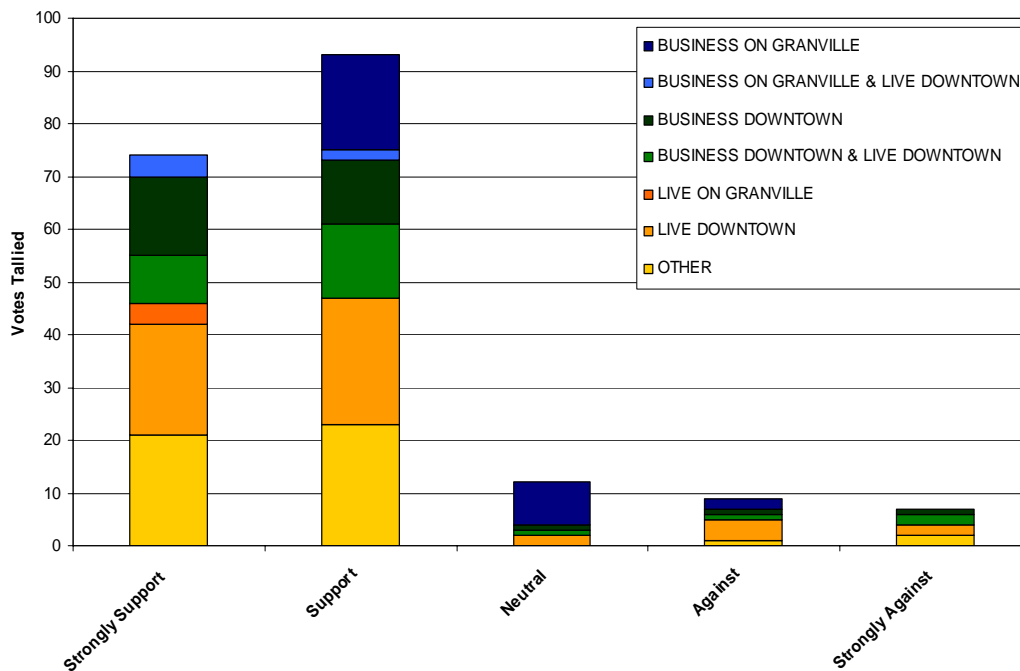
SUPPORT FOR GREAT STREET DESIGN CONCEPT



6.2 Civic Event Space

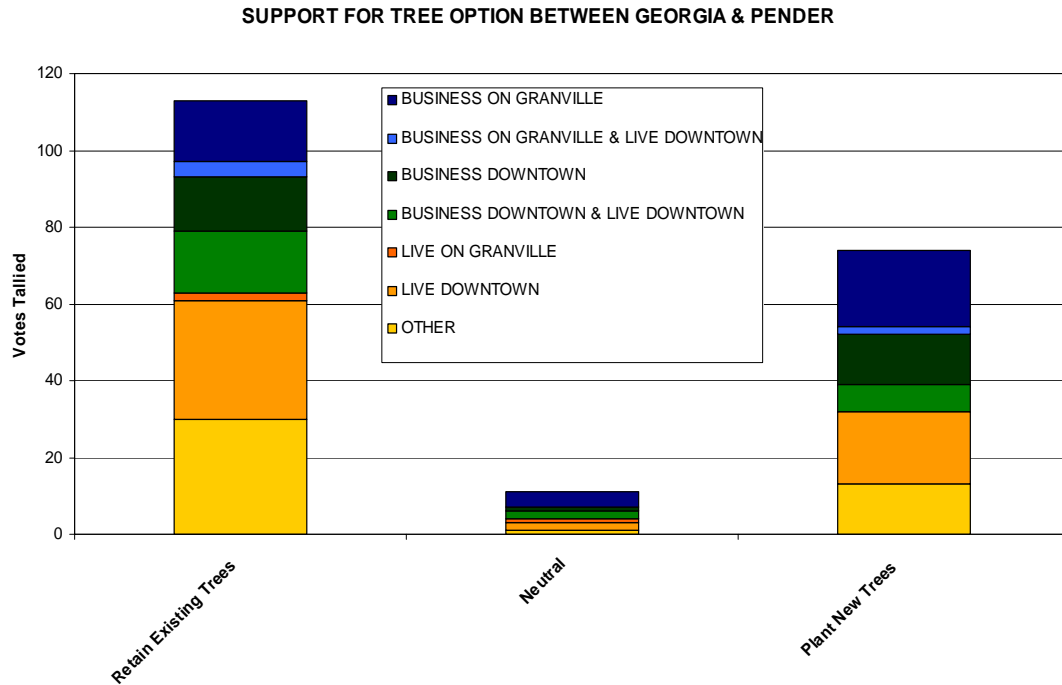
The proposed civic event space between Robson and Georgia, gained 87% support. Businesses on Granville St. seem to feel slightly more neutral to the proposed event space than residents or business owners in other downtown areas.

SUPPORT FOR CIVIC EVENT SPACE



6.3 Street Tree Options

The two blocks between Pender and Georgia offered two options on street trees - retain the 35 year old Beech trees or to replant them. Both options were presented to the public for their consideration. 57% percent of the public supported the retention of the Beech trees; 37% supported planting new trees, and 6% were neutral. There was no significant split in opinion on these options between businesses and residents.

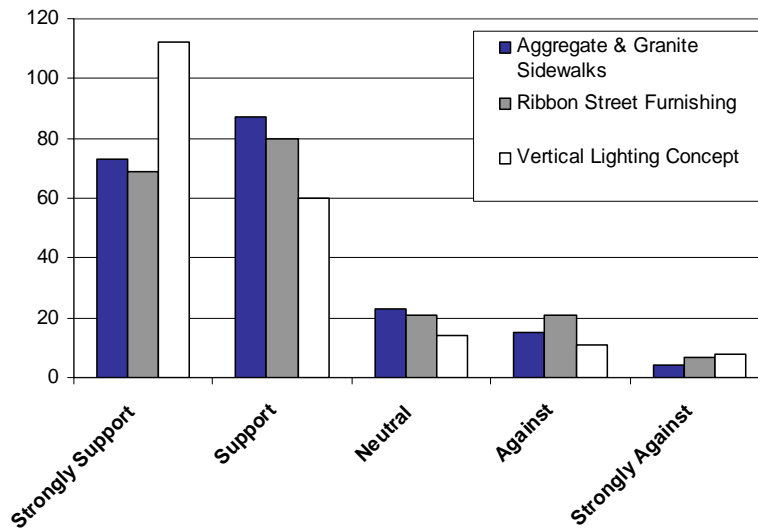


6.4 Prioritization of Design Elements

To help staff prioritize budget allocation, the public was asked to identify which street design elements they felt contributed most to the notion of a Great Street. The public showed 84% support in favour of all three design elements: high quality paving materials, custom street furnishings and vertical light columns. Paving materials received 79% support, street furnishings received 75% support and the vertical light columns received 84% support.

Although the public endorses all three design elements, the public favours the proposed lighting scheme over all others. An analysis of each design element by business and residential category was conducted; however, the findings did not reveal any significant differences in the level of support and thus for ease of illustrating the bar graph below, it was not included in this report.

LEVEL OF SUPPORT FOR VARIOUS STREET DESIGN ELEMENTS



FINANCIAL IMPLICATIONS

Current estimates for this project total \$20.8 million. A high level breakdown of the budget is as follows:

Description	Budget
1. Construction <ul style="list-style-type: none"> • Road infrastructure • Sidewalks • Trees • Lighting • Custom furnishings 	\$15,415,000.00
2. Consultancy	\$ 600,000.00
3. Overhead	\$ 2,483,000.00
4. Contingency	\$ 2,302,000.00
Total	\$20,800,000.00

The 2008 Engineering Basic Capital Budget and Closeouts Council Report (RTS#7204) from the May 15, 2008 CS&B Committee meeting partially addresses the funding shortfall of \$9.8 million through capital redistributions of \$4.9 million within the Streets Capital program. This provides for 50% of the total shortfall. Staff is currently requesting the remaining \$4.9 million shortfall be funded by Translink through an extension of the existing 50/50 cost-share agreement. If successful, staff will proceed to tender the work, otherwise, staff will report back with options.

A summary of the funding sources is as follows:

Confirmed -

- Granville Street Reconstruction Capital Budget - \$10.4 million
- TransLink Contribution - \$5.5 million

To be confirmed -

- TransLink Contribution - \$4.9 million

Following the construction procurement process, staff will report back on the award of contract, construction strategy, schedule, detailed costing, and final funding strategy.

It is anticipated that this project will not have an immediate impact on the operating budget and therefore an increase is not requested at this time.

CONCLUSION

Granville Street is currently a key linkage in the transit system of the City with stations to the Millennium and Expo Lines and the future Canada Line. As a result, Granville Street serves some of the highest pedestrian volumes in the Downtown core. The final design, as recommended by staff, best reflects the City's long standing policy directive to favour pedestrians, cycling, and transit over automobile use.

After extensive public and stakeholder consultations and technical reviews, staff recommends approval of the final design as represented within this report, which embodies the key design elements of a "Great Street" as envisioned by the notable streetscape designer, Allan B. Jacobs.

The timeline to complete the reconstruction of Granville Street in November 2009 for the return of the transit trolley buses to the street in advance of 2010, is tight. A decision by Council on this final design is needed now to finalize the construction drawings and allow the tendering process to meet the coordinated schedule. Tendering will not take place until the funding arrangement with Translink has been finalized. Following the construction procurement process, staff will report back with recommendations on award of contract, construction strategy, schedule, detailed costing, and final funding strategies.

* * * * *



Meet City staff and the design team, view drawings and displays, and share your comments on the final design concept for Granville Street.

The design of Granville Street, from Drake to Cordova Street, will enhance pedestrian movement, transit and the vitality of the street, restoring it as one of downtown's great streets.

Wednesday, January 23, 2008
12-1:30 pm and 4:30-7pm
Pacific Centre Atrium,
Corner of Georgia and Howe Street

FOR MORE INFORMATION:
vancouver.ca/granvilleredesign
or contact Rachel Harrison:
rachel.harrison@vancouver.ca
604.873.7757

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Advertising Medium	Quantity	Dates Advertised	Intended Audience
Website		On website by December 15 th , 2007	General public
Newspaper Advertisements Courier Newspsper WestEnder Georgia Straight The Voice The Link Ming Pao Sing Tao Business in Vancouver Xtra West	9	Between January 10 th and 18th	General public
Post cards	16,850	January 7 th , 2008	Mailed and distributed to property owners, business owners, and customers on Granville Street
Posters	400	January 7 th , 2008	Placed in libraries, community centres, and city notice boards/poles throughout Vancouver for the notification to the general public
Other organization's list serves, websites, and newsletters	25 sites	December 2007 through to January 2008	General public and special interest groups

Tell Us About Yourself:

5. Choose all that apply.
- I ...
 - Own or work at a business on Granville Street
 - Own or work at a business on the downtown peninsula
 - Live on Granville Street
 - Live on the downtown peninsula
 - Other _____

6. Why do you visit Granville Street? Choose all that apply.
- Shop
 - Bicycle through
 - Dine
 - Commute through
 - Work
 - by transit
 - Visit entertainment
 - Other _____
 - Walk through _____

7. How old are you?

- Less than 25 years old
- 25-44
- 45-64
- 65+

8. Additional Comments?

GRANVILLE STREET • VANCOUVER BC

YOUR VIEWS COUNT!

Granville Street Open House

The conceptual design for the renovated Granville Street corridor is nearly complete.

The proposed design for Granville Street intends to create a dynamic place for people to meet, stroll, interact, and celebrate city life. As one of the City's truly Great Streets, Granville Street will serve multiple transport modes and support a variety of experiences.

We welcome your input on any aspect of the design. In particular we are seeking your input on a number of issues:

- To get general feedback on the current design direction;
- To get feedback on the proposed "Civic Event Space" between Robson and Georgia Street;
- To get feedback on two tree options for the blocks between Georgia and Pender Street; and
- To establish a priorities list to assist us in completing the design and achieving the budget.

Your feedback today will be used to help refine the design for Granville Street. A second open house will follow in April, and construction is scheduled to begin in August 2008.



Great Street Design Concept:

1. Do you generally support the proposed design of Granville Street as a Great Street? Please indicate your level of support.

Strongly Support Support Don't Know Against Strongly Against

Comments: _____

Civic Event Space:

2. There is a proposed "Civic Event Space" between Robson and Georgia Street. Do you generally support the design concept? See boards #16 & 17 for further details.

Strongly Support Support Don't Know Against Strongly Against

Comments: _____

Street Tree Options:

3. Along most of Granville Street all existing trees which are in bad condition and in wrong locations will be replaced with new trees. However, there are options for the 35-year old Beech trees on the two blocks of Granville Street between Georgia and Pender. Which of the following option do you support for these two blocks? Please only choose one. See board #18 & 19 for design considerations on these two options.

Retain existing trees
 Plant new trees
 Don't know

Comments: _____

Prioritizing Street Design Elements:

4. The Granville Street redesign concept contains many elements. To meet the budget some may be simplified or reduced in number. We would like your opinion on the importance of these items. See boards for further details.

Strongly Support	Support	Don't Know	Against	Strongly Against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Pedestrian Ground-Plane Expression (Board #20):
 Sidewalk surfacing made of exposed aggregate concrete with granite band accents

Street Furnishings "The Ribbon" (Boards #21 & 22):
 Custom designed furnishings (benches, bike racks, trash cans, etc.) rather than more standard off-the-shelf designs

Lighting Concept "The Great White Way" (Boards #23 & 24):
 Vertical light columns running continuously down the street

The following table summarizes the some of the most common comments submitted by the public. As noted in the report, although the public provided comments and recommendations (some of which were negative), staff recorded strong support for all of the proposed design elements on Granville Street. Staff noticed for instance that some surveys that supported of all the design elements, included comments asking the design team to create a bolder design. Many respondents who supported the proposed Granville Street Design did not include any comments.

Component of Granville Street Design	Most Common Comments
Great Street Design	1) Comments in support for the proposed Design; 2) The need for better, bolder design; and 3) The need for more pedestrian priority than the proposed design offers (either pedestrian only blocks or no cars on Granville).
Civic Event Space	1) Comments in support for the proposed civic event space; 2) The need for better design; and 3) Against the proposed location of the civic space.
Street Tree Option	1) That the existing Beech trees are healthy and wonderfully large; 2) That new trees provide consistency in the design; and 3) That the existing Beech trees add variety and pleasant pedestrian space.
General Comments	1) Recommendations to change one of the three design elements (sidewalk paving, street furniture, and/or lighting columns); 2) Need generally for better, bolder design; and 3) The need for more pedestrian and/or bicycle priority than the proposed design offers.

Random sample of comments:

“I love the overall design. It’s visually coherent and creative and will make us proud of the street.”

“I propose completely closing the street from Georgia to Robson. We want people to experience the space they are in and I think the civic space will address that so why not make it permanent?”

"Vancouver needs a public space like this and it should be able to be used year round, unlike other Canadian cities."

"This block [civic event space] is barren for most of the year. Programming can still work with trees."

"What about Robson Square? There needs to be a permanent downtown civic event space not a temporary one like this."

"Best urban trees in Vancouver."

"Think long-term, layout of existing trees doesn't mesh well with new design."

"The retention of old trees facilitates a more dynamic way of navigating through the space because they are not lined-up in one way. They also add more character admits the new development."

"Variety among tree ages mimics a diverse community of people that are all different ages."

"Concrete and off-the-shelf furniture is fine; more important to have lots of it."

"Ribbon design is cold and too modern. I love modern but this design is not organic enough."

"Add colour to compensate for dull winter."

"Granville connects several cultural spots and great architecture. I would like to see representation of public art on the street."

"I would like to see at least some portion of the street pedestrian-only."

"We are one of the only cities in the world without a dedicated walking street."

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Suite 1790 - 401 West Georgia St.
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Tel: 604-685-7811

Fax: 604-685-7812

www.downtownvancouver.net



May 5, 2008

Mayor Sam Sullivan
And Members of Vancouver City Council
City of Vancouver
453 West 12th Avenue
Vancouver, B.C.
V5Y 1V4

Re: Granville Street Design

Mayor and Council,

The purpose of this letter is to communicate our strong support for the Granville Street design. The design is an integrated package of elements comprised of lighting, landscaping, street furniture and ground plane treatment that received overwhelming support from both the general public and our members, both on Granville Street and elsewhere within our 90-block district.

This level of support for the design from a diverse group of citizens and business people is the exception rather than the rule, but it underscores a strong desire by all to undertake a major makeover of a significant linear urban space and to do so with quality finishes that are beyond the norm. The streetscape design as proposed complements the private investment that has been made over the last ten years in the new retail, restaurants, nightclubs, residences and office towers that now grace Granville Street. A public investment of this nature for Granville Street was last done in the early 1970's. It is long overdue and has been anticipated for over ten years.

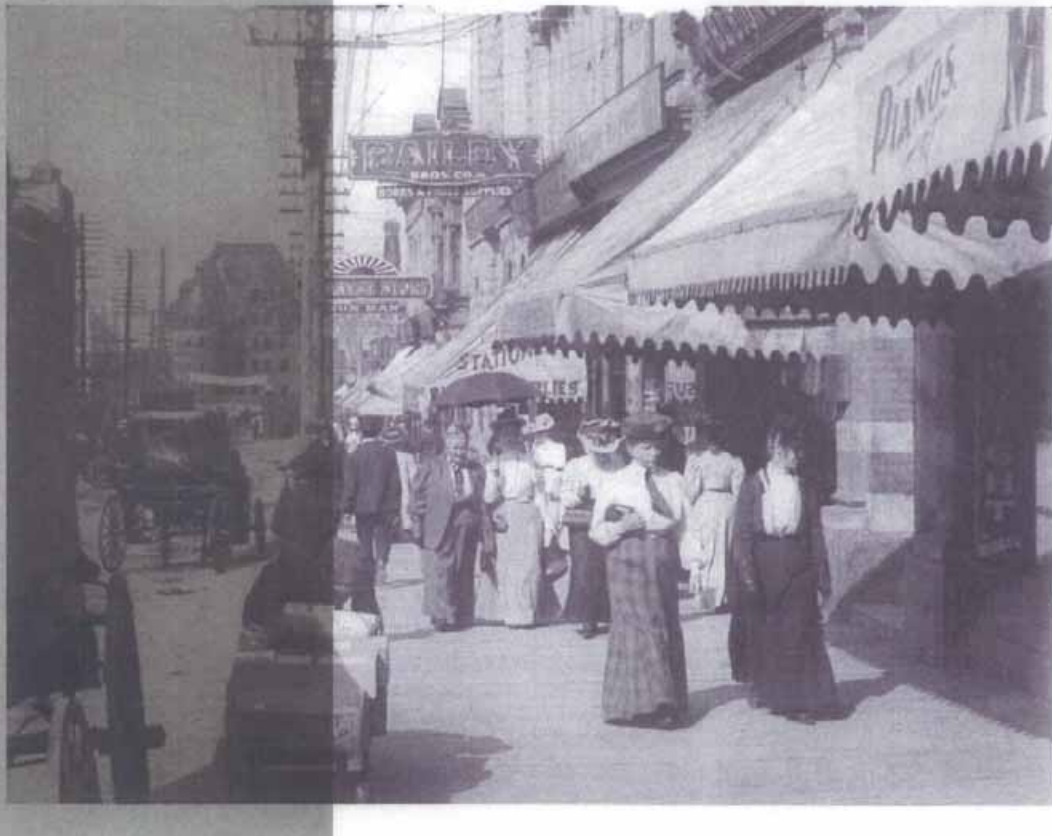
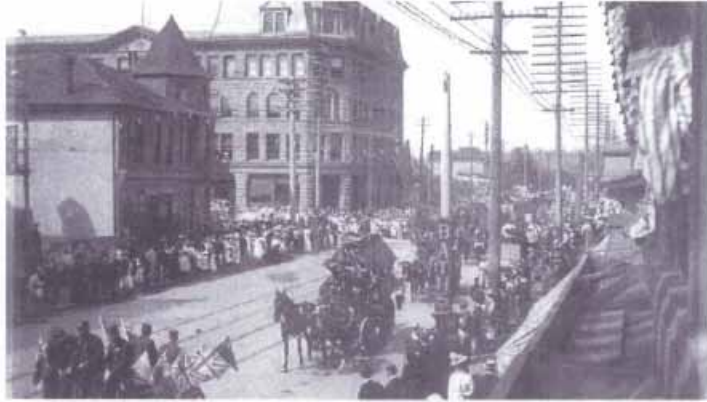
We want to acknowledge and thank both City staff who worked on this project and the lead design firm, PWL Partnership Landscape Architects Inc., for fully engaging us in discussions on the design and incorporating a significant amount of our feedback in the final product.

We kindly request that Council approve the design and the full budget allocation without delay—and we would not support any reduction in the design to meet a smaller budget—and instruct City staff to proceed to the next steps so that construction can be completed to coincide with the opening of the Canada Line and the hosting of the 2010 Winter Olympic and Paralympic Games.

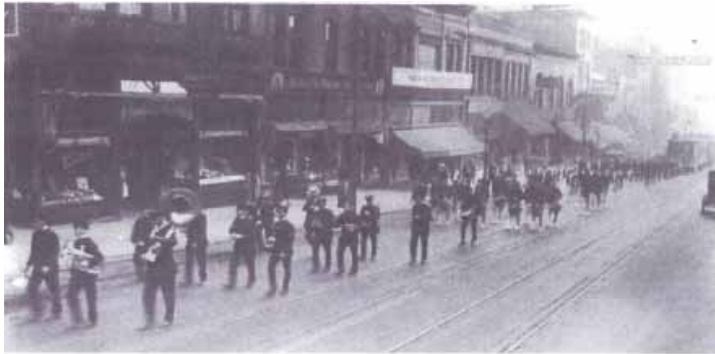
Sincerely,

Ulta Kampff
Chair, DVBIA Granville Street Design and Construction Committee

GRANVILLE STREET CHRONOLOGY



GRANVILLE STREET REDESIGN: HISTORICAL CONTEXT



Opposite page top: Dominion Day Parade circa 1900 [P391.1]

Opposite page bottom: Granville Street, circa 1900 [CVA 677-659]

left: Dominion Day Parade circa 1900 [P391.1]

- 1885** CPR receives over 6000 acres of land in Vancouver; in return for relocating their planned railway terminal from Port Moody. The terminus is situated at the foot of Granville. CPR develops the adjacent land, Granville Street, to become the centre of the city, selling off parcels as it became profitable. Granville Street is slated to become one of the main avenues of commerce.
- 1886** The first Hotel Vancouver is constructed at Granville & Georgia Streets, and completed the following year. Yaletown, which lies at the southeast portion of Granville Street, develops as a working class neighbourhood for CPR employees.
- 1888** Construction of the first Granville Street Bridge begins. Simultaneously, building commences on the Yale Hotel (completed 1889), 1300 Granville Street, which served those traveling between Vancouver and Richmond. Surveying begins of the downtown grid system with Granville Street as the major north-south axis.
- 1889** The first Granville Street Bridge is completed. The Vermilyea Block, 921 Granville Street; the Golden Gate Hotel, 1202-1204 Granville Street; and the Keith Block, 1294 Granville Street are also built in this year.
- 1890** The first lines of the new electric street railway system are laid on Granville Street.
- 1893** The Palms Hotel, 869-873 Granville Street is constructed; the first Hudson's Bay Company Department Store is built at Georgia & Granville Streets.
- 1907** The Wilson Lasalle Building is constructed, 929-951 Granville Street.
- 1908** The speculative land boom begins, with the largest burst of building activity in Vancouver's history. Parr & Fee, a prolific architectural firm, who had extensive land holdings on Granville Street begin to develop a large number of residential apartment hotels in a consistent style. In 1908, Parr & Fee build the Senator Hotel, 1208-1216 Granville Street and the Gresham Hotel, 901-909 Granville Street.
- 1909** Parr & Fee build the State Hotel, 872-876 Granville Street; the Harvard Rooms, 932-938 Granville St; The Hotel Clifton, 1123-1127 Granville Street; and the Metropolitan Motor Car Co, 1256-1260 Granville Street. The second Granville Street Bridge is completed.



GRANVILLE STREET CHRONOLOGY



- 1910** Parr & Fee build the Regal Hotel, 1044-1050 Granville Street; the Princess Rooms, 1060-1062 Granville Street; the Glenaird Hotel, 1008-1018 Granville Street; the Austin Motor Hotel, 1221-1229 Granville Street; and the Barron Hotel, 1002-1006 Granville Street (1910-11).
- 1911** The first sets of cluster lights appear on Granville Street. Parr & Fee construct the Royal Hotel, 1025-1029 Granville Street; the Newport Hotel, 1259-1263 Granville Street; and the Hotel Martinique, 1160-1176 Granville Street. Also built is the Dominion Theatre, 963-973 Granville Street.
- 1912** The Rialto Hotel, 1138-40 Granville Street is built.
- 1913** Granville Street is paved with a new type of pavement made from asphalt. The Standard Furniture building, located at 1090 Granville Street, is also constructed. The original Hotel Vancouver is replaced with an Edwardian Baroque structure built 1913-1916. Construction also begins on the Birks building and the Hudson's Bay Company new store. A financial collapse in 1913 ends the rapid development of Granville Street.
- 1922** Increasing prosperity in the 1920s leads to an increase in development on Granville Street. The Farmer Building, 801-809 Granville St, is built in this year.
- 1923** The Coughlan Building, 823-829 Granville Street is constructed
- 1926** The Paradise Theatre, 847-855 Granville Street is erected. Construction also begins on the Orpheum Theatre, 884 Granville Street.
- 1927** Construction is completed on the Orpheum Theatre.
- 1928** Construction of the Commodore Ballroom, 838-870 Granville Street, begins. It is completed the following year.
- 1929** The CIBC Building, 817-819 Granville Street and the Bank of Nova Scotia, 1196 Granville Street are built. Construction on Granville Street slows following the Depression.
- 1931** Jermaine's, 1001-1019 Granville Street is built.



left and opposite page: East Side 1000 Block Granville 1938 (VPL-5855)

- 1936** The Plaza, 881 Granville Street, is built. Granville Street is festooned with decorations for the Golden Jubilee celebration.
- 1941** The Vogue Theatre, 916-924 Granville Street is constructed.
- 1948** The Studio Theatre, 917-919 Granville Street is built.
- 1949** The Second Hotel Vancouver is demolished at Georgia and Granville Streets.
- 1954** The third Granville Street Bridge opens, consisting of eight lanes, and replaces the swing-span bridge built in 1909.
- 1968** Plans for Project 200 begin, which includes a proposal for the construction of a new highway through Chinatown and along the east boundary of Granville Street, and 36 high-rises, and various other small buildings constructed on a deck over the CPR track. In conjunction, plans for the Pacific Centre are approved. Project 121 commences, which outlines the beautification of Theatre Row on Granville Street.
- 1971** The Province designates both Gastown and Chinatown historic districts.
- 1972** Construction of Pacific Centre begins
- 1973** Sign by-law is proposed for Granville Street to establish physical parameters and design guidelines.
- 1974** Pacific Centre is complete and the City converts Granville Street, between Nelson and Hastings to a pedestrian and transit mall.
- 1987** Trial opening of the transit mall between Nelson and Georgia to car traffic.
- 1988** The trial opening is cancelled due to negative impacts on transit and pedestrians.
- 2006** Canada Line construction begins.

CREATING A GREAT STREET

PLACES TO WALK WITH SOME LEISURE PHYSICAL COMFORT

The requirement for a great street is that people be able to walk easily and safely. A street may be experienced in pleasant terms by car or by transit; however, it is the experience on foot that enables the intimate engagement of the urban environment, public socializing and community enjoyment in daily life. Wider sidewalks and separation devices between pedestrians and vehicles are designed to comfortably accommodate the variable volumes of pedestrians throughout the day.



PHYSICAL COMFORT

People understand and respond to comfort and the best street designers have understood that. Climate related characteristics of comfort are reasonably quantifiable. Deciduous street trees as proposed for Granville Street will provide leafy canopies for shade in the summer months while allowing in sunlight for warmth during the winter.

DEFINITION

A street that has definition is one where the pedestrian feels a comfortable sense of enclosure that is achieved by building walls and in many cases, by street trees. A street that possesses good definition is typically one where the building height to horizontal distance ratio is at least 1:4 with the viewer looking at a 30-degree angle to the right or left of the direction of the street. North of Georgia Street, the building edges are relatively high and good street definition is achieved; however, in some instances on the southern blocks, where building heights are quite low (within ranges of 1-2 stories), proposed street trees whose canopy heights will eventually exceed these building heights will be used to provide an adequate sense of street edge definition.



QUALITIES THAT ENGAGE THE EYES

Visually engaging streets successfully modulate light on a wide array of surfaces and materials. There is animation, seen by the variety of people, colours, the movement of leaves in tree canopies blowing in the wind, the movement of traffic and the shadows created by finely textured building faces. At night the visual qualities can change dramatically, with artificial lighting and colour emanating from building interiors, vertically illuminated marquee signage and the creative use of street lighting. Such qualities, both at day and at night are important in creating a visually stimulating place so long as the complexity of the design is achieved within some holistic context.



TRANSPARENCY

The best streets are those that offer a quality of transparency at their edge, where the public realm of the street and the less public, often private realm of property and buildings meet. One can see or have a sense of what is behind whatever it is that defines the street; one senses an invitation to view or know, if only in the mind, what is behind the street wall. Much of this is achieved in the existing condition of Granville Street, save for a few examples along the street where there are few openings, or a sense of impenetrable walls. The proposed street improvements anticipate that existing and future development will increase in ability to be transparent. Through the design of designated interactive zones for cafe patio seating and outdoor retail, or focusing primary building entrances onto Granville Street, the relationship between the public and private realms can be strengthened.



COMPLEMENTARY

The great streets are not generally characterized by standout, individual iconic buildings, but rather by street walls and edges that respect one another in terms of their form and scale. While building design is not within the scope of this project, the concept can also extend to the way other edges are expressed, whether in the form of continuous lines of trees, or vertical elements such as lighting that can all function to create a complimentary character and scale in the public realm.

MAINTENANCE

Physical maintenance is as important as any of the other requirements for Great Streets. It is part of maintaining a healthy public environment and a clear indicator of whether a community has taken care and ownership of it. It is more than a matter of keeping things clean and in good repair; it is about selecting materials and elements for which there is some history of effective maintenance and repair. Selecting paving materials, trees and lighting that are a part of City's existing repertoire of urban elements will increase the likelihood of proper upkeep.

QUALITY OF CONSTRUCTION AND DESIGN

Quality of construction and design, or lack thereof, is almost always obvious. Even the best maintenance cannot improve on the quality of materials or workmanship. Particularly on Granville Street, materials will need to be robust to withstand significant wear and tear. Quality workmanship is a matter of cost, but is critical to ensure that the integrity of the design is carried through. Quality is often associated with money; however, it is more about the right choice of materials than budget which will ultimately determine the long term success of the project.

