



POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: March 1, 2011
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VanRIMS No.: 08-2000-20
Meeting Date: March 15, 2011

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning: 8495 Granville Street (Marpole Safeway)

RECOMMENDATION

- A. THAT the application by Henriquez Partners, on behalf of Westbank, to rezone 8495 Granville Street (PID: 008-916-250, Lot D, Block 7, DL 325, Plan 12319, from C-2 (Commercial) District to CD-1 (Comprehensive Development) District, to allow a mixed use development of residential and commercial uses be referred to a Public Hearing, together with:
- (i) plans received November 19, 2010;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Director of Planning to approve, subject to conditions contained in Appendix B;

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

- B. THAT if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law to establish regulations for this CD-1 in accordance with Schedule B to the Sign By-law [assigned Schedule "B" (C-2)], generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law generally as set out in Appendix C for consideration at the Public Hearing.

- C. THAT, subject to approval of the rezoning, the Noise Control By-law be amended to include this CD-1 in Schedule A, generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.
- D. THAT Recommendations A through C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

GENERAL MANAGER'S COMMENTS

The development enabled by the proposed rezoning would significantly improve the pedestrian experience in this important neighbourhood centre. The provision of market rental apartments under the STIR program is consistent with Council policy encouraging more affordable housing in all areas of the City. The recommendation to refer this matter to Public Hearing is endorsed by the General Manager of Community Services.

COUNCIL POLICY

- Marpole Plan (1979)
- CityPlan: Directions for Vancouver (1995)
- EcoDensity Action Items A-1 and A-2 (2008)
- Short Term Incentives for Rental (STIR) Program (2009)
- Green Building Policy for Rezonings (2010)

PURPOSE AND SUMMARY

This report assesses an application to rezone the site addressed as 8495 Granville Street, from C-2 (Commercial) District to CD-1 (Comprehensive Development) District. The proposed rezoning, if approved, would increase the FSR of the site from the currently allowed 2.5 FSR to the proposed 2.81 FSR. This would allow for relocation and construction of a new food store on the site, construction of two towers of residential units, and a third mid-rise building of residential units. The staff assessment concludes that the application is supportable. The

Director of Planning recommends that it be referred to a Public Hearing and that, subject to the hearing, it be approved subject to conditions contained in Appendix B.

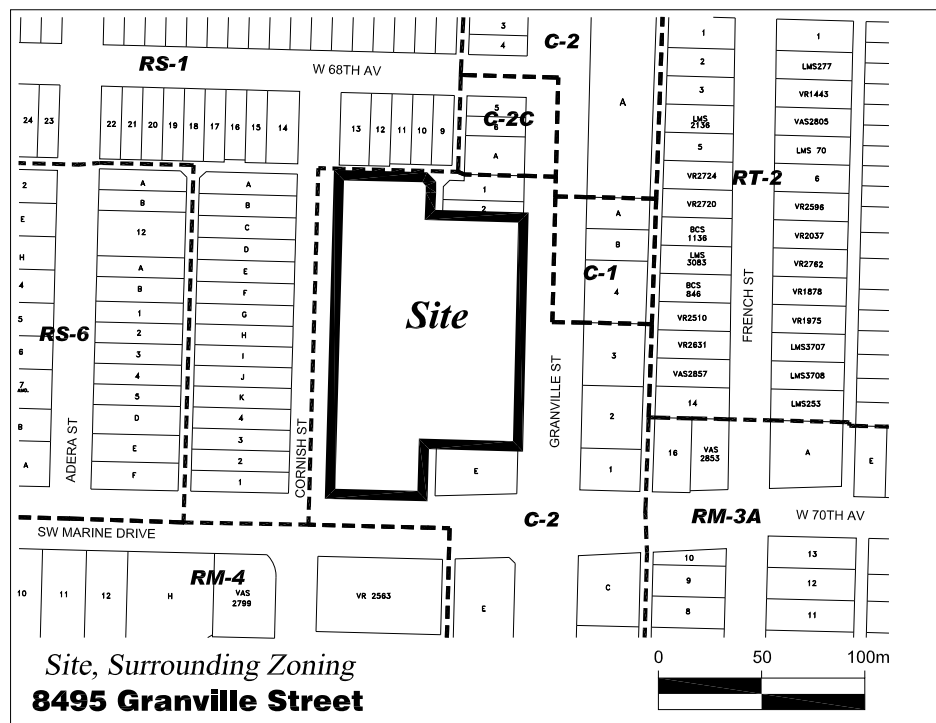
DISCUSSION

1. Site and Context

The subject site is located along the west side of Granville Street near 70th Avenue in Marpole. This 1.29 hectare (3.2 acre) parcel is currently developed with a retail food store (Safeway) and a liquor store; these uses are situated along the western portion of the site, with the eastern portion developed as a surface parking lot. The back of the existing commercial uses face onto Cornish Street which defines the western edge of the site. Adjacent to the site at the 70th Avenue and Granville Street intersection is a single storey financial institution. The subject site is located within the Marpole Business Improvement Area.

In terms of nearby land uses, other commercial developments exist northward along Granville Street, while single family residential dwellings occupy the areas to the north and west of the site. South of 70th Avenue, more commercial development fronts Granville Street and four-storey residential buildings occupy much of the surrounding area.

Figure 1: Site and surrounding zoning



2. Policy Context

In June 1995, Council approved "CityPlan: Directions for Vancouver". CityPlan provides an overall vision and framework for decisions on City actions, funding and programs and it

includes directions on a range of topics from transportation to arts, from housing to community services. The vision expressed in CityPlan, which was well supported through an extensive public engagement process, was a future “city of neighbourhoods” with a focus on the strengthening of neighbourhood centres as the key economic and social heart for local communities throughout the city. These centres would evolve to provide residents with a variety of housing, jobs, and services. They would offer broader opportunities for new forms of housing while still recognizing that neighbourhoods that were located more distant from the centres would remain as lower density residential areas.

In 1979, Council adopted the Marpole Plan. The plan identified the area along Granville Street – the Marpole Business Area – as a shopping area, with the blocks of Granville Street located between 67th and 70th Avenue as the core area. It also called for efforts to emphasize the core area and encourage a more pedestrian-oriented form of development within the area of 64th to 70th Avenue. Although the existing Marpole Plan is dated and the timing of a new community plan program is currently being assessed, the present proposal and application is considered to be generally consistent with longstanding planning policy direction for both the city and the community.

3. Land Use and Density

The application proposes a mix of residential and commercial uses located throughout the site. A total of 357 residential units are proposed, located in three buildings, with 31 of the units proposed as market rental units under the STIR program. The market rental units are located in two segments; 19 units in the tower located along Granville Street, and 12 units located in the tower at 70th Avenue and Cornish Street. The Safeway food store and the liquor store would be relocated within the site, augmented by additional retail uses. The site is currently zoned C-2 Commercial, which allows for a development having a total density of 2.5 FSR (Floor Space Ratio). This application proposes a modest increase in the currently permitted maximum density with a total of 2.81 FSR proposed; residential uses comprise 2.3 FSR with market rental units under the STIR program representing 0.3 FSR of that.

Through the application process, there have been ongoing discussions between the developer, city staff and the Library Board staff regarding a possible future location for an expanded library on the site. Since 1974, the Marpole Library has been located at 8386 Granville Street, across the street from the Safeway site, in a shared location with the Salvation Army. The current library is approximately 3,500 square feet, while new libraries are around 7,000 square feet. The catchment area for the library is the community of Marpole and part of South Kerrisdale (from 57th Avenue south). Relocation and expansion of the library to the rezoning site is seen as an option, but the final decision has not been made at time of report writing and will become known at or before the development permit stage. To accommodate the developer’s timeline for the project, the by-law has been drafted to exempt floor space for a library on site, allowing for one to be added at the development permit stage.

4. Form of Development

The development proposal consists of four main built-form components – the retail uses including new Safeway and liquor stores, a 16-storey residential tower, a 14-storey residential building at the site’s southwest corner, and a seven-storey multiple-family building facing Cornish Street.

The primary focus of the proposal is the supermarket retail use located adjacent to the Granville Street frontage where it is intended to enhance pedestrian- and street-oriented activity. Re-use of the iconic glulam wood beams from the existing grocery store is proposed with the intent to incorporate historic cues, animate the façade and provide visual interest along the Granville Street frontage. The project as currently illustrated requires further animation of the Safeway storefront to reinforce the importance of the Granville Street frontage as a key local-serving amenity in the Marpole neighbourhood. Rezoning conditions have been added by staff to enhance the quality and visual activation of the storefront and to introduce more distinctive street fronting services to make a better pedestrian experience along Granville Street. Above the Safeway store, a partially accessible green roof is proposed. The intention of the green roof is to provide some visual interest and relief for future residents who will overlook the roof, but also provide a private outdoor amenity space for residents. While the roof would not be physically accessible to the general public, making it privately accessible is a value-added response for a large format retail development. Should the public library locate within the development, the roof programming would be revisited to explore opportunities for public usage related to the library.

At the southeast edge of the development, a 16 storey residential tower is proposed. Because of its location adjacent to the Safeway store, the first few floors of the project have a greater floor to ceiling height, which increases the proposed height of the tower in this location. Staff are prepared to support the height of this building in this location as it provides a marker for the Granville Street shopping area, and acts as a centre or heart for the Marpole community. Further sculpting of the tower at the Development Permit stage is required to provide more visual interest.

A second residential tower with a height of 14 storeys is proposed at the site's southwest corner at the corner of 70th Avenue and Cornish Street. This tower accommodates retail and office uses on the first two floors, with twelve floors of residential above.

A seven-storey multi-family residential building with a rooftop amenity room and garden plots is located at the western edge of the project along Cornish Street. Two-storey townhouses with front gardens adjacent to the Cornish Street sidewalk have been integrated into this block to enhance the residential character adjacent to the single family residential uses across the street. Design conditions have been added to have this block read as two distinct buildings which is intended to reduce the building bulk while improving block scale and introducing greater variety of architectural expression.

The overall form of development is such that built form activates the adjacent streetscapes. Safeway and the seven-storey residential building that faces Cornish Street are separated by an internal mews that allows for vehicular movement and for loading associated with the grocery store. While a key use of the internal lane is for servicing for the Safeway, staff have worked to have some retail uses face this area so that it might be more inviting for pedestrians as a "mews". This is both to augment the on-site public realm, but also break up the relatively large scale of the block for pedestrians. Design development conditions have been added to introduce additional active ground-oriented storefront tenancies in this area, as well as possible pedestrian connections to the buildings and other spaces. A pocket open space is proposed along Cornish Street between the seven- and 14-storey buildings; this open space will be designed to encourage public access for local residents while being adjacent to active, ground oriented tenancies.

The primary reason for the proposed heights and massing, with a relatively small increase in density, is the unwillingness of Safeway to accommodate residential use above their store (which they intend to own) as per the usual development patterns along C-2 corridors. The Urban Design Panel lamented this, and staff struggled considerably with this issue, as the preferred urban design response would be a four storey expression along Granville Street with residential use above the Safeway. In ultimately deciding to support the built form, staff considered the improvement to the Granville Street edge condition, the location of the site within the urban pattern, and other factors. To balance the built form solution, staff called for innovative approaches such as the accessible green roof. Notwithstanding this, staff still consider this approach a less preferable "pilot" in this site specific context; one that should not be replicated in other contexts without a thoughtful assessment of the urban design performance of this pilot after completion and use.

This rezoning application was reviewed by the Urban Design Panel on January 12, 2011 and was supported (see Appendix D). Although staff generally support the form of development as presented, design development will continue to enhance the development's interface with the public realm, to strengthen the buildings' character and to improve the pedestrian experience for shoppers along Granville Street.

5. Heritage

The existing Safeway store on the site is listed in the 'A' evaluation category on the Vancouver Heritage Register. The design of the building is representative of many Safeway stores built in British Columbia. It is valued as a notable example of the West Coast Style of architecture in Vancouver that emerged during the 1950s and 1960s. The large glass curtain wall with curved roof (gull wing) design incorporating laminated wood "glulam" beams made these buildings neighbourhood landmarks and they created a recognizable corporate identity for this retail supermarket chain. The design also marked a shift in consumer behaviour from a reliance on smaller independent services to one-stop self-serve shopping. The siting of the building, with a significant setback from the street and a large parking area for vehicular access, was an archetypical approach taken in the post-war auto-oriented design era when the site was developed.

The rezoning application proposes the demolition of the existing building and the construction of a new grocery store. Through the application process, retention options for the heritage building were explored, however, the present location of the store at the rear of the site behind a surface parking lot posed a significant challenge. The existing development is built out at significantly below the density permitted under existing zoning. While consideration was given to focussing the new development in the current surface parking areas on the site, that approach would result in the historic features of the store being surrounded by new building massing thereby impacting its visibility and prominence and compromising its heritage value. Other site planning options such as introducing forms that would be set back on the site to retain the prominence of the store would result in much higher buildings. Accordingly, the proposed reinterpretation of the arched roof form and the commemoration and interpretation program as recommended by the Heritage Commission is considered to be an acceptable site response and is consistent with good heritage practice.

6. Parking, Loading and Circulation

Vehicular access to the development is proposed in several locations. The application proposes that three existing principal accesses to the site continue to be utilized for vehicular access to the development; one access point is off 70th Avenue (which staff seek to have moved slightly westward) and a second access point is off Granville Street near the southern end of the project adjacent to the existing bank. As well, the existing northerly Granville Street access is being rebuilt and integrated with the development to provide ramped access directly to/from the below grade parking. To allow for better pedestrian connections between this site and the commercial development across the street, a pedestrian-activated traffic signal is proposed at this location. In addition, the site is and will be served by connection with the lane to the north which will continue to connect with 68th Avenue for all travel modes. Where this lane connects with Cornish Street, however, it is proposed that motor vehicular traffic be blocked, with pedestrian and bicycle passage retained. No vehicular access to the site is proposed to/from Cornish Street. Loading for the site occurs within the site, largely out of sight.

Parking is proposed in two locations on the site. Underground parking is provided for the residential units in two levels located under the buildings adjacent to Cornish Street. Parking for the grocery store and other retail uses is located directly below the Safeway store. All parking provided meets the standards set out in the Parking By-law. Reduced parking, as called for in the By-law, is to be provided for the 31 residential units being constructed under the STIR program. Also, it is proposed that a 10% reduction in required parking be permitted in consideration of the proximity of this site to transit routes that lead to downtown, UBC and Richmond.

In regards to the Granville corridor, it is one of the busiest north-south corridors in the TransLink bus system during the peak periods (customers primarily travelling northbound in the morning and southbound in the afternoon). Since the fall of 2009 (when the Canada Line was introduced and the 98 B-Line was discontinued), TransLink has been continually increasing service on the Granville corridor to meet the demand. Currently service levels operate every 6-8 minutes during the peak periods, which is one of the highest frequency services in the system.

A Transportation Study completed by Bunt & Associates was submitted with the application. The study analyzed the impact of the proposed development on traffic in the vicinity and concluded that the traffic generated by the site is expected to have little impact on traffic operations in the area, primarily since the site already features considerable retail development and because the proposed additions are primarily residential (which generate less traffic than commercial uses). Nevertheless, to manage traffic and to mitigate potential impacts on the neighbourhoods to the north and west, staff are proposing the following adjustments:

- a) Provision of a traffic/pedestrian signal on Granville Street at the northern end of the site to support vehicular movements from the site to northbound Granville Street;
- b) Provision of a left turn bay for eastbound traffic on 70th Avenue to accommodate vehicular traffic coming from the west into the project; and
- c) Provision of traffic calming measures along 68th Avenue west of the lane west of Granville Street, and where the lane south of 68th Avenue meets Cornish Street to mitigate traffic impacts on the local residential neighbourhood.

With the above provisions for traffic management and parking, as proposed by the applicant and by staff, the redevelopment is not expected to create an undue burden on the surrounding street network.

7. Environmental Sustainability

The Rezoning Policy for Greener Buildings, approved June 10, 2008, requires that rezoning applications received after this date achieve a minimum of LEED® Silver certification or equivalency, with target points for energy performance, water efficiency and stormwater management. This application was received on July 15, 2010, prior to the change in requirements for LEED® Gold equivalency (July 31, 2010). Despite this requirement, the application is targeting LEED® Gold equivalency. The application included a preliminary LEED® scorecard, which generally conforms to the Rezoning Policy, indicating that the project could attain 40 LEED® points and, therefore, would be eligible for a LEED® Gold equivalency rating (requiring a minimum of 39 points).

In support of the rezoning application, the applicant has provided a District and Renewable Energy Feasibility Screening Study, completed by Hemerra Environmental Consulting Ltd. The study found a variety of on-site alternative energy options, including several types of geoexchange systems, would deliver significant GHG reductions at costs competitive with the business-as-usual approach that would have been implemented for the development in the absence of renewable requirements. Innovative approaches to heat recovery from the refrigeration equipment in the proposed Safeway Grocery store have also been included in the screened options. While these approaches will provide for future cost savings, these have not been factored into the design costs for the project. These will be re-evaluated through the development permit process. Conditions of rezoning have been incorporated that provide for implementation of these renewable energy technologies and energy conservation measures.

The remaining matters required by the Rezoning Policy for Greener Larger Sites have been addressed either through the design of the development, or will be provided for through required plans or strategies to be implemented through other items contained within the recommended Conditions of Approval.

8. Rental Housing and the STIR Program

Policy: On June 18, 2009, Council adopted the Short-Term Incentives for Rental Housing (STIR) program. STIR is a time-limited program to provide a strategic set of incentives to encourage and facilitate the development of new purpose-built market rental units throughout the City. This proposal has come in under the “negotiated” stream of STIR whereby incentives, including increased density, could be tailored for the specific project.

Rental housing currently provides homes for approximately 131,500 Vancouver households (52% of the total). A strong demand for rental housing exists and it is estimated that an additional 1,000 to 1,500 new rental units are needed. In addition, over the last 15 years, there has been a decrease in the supply of new rental units (primarily strata units available for rental), with no net increase over the last five years.

By encouraging the development of rental housing across the City, the STIR program aligns with Council’s priorities to encourage the continued building of strong, safe and inclusive

communities that are sustainable, affordable, and environmentally sound. Rental housing provides a more affordable housing option for nearly half of Vancouver's population and by stimulating the rental housing market, the STIR program is one of a number of City initiatives to sustain socially, economically and environmentally thriving communities.

Proposal: The applicant has proposed to build 31 units of rental housing (unstratified) under the STIR program. The public benefit accruing from these units is their contribution to the City's rental housing stock for the life of the building or 60 years, whichever is greater. This would be secured through a Housing Agreement with the City, and would be subject to the conditions noted in Appendix B.

STIR Incentives: The negotiated stream in the program makes available various incentives to improve the economic viability of rental housing. Under the STIR Program it was envisaged that various levels of incentives would be necessary to stimulate the development of purpose-built rental housing. The incentives represent a mixture of construction cost savings through regulatory relaxations and forgone revenues from DCLs. The applicant is requesting an incentive package consisting of a DCL waiver on the for profit market rental units, reduced parking standards and concurrent processing of the rezoning and Development Permit applications. The actual foregone revenues to the City are estimated as follows:

Foregone City Revenues	Estimated Value	Description
DCL Waiver	\$216,468	\$10.42 per sq. ft. (based on the residential component of the building only)

Affordability: Vancouver has for many years faced significant affordability challenges. The STIR program is intended to assist with affordability by increasing the City's purpose built rental housing stock. Rental housing is generally more affordable than ownership because for a comparable unit, the annual costs of home ownership (e.g., mortgage payments, property taxes and strata fees) are greater than the annual cost of renting. While many people rent by choice, a significant number are simply unable to afford the necessary down payment or to qualify for financing required for home ownership. In a City where housing costs are high, market rental housing may be the only housing option for some.

This application includes a variety of units from studios to 2-bedrooms ranging in size from 480 to 900 square feet. The developer estimates that the units will rent on average for \$2.00 per square foot. Staff have reviewed the finishing, unit size and design features in this location in comparison with industry standards of construction and conclude that the project is basic quality construction; staff find the rent levels proposed for this project to be consistent with affordable market rents in this location and the STIR program criteria for "for profit affordable rental housing." The City Manager, pursuant to the Vancouver Development Cost Levy By-law, has determined this rental housing project to be affordable.

Conclusion: As was noted in the June 2, 2009 Council report that detailed the STIR program, the program is not revenue neutral and it was recognized that the program prioritizes rental housing ahead of other potential City priorities and amenities (i.e., rental housing is provided as a public benefit in the place of other community amenity contributions). At present, no housing exists on this site and the opportunity to create 31 new rental units for no less than sixty years at this location is considered to be significant.

PUBLIC INPUT

Notification and Open House – As part of the application process, the City hosted two open houses to review and discuss the application. The first open house was a city-led public information session held at the Marpole Oakridge Community Centre on September 20, 2010. Presentations were made by the City, the applicant's architect, a representative of the Marpole Business Improvement Area, and community members. A question and answer period gave attendees the opportunity to ask questions of City staff and the architect. Over 200 people attended the information session.

Comments received by the public from the event were published on the City's website. Common concerns raised by the public from this open house were height of the project, density, traffic, and the lack of a community plan to provide guidance for development applications in the area.

As a result of the open house, the project was revised with the following changes being made by the applicant:

- the height of the residential tower along Granville Street was reduced from 24 storeys to 16 storeys;
- A reduction in FSR from 3.14 to 2.81;
- two floors were deleted from the residential building situated along Cornish Street;
- the total number of residential units was reduced from 404 units to 357 units;
- the lane that provides access from the northerly side of the site was closed to vehicular traffic where it intersects at Cornish Street;
- a publicly accessible pocket open space was added along Cornish Street frontage; and
- More retail floor space was added to the proposal.

A second open house was held on December 7, 2010 at Marpole Place. The format was a combination of open house/presentation by applicant and City staff with questions from the public. While members of the public at the meeting voiced their concerns regarding the project - particularly height, density and traffic matters - the comment forms received as a result of the open house showed more support than opposition to the revised proposal. Of the 90 comment forms received, 49 were in support of the project, with 31 objecting and 10 unsure. While public concerns regarding height, density and traffic remain, there is a level of support for the project within the community.

The City of Vancouver Rezoning Centre webpage included notification and application information as well as an on-line comment form. A rezoning information sign was installed on the site.

PUBLIC BENEFITS

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

Required Public Benefits:

Development Cost Levies (DCLS) – Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The subject site is in the City-wide DCL District where the rate (as of September 30, 2010) for residential and commercial uses developed at a density greater than 1.2 FSR is \$112.16/m² (\$10.42/sq. ft.).

The applicant has applied to have the rental component of the project considered under the Short Term Incentives for Rental Housing (STIR) Program, to facilitate the development of new residential market rental housing. Under the STIR Program, the City would waive the DCLs applicable to the rental component of the development, estimated at \$216,468, should this application be approved.

When the DCL exemption on the STIR units is subtracted from the total, a DCL of approximately \$3,558,815 is anticipated and would be collected prior to building permit issuance.

Public Art Program – The Public Art Program requires that rezonings involving a floor area of 9 290 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 33 660 m² (362,311 sq. ft.) proposed in this rezoning, a public art budget of approximately \$655,783 would be anticipated.

Offered Public Benefits:

Short Term Incentives for Rental Program (STIR) - The applicant, under the negotiated stream of the STIR program has offered to provide 31 market rental housing units for the life of the building or 60 years, whichever is greater. Staff reviewed the applicant's development proforma and confirm that the STIR program incentives provided no undue profit.

Community Amenity Contribution – In the context of the City's Financing Growth Policy, the City anticipates the offer of a community amenity contribution (CAC) from the owner of a rezoning site to address the impacts of rezoning. Contributions are negotiated and evaluated by staff in light of the increase in land value expected to result from rezoning approval. Real Estate Services staff have concluded that after factoring in the costs associated with the development of market rental housing units, the resulting increase in land value warrants a further CAC offering of \$1,800,000, which has been offered by the developer. Real Estate Services staff recommend that this offer be accepted. Staff recommend this CAC be unallocated at this time pending decisions on a future Marpole planning program, and a possible decision of relocation of the Marpole Library to this site.

A full summary of the public benefits is contained in Appendix D.

FINANCIAL IMPLICATIONS

Under the STIR Program, the City would waive the DCLs applicable to the rental component of the development, estimated at \$216,468, should this application be approved. The DCLs

received after the waiver is estimated to be approximately \$3,558,815 and would be collected prior to building permit issuance.

The City is also expecting to receive a Community Amenity Contribution of \$1,800,000.

CONCLUSION

The Director of Planning recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation of the Director of Planning that these be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix G.

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8495 Granville Street
PROPOSED CD-1 BY-LAW PROVISIONS

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

1 Land Uses

- (a) Cultural and Recreational Uses, limited to Artist Studio, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, Museum or Archives, Park or Playground, or Theatre;
- (b) Dwelling Uses;
- (c) Institutional Uses;
- (d) Office Uses;
- (e) Retail Uses, limited to Grocery or Drug Store, Liquor Store, Retail Store, Small-Scale Pharmacy, and Secondhand Store;
- (f) Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Catering Establishment, Laundromat or Dry Cleaning Establishment;
- (g) Neighbourhood Public House, Photofinishing or Photography Studio, Repair Shop - Class B, Restaurant; and
- (h) Accessory Use customarily ancillary to any use permitted by this section 2.2.

2 Floor Area and Density

- 2.1 The floor space ratio for all uses must not exceed 2.81. For the purposes of computing floor space ratio, the site is deemed to be 12 002.6 m², being the site size at the time of application for rezoning, prior to any dedications.
- 2.2 Computation of floor space ratio must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.
- 2.3 Computation of floor space ratio must exclude:
 - (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all such exclusions must not exceed 8 percent of the residential floor area;
 - (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;

- (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² for a dwelling unit there will be no exclusion for any of the residential storage space above base surface for that unit;
- (e) where a Building Envelope Professional as defined in the Building By-law has recommended exterior walls greater than 152 mm in thickness, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000; and
- (f) with respect to exterior:
 - i) wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation, or
 - ii) walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15),

the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009. A registered professional must verify that any exterior wall referred to in subsection (ii) of this section meets the standards set out therein.

2.4 Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board:

- (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, except that:
 - i) the total area of all open and enclosed balcony or sundeck exclusions must not exceed 8 percent of the residential floor area being provided, and
 - ii) no more than 50 percent of the excluded balcony floor area may be enclosed;
- (b) amenity areas, except that the exclusion must not exceed, in aggregate, the lesser of 20 per cent of the permitted floor area or 929 m²; and
- (c) A maximum of 1 100 m² provided for the purpose of a public library.

2.5 The use of floor space excluded under section 2.3 or 2.4 must not include any purpose other than that which justified the exclusion.

3 Height

3.1 The building height, measured above the base surface, must not exceed 55 m.

3.2 Section 10.11 of the Zoning and Development By-law is to apply to this By-law, except that the Director of Planning may permit a greater height than otherwise permitted for:

- (a) accommodation of a public library on site;

- (b) mechanical appurtenances such as elevator machine rooms; and
- (c) access and infrastructure required to maintain green roofs or urban agriculture, including stair and elevator enclosures, amenity areas, tool sheds, trellises and other garden structures, or roof-mounted energy technologies including solar panels, wind turbines and similar items, if the Director of Planning first considers:
 - i) all applicable policies and guidelines adopted by Council, and
 - ii) the effects on public and private views, shadowing, privacy, and noise impacts.

4 Parking, Loading and Bicycle Parking

- 4.1 The Parking By-law governs the provision, development and maintenance of off-street parking, loading, and bicycle parking on the site.

5 Acoustics

- 5.1 All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

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

* * * * *

8495 Granville Street
DRAFT CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

PROPOSED CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Henriquez Partners, and stamped "Received City Planning Department, November 19, 2010", provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

Urban Design

- 1. Design development to improve the pedestrian experience for Granville Street.

Note to applicant: The following design improvements are required:

- a) Elimination of upper street facing solid walls, including the mezzanine, for the food store tenancy to maximise transparency and ambient light onto the public realm at night.
- b) Simplification of the food tenancy form, in consultation with the food store operator, with a greater emphasis on high quality storefront/building envelope systems that reinforces the locally serving importance for the Granville High Street serving the Marpole Neighbourhood.
- c) Introduction/expression of more distinctive street fronting services/"boutique" tenancy from the food store programme, including coffee and floral retail, while also remaining accessible from the interior food store.
- d) Provision of substantive and functional weather protection noting that greater system depth is required when mounted higher above the sidewalk for adequate protection from the elements. Glass is required.
- e) Design development to mitigate site slope/crossfall with more detailed design that better disguises below grade parking and ground floor slab interface. Some portions of the food store, such as the boutique tenancies required under c), will required a stepped slab.
- f) More detailed design to the north parking ramp opening, and related public realm, to improve visual quality, including the provision of a security gate that is architecturally consistent with required high quality storefront systems under b) to ensure seamless visual continuity.

2. Design development to the overall massing and character of the three residential buildings to ensure greater variety and distinction towards establishing a local Marpole identity.

Note to applicant: The following design improvements are required:

- a) Design development to further sculpt Building A to achieve maximum separation, light, privacy and distinctiveness from Building B and to improve shadow performance on the food store rooftop.
 - b) Elimination of one floor of the northerly portion of Building C. This density may be considered for an additional storey for Building A subject to improvements under 1.2 A) above. Further design development within Building C to express as two distinct buildings, while improving block scale and introducing greater variety of architectural expression, is also required.
 - c) Design development to Building B to further sculpt tower form with an emphasis on distinctiveness and shadow performance.
 - d) Design development to vertical circulation, including elevator and stair towers, to maximise transparency and ambient light where appropriate.
3. Design development to improve the pedestrian experience for the public realm, including the internal east-west route.

Note to applicant: The following design improvements are required:

- a) Provision of a draft public realm plan for the site. Typical public realm details are intended to be extended to future development frontages on Granville Street, Cornish Street and flanking east-west streets.
 - b) Introduction of additional active ground-oriented storefront tenancies along the east-west route through the site including potential opportunities for Building B, and adjacent to the playground in Building C.
 - c) Design development to improve the public realm quality of the 70th Avenue and Cornish Street intersection including landscape treatment for the median north of 70th Avenue.
4. Design development to confirm rooftop landscape amenity for active and passive programming.

Note to applicant: The following design improvements are required:

- a) Introduction of a green roof over the food store, subject to screened mechanical systems and related operational access areas.

- b) Exploration of bridge access from Building C to the rooftop amenity.
 - c) Refinement and programming of outdoor amenity for residents of Building A.
5. Confirmation of potential on-site opportunities for public institutional amenities.

Note to applicant: Clarification of potential location(s), general layout, ground oriented entry and access, as well as related rooftop amenity over the food store, is required.

6. Provision of a conceptual signage package.

Note to applicant: The package should provide specific signage locations, types and size/scale to ensure proper announcement, hierarchy and high quality design/creative expression. Box signs are not permitted. Granville Street fronting signage should reinforce the Marpole Neighbourhood high street identity. Note: The Crossroads Development located at Cambie Street and Broadway (northwest corner) is a relevant precedent.

7. Provision of draft commercial tenancy design guidelines that outlines anticipated interior design quality, including proposed materiality, detailing, glazing and lighting to ensure visual interest for pedestrians. Confirmation of maximum transparency with respect to internalized layout(s) is required. Food store tenancy glazing systems should remain transparent.
8. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least three optimize energy performance points, one water efficiency point, and one storm water point.

Note to Applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the drawing set. Pursuit of LEED® Gold rather than Silver is encouraged.

Landscape Review

9. Design development to enhance connectivity and sense of community by making the site inviting to pedestrians and bikes at grade. This could be achieved by the addition of walkways and bike paths throughout the site, guided by wayfinding signs.
10. Design development to provide clear resident access and wayfinding through the entire open space system.
11. Design development to shared gardening areas to adhere to Council's Urban Agriculture Guidelines for the Private Realm. These areas are to receive maximum

solar exposure, universal accessibility and be provided with amenities such as raised beds, water for irrigation, potting bench, tool storage and composting.

12. Provision of detail or image illustrating proposed entry announcements at Granville Street, West 70th Avenue and Cornish Street and presentation to public realm.
13. A full Landscape Plan to be submitted. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.
14. Section details at a minimum scale of 1/4"=1'-0" scale to illustrate proposed landscape elements including planters on building structures, benches, fences, gates, arbours and trellises, posts and walls and water features. Planter section details must confirm depth of proposed planting on structures.
15. A high-efficiency irrigation system to be provided on all planted rooftops, in all landscape common areas and hose bibs in patio areas as needed (illustrated on the Landscape Plan).
16. A tree retention/removal/replacement plan to be provided to clearly indicate tree types and a schedule of tree type, size and quantity.
17. New street trees should be noted "Final species, quantity and spacing to the approval of City Engineer and Park Board". Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding street tree spacing and quantity. Contact Amit Gandha (604-257-8587) of Park Board regarding tree species.
18. A Landscape Lighting Plan to be provided for security purposes.
19. Exploration of including trellis and vines over the underground garage access ramp.
20. Large scale sections (1/4"=1'-0" or 1:50) illustrating the buildings to public realm interface facing the street.

Note to applicant: The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

21. Any emergency generators, transformers, and gas meters to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.

Engineering Services

22. Delete the close-ended concrete slab extensions shown encroaching onto West 70th Avenue.

23. Reconfigure parking and loading layout for the spaces in front of the liquor store and adjacent drive aisle onto Granville Street to reduce or eliminate conflicts with traffic entering and exiting the site all to the satisfaction of the Director of Planning in consultation with the General Manager of Engineering Services.
24. Modify drawings to clearly note column widths and lengths for columns that encroach into parking stalls.

Note to applicant: Maximum column width centred on the stall dividing line is 0.3 m.
25. Show location of shopping cart storage areas.
26. Provision of an improved plan showing the design elevations, slopes and crossfalls for the ramp, drive aisles and parking spaces within the development.

Note to applicant: The percent of slope, the length of the ramp at the specified slope, and design elevations on both sides of the ramp at all break points (plus along the centre of travel lanes in curves) must be shown on the submitted drawings.
27. Reduce the size of the projection over the small car spaces on P1 on Section AA on plan A2.01.

Note to applicant: Projections into the stall from the wall must not be more than 1.2 m (4 ft.). The corner of such projection is to be chamfered at 45 degrees for a minimum of 10 cm (4 in.) and the vertical face of at least every other stall marked "CAUTION - LOW CLEARANCE" in minimum 10 cm (4 in.) high black letters on a yellow background.
28. Redesign the bottom of the main ramp on P2 to reduce the number of conflicting turning movements.

Note to applicant: A continuous one-way circulation would be acceptable.
29. Redesign the loading bay access to reduce the impacts of the loading operation on traffic using the laneway and to ensure independent access to the loading bays.

Note to applicant: Semi-trailers will be backing in the lane to access the proposed Class C loading spaces and conflicting with traffic in the lane.
30. Provision of bicycle wheel ramps in the stairwells from the bicycle room in Core C or provision of a full width bike ramp.
31. A crossing application will be required.
32. Clarification of the garbage pick up operation and confirmation that the garbage provision is adequate for the individual uses on the site. Please provide details of garbage needs for each use and provide written confirmation from a waste hauler that they can access and pick up from the locations shown on the plans.

33. Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions of the Parking By-law, including those concerning exemptions, and relaxations, all as defined under the Parking By-law effective at the time of development application except for the following.
- a) Minimum parking shall be reduced by 10% for this site as it is located within two blocks of two distinct bus routes that run north to south and east to west, or may be reduced by a greater amount if validated by a shared use analysis.
 - b) Maximum permitted parking shall be the minimum parking requirements appearing in the Parking By-law as of the date of the Rezoning application.
 - c) A transportation demand management plan shall be submitted to the satisfaction of the General Manager of Engineering Services which promotes sustainable modes of travel while reducing reliance on the private auto. Note the TDM plan should contemplate techniques such as unbundling of parking, car-sharing, transit support etc.

Sustainability

34. Revise Marpole *Village District and Renewable Energy Screening Study* to the satisfaction of the General Manager of Engineering Services.
35. A geotechnical assessment and ground conductivity analysis is required and is to be conducted by a qualified professional to confirm viability of a *closed loop geexchange option* to the satisfaction of the General Manager of Engineering Services. If geotechnical assessment and revisions to the report support geothermal system development, such a system shall be required for the development. If a geotechnical assessment and further analysis does not support geothermal system development, then a suitable alternative with comparable low GHG performance will be selected from screened technologies and shall be implemented, all to the satisfaction of the General Manager of Engineering Services.
36. The Renewable Energy System shall provide all heating and domestic hot water services to buildings within the development except where the use of solar systems to generate heat energy or equipment to acquire waste heat energy from the refrigeration or cooling system of a building is approved by the General Manager of Engineering Services on a case by case basis for the purpose of supplementing the heat energy provided by the Renewable Energy System.
37. Space heating and ventilation make-up air shall be provided by hydronic systems, without electric resistance heat, distributed heat generating equipment gas fired make-up air heaters, etc.
38. No heat producing fireplaces are to be installed within residential suites.
Note to Applicant: All fireplaces are discouraged. A letter from a professional Engineering outlining any provision for ornamental fireplaces is to be submitted at the time of application for Building Permit to state that the fireplaces installed are not heat producing.

PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the satisfaction of the Director of Planning, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Release of Statutory Right of Way BK71028 (as shown on Plan LMP27560), and Statutory Right of Way 427671M (as shown on Explanatory Plan 8960), and for the removal/relocation of any services contained within them.
2. Provision of a Statutory Right of Way to allow public access to the open space to be provided on the site adjacent to Cornish Street between buildings.
3. Modification, replacement or release of the Telus Statutory Right of Way BK95744 and removal or relocation of the underground communication ducts currently within the area shown on Plan LMP27560.
4. Removal of the non-active Terasen Gas line City records indicate is west of Statutory Right of Way BK71028 and BK95744.
5. Removal or relocation of the BC Hydro underground electrical duct and kiosk indicated in Statutory Right of Way BW570th992 in the southwest corner of the site, where new structures are proposed to be placed.
6. Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an encroachment agreement for the large non-standard canopy proposed over Granville Street.

Note: canopies must be fully demountable and drained to the buildings internal building drainage system. Please clarify extent of canopy encroachment, some drawings show different areas of encroachment.

7. Execute a Services Agreement that facilitates a phased approach to development, to detail the delivery of all on-site and off-site works and services necessary or incidental to the servicing of the subject site (collectively called "the Services") such that they are designed, constructed and installed at no cost to the City, and that all necessary street dedications and rights-of-way for the Services are provided. The agreement shall include, but be not limited to, the following provisions to the satisfaction of the General Manager of Engineering Services:
 - a) the provision that no development permit will be issued for a phase until the design of the Services required for that particular phase of development are completed;

- b) the provision that no occupancy of any buildings or improvements in a phase until the Services required for that particular phase of development are completed;
- c) the agreement shall include the following works to the satisfaction of the General Manager of Engineering Services:
 - i. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required, please supply project details including projected fire flow demands to determine if water system upgrading is required, should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading.
 - ii. Undergrounding of all new utility services from the closest existing suitable service point. All services and in particular electrical transformers to accommodate a primary service and their related devices such as junction boxes, kiosks etc. must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.
 - iii. Provision of road/sidewalk improvements to prevent access and egress from the lane south of 68th Avenue at Cornish Street. Closure of the lane entry to vehicles while ensuring pedestrian and bicycle access is required. Removal of the existing curb returns and pavement and installation of a curb and sidewalk design that prevents vehicular use while allowing pedestrian and bicycle is required.
 - iv. Relocate/re-align the proposed driveway access on 70th Avenue in a westerly direction to incorporate an eastbound to northbound left turn bay onto the site.
 - v. Provision of road/curb modifications on 68th Avenue between Granville Street and Cornish Street to better manage traffic that may use 68th Avenue and the lane west of Granville Street at 68th Avenue as access and egress to and from the site. Traffic diverters and/or full closure of portions of 68th Avenue may be required.
 - vi. Provision of a public bicycle plaza to be located along or in close proximity to Cornish Street to provide an amenity for the Cornish Street bicycle lane users. The area is to include seating, bicycle racks, a drinking fountain and an air station and should be fully maintained by the adjacent development. A legal agreement to maintain the plaza will be required.
 - vii. Provision of upgraded street lighting along Cornish Street frontage, lighting to meet greenways/bikeways standards, including the provision of pedestrian level lighting.
 - viii. Upgrading of the sidewalk on Cornish Street to Greenways standards through provision of a new 1.8 m wide sawcut concrete sidewalk.

- ix. Provision of a concrete lane entry at the lane west of Granville on the south side of West 68th Avenue.
- x. Provision of street trees adjacent the site where space permits.
- xi. Provision of an east bound to north bound left turn bay on 70th Avenue to serve the site including associated road and utility modifications to accommodate the installation of the left turn bay.
- xii. Upgrading of the existing traffic signal at Granville Street and 70th Avenue. Provision of eastbound and westbound left turn phases are required.
- xiii. Provision of a semi-actuated traffic signal and related road, sidewalk and utility modifications at the proposed northerly Granville Street. access to the site.

Community Amenity Contribution (CAC)

- 8. Prior to enactment of the rezoning by-law, remit payment to the city of the Community Amenity Contribution of \$1,800,000 which the developer has offered to the City.

Sustainability

- 9. Grant an option to purchase in favour of the City (with the right to assign the option to purchase to a utility operator) a minimum 200 m² suitable site to be utilized for an energy system plant, and/or make provisions within the utility rooms of each parcel to serve as additional sites for the Renewable Energy System, depending upon the final design and components of the Renewable Energy System.

Note to applicant: The form of the Renewable Energy System is further being refined and may require one site or multiple utility room sites within appropriate development parcels for the siting of an energy system plant(s).

- 10. Make arrangements for appropriate agreements for access to and operation of the Renewable Energy System including access to Renewable Energy System related infrastructure within each building comprising the development.
- 11. Make arrangements for either a request for proposal or other similar process to solicit proposals from possible utility providers for the development and operation of the future Renewable Energy System utility or other arrangements to the satisfaction of the General Manager of Engineering Services in order to facilitate the development of the Renewable Energy System.

Public Art

- 12. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to Applicant: To discuss your public art application and fulfillment options please call Bryan Newson, Public Art Program Manager, at 604.871.6002.

Housing

13. That the owner make arrangements to the satisfaction of the Managing Director of Social Development and the Director of Legal Services, to secure the 31 designated dwelling units, as described in the attached Report to Council, as rental for the life of the building or 60 years, whichever is longer, pursuant to the STIR program.

Soils

14. Submit a site profile to the Environmental Protection Branch (EPB).
15. That the property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.
16. Execute a Section 219 Covenant, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, that there will be no occupancy of buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance has been provided to the City by the Ministry of Water, Land and Air Protection.

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

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

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

* * * * *

8495 Granville Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 6510

Amend Schedule E (Comprehensive Development Areas) by adding the following:

“8495 Granville Street [CD-1#] [By-law #] B (C-2)”

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

Amend Schedule A (Activity Zone) by adding the following:

“[CD-1#] [By-law #] 8495 Granville Street”

* * * * *

**8495 GRANVILLE STREET
PUBLIC BENEFITS SUMMARY**

Project Summary:

Mixed-use development with 357 residential units (including 31 market rental units), a grocery store, liquor store, and other retail and office uses.

Public Benefit Summary:

The proposal would generate DCL'S, public art contributions and an unallocated CAC offering for future community amenities in Marpole; 31 units of rental housing under the STIR program is also provided.

	Current Zoning	Proposed Zoning
Zoning District	C-2	CD-1 (83) amended
FSR (site area = 12,002.6 sq. m / 129,355 sq. ft.)	2.5	2.81
Buildable Floor Space (sq. ft.)	323,387.5	363,431
Land Use	Commercial	Residential/Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (See Note 1)	3,365,529	3,558,815
	DCL (Area Specific)	0	0
	Public Art	0	655,783
	20% Social Housing	0	0
Offered (Community Amenity Contribution)	Childcare Facilities	N/A	
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		\$1,800,000
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$3,365,529	\$6,014,598

Other Benefits (non-market and/or STIR components):

31 units of market rental housing, guaranteed for no less than 60 years (See Note 2)

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

Note 1: The existing built FSR is approximately 0.40 (51,742 sq. ft.); therefore the site has 271,646 sq. ft. of existing development potential. DCLs vary depending on use (residential or institutional).

Note 2: CL Waiver under STIR program is \$216,468.

8495 Granville Street
ADDITIONAL INFORMATION

Urban Design Panel

- **Introduction:** Dwayne Drobot, Rezoning Planner, introduced the proposal for the redevelopment of the Safeway site at West 70th Avenue and Granville Street. Mr. Drobot noted that the Marpole Plan, drafted in 1979, identified the site as a commercial area and is on the list of potential future community plans. The existing Safeway building is considered a Heritage A building and will be demolished. However, the Glulam beams on the façade will be retained and moved to the new Safeway façade along Granville Street. A pocket park is planned on Cornish Street and as well there will be 357 residential units spread over three buildings. An internal autocourt with access points off West 70th Avenue is planned along with a new pedestrian activated light.

Scot Hein, Development Planner, further described the proposal noting that it was important site. He noted that there isn't a definitive plan for this part of Marpole, however this will happen through a formal process in the future. Mr. Hein described the context for the area noting there is a distinctive signature for the area for the retail and although it isn't entirely vital it has potential. He added that there has been a number of C-2 sites in the area that have enquired about redevelopment recently. Mr. Hein described the proposed architecture noting that retail in this part of Granville Street could be revitalized. There has been some discussion as to whether this is a gateway site. He noted that the corner site that currently has a bank is a potential for redevelopment in the future.

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

- Would the site be a candidate site for a library?
- Does the site need more open space?
- Are there any issues with the proposed height and density for the site?
- How the project interfaces with Granville Street.
- Is the form of development supportable?

Mr. Drobot and Mr. Hein took questions from the Panel.

- **Applicant's Introductory Comments:** Gregory Henriquez, Architect, further described the proposal noting that they worked hard on the transition from the single family houses on the other side of Cornish Street. They have two storey townhouses that relate to the housing across and they have stepped back the volume of the next building to a 7-storey building which is similar to Elm Park Place at Elm Street and West 41st Avenue. The base of the 14-storey building includes a liquor store, which currently exists on the site and will have its entrance of West 70th Avenue. There will also be a couple of commercial units that will be neighbourhood oriented such as doctors, dentists, physiotherapists, etc. There is also an opportunity for the second floor to be office use.

The new Safeway has been moved to the front of the site. The current building was built in the 1960's. The idea of having the Safeway along Granville Street is that there will be a connection with the other retailers along the street. Mr. Henriquez noted that they tried

to respect the history of the site and to make it look identifiable as a Safeway. Through community consultation the residential building has been reduced in height by eight storeys and the other tower will be seven storeys with urban agriculture on the roof. The amenity space for the residential building goes out onto a private terrace. He noted that since Granville Street is very busy, the residential units facing the street will be more financially viable. All the movement for delivery trucks will be internal so they won't affect the Cornish Street residents.

Mr. Henriquez noted that the bank on the corner has a long term lease and may be redeveloped sometime in the future. He added that he thought the site was the economic anchor for south Granville Street and should provide vitality and a rebirth to the retail.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Consider design development to Tower A regarding overshadowing on the roof top areas;
 - Consider design development regarding the transition of scale to the single family residential nearby;
 - Consider making the library entry more accessible with a presence at grade;
 - Consider design development to the internal space between Safeway and the 7-storey building.
- **Related Commentary:** The Panel supported the uses and the increase density and for adding public amenities.

The Panel supported the housing use on the site and liked that there were a number of unit types and as well supported the STIR program. One Panel member noted that people will be able to stay in the neighbourhood when they downsize. They thought the best part of the project was along Cornish Street where there is currently a blank wall noting that the townhouses were well done. They also thought the tower on the corner worked well. The Panel supported the library use but felt it needed some street access. Several Panel members would like to see other public amenities in the project as well with one Panel member suggested a theatre. Some of the Panel members would also like to see public art added to the project.

The Panel thought the retail off the lane needed to be developed with one Panel member noting that it could be used as a bike shop or workshop. Several Panel members had concerns regarding the density facing the single family homes. Some Panel members thought the 7-storey building was oppressive and would like to see a couple of storeys taken off that building and put on the Safeway which could strengthen the Granville Street elevation. One Panel member noted the development on Cambie Street over the Save on Foods store and though residential could be better integrated into the site.

The Panel thought the Granville Street side was a bit of a challenge and assumed that during the development permit stage it would be developed a bit more. They noted that it needs to be inviting as it steps away from the street. Several Panel members suggested it be more open to animate the street.

One Panel member noted that the scheme is almost too respectful to the Safeway and didn't see it as a 21st Century vision. The Panel was concerned with the location of Building A as they thought it would cast shadows on the roof deck. They also noted that it pinches pedestrian movement on the sidewalk. Another Panel member suggested rotating the Safeway ninety degrees that would free up the entire south side of the project. It was also noted that the section between Safeway and Building C was not a people friendly place.

The Panel supported the reuse of the Glulam beams in the design for the new Safeway store.

A couple of Panel members were concerned with the internal loading and vehicle access and thought the experience could be improved. They also thought more emphasis should be given to the pedestrian.

There was some concern regarding the trees above Safeway with one Panel member noting that they will need a large soil volume to make them viable.

- **Applicant's Response:** Mr. Gillespie thought the comments from the Panel were good. He noted that they had been working on the project for over three years and that there were lots of generations before the design presented to the Panel. He said he wanted the best solution for the site. Mr. Gillespie thought the comments regarding the library having an entry at grade, was a good comment. Mr. Henriquez said he thought the comments were interesting. He noted that Safeway is a global retailer that has an identity that needs to be understood from store to store.

EVALUATION: SUPPORT (5-1)

Building Code Review

The following comments have been made by the Processing Centre - Building Branch and are based on the architectural drawing submitted for the proposed Rezoning Application. This is a preliminary review in order to identify issues which do not comply with Vancouver Building By-Law #9419 (VBBL). Comments for the Architectural drawings dated November 19, 2010 as prepared by Henriquez Partners are as follows:

1. Fire fighters access path of travel from the curb of Cornish Street to the main entrance of Buildings B and C must be unobstructed and at least 2 meters wide.
2. The main entrance to the high-rise portion of Building A must be within 15 m of a street or an onsite 6 m wide fire-vehicle access route.

Vancouver Heritage Commission

At a meeting on July 12, 2010, the Vancouver Heritage Commission recommended the following:

(b) 8495 Granville Street - Safeway Store - VHR A

Applicants: Gregory Henriquez, Henriquez Partners Architects

Staff: Marco D'Agostini, Senior Heritage Planner

Staff and the Applicant presented the project and responded to questions.

Issues:

- (i) Proposed demolition of heritage resource; and
- (ii) "Reinterpretation" of gullwing roof shape and glulam beam detail.

MOVED by Richard Keate

SECONDED by Terence Brunette

THAT the Vancouver Heritage Commission supports the overall proposal for the project at 8495 Granville Street (Safeway Store) as presented at the December 13, 2010, meeting.

FURTHER THAT the Commission regrets the demolition of this Heritage A listed building and does not wish this to be a precedent and that the Commission encourages there be an interpretation or commemoration of the heritage value of this building and site.

FURTHER THAT the Commission supports the "reinterpretation" of the gullwing roof shape and the glulam beam detail.

CARRIED UNANIMOUSLY

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8495 Granville Street
FORM OF DEVELOPMENT



8495 Granville Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Address	8495 Granville Street
Legal Description	PID: 008-916-250, Lot D, Block 7, DL 325, Plan 12319
Developer	Westbank
Architect	Henriquez Partners Ltd.
Property Owners	Canada Safeway Ltd.

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	C-2	CD-1
SITE AREA	12 006.2 m ² (129,233.7 sq. ft.) Less dedications	4 136.6 m ² (44,526 sq. ft.) less dedications
USES	Grocery Store Liquor Store Parking	Dwelling Uses, Office, Retail, Service, Grocery Store, Liquor Store
FLOOR AREA	A maximum of 2.5 FSR in C-2	A total of 2.81 proposed
PARKING, LOADING AND BICYCLE SPACES	As per Parking By-law	As per Parking By-law