



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: September 13, 2013
Contact: Kent Munro
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VanRIMS No.: 08-2000-20
Meeting Date: September 24, 2013

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning: a) 1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street, and b) 1410 Granville Street

RECOMMENDATION

A. THAT the application by DIALOG, on behalf of Howe Street Ventures Ltd.:

- (i) to rezone the following lands (the "Howe Street Lands") from False Creek Comprehensive Development District (FCCDD) to CD-1 (Comprehensive Development) District:
 - (a) 1412 Howe Street;
 - (b) 1420-1450 Howe Street;
 - (c) 1460 Howe Street;
 - (d) 1480 Howe Street;
 - (e) 1429 Granville Street;
 - (f) 710 Pacific Street; and
 - (g) that portion of lane, adjacent to 1412-1480 Howe Street (if closed and conveyed to the registered owner the above lands);

(see Appendix E, Part I, for the legal descriptions of the above lands)

to permit two mixed-use buildings containing market strata and rental residential units, retail, service and office uses, with a floor area of 60,645.7 m² (652,806 sq. ft.) and a maximum height of 151.5 m (497 ft.); and

- (ii) to rezone 1410 Granville Street (see Appendix E, Part II, for legal descriptions of these lands) from BC Place/Expo District (BCPED) to CD-1 (Comprehensive Development) District to permit a commercial building

containing retail, service and office uses, with a floor area of 5,264.7 m² (56,671 sq. ft.) and a maximum height of 26.2 m (86 ft.);

be referred to a Public Hearing, together with:

- (i) plans prepared by DIALOG in conjunction with Bjarke Ingels Group, received December 17, 2012;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendices A1 and A2; and
- (iii) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendices B1 and B2;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-laws generally in accordance with Appendices A1 and A2 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 these CD-1s in accordance with Schedule B to the Sign By-law [assigned Schedule “B” (DD)], 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-laws generally as set out in Appendix C for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include these CD-1s 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-laws.

- D. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended to include these CD-1s and to provide parking regulations generally as set out in Appendix C;

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

- E. THAT, if after public hearing Council approves in principle the rezoning application contemplated in Recommendation A(i) and the Housing Agreement described in section (c) of Appendix B1, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment, prior to enactment of the CD-1 By-law for the Howe Street Lands contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the Managing Director of Social Development.

- F. THAT, if the application is referred to Public Hearing, prior to the Public Hearing, Howe Street Ventures Ltd. shall submit confirmation, in the form of “Letter A”, that an agreement has been reached with the registered owner(s) of the proposed donor site(s) for the purchase of heritage bonus density as set out in Appendix B1.
- G. THAT Recommendations A through F 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 any by-law rezoning the properties, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of Howe Street Ventures Ltd.; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone the sites at a) 1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street (the “Howe Street Lands”), and b) at 1410 Granville Street to allow for a mixed-use development, with an overall floor area of approximately 65,910.4 m² (709,477 sq. ft.). The lands to the west of Granville Street comprise one of the sites, with sub-area A generally fronting onto Howe Street, and sub-area B fronting onto Granville Street. The second site, 1410 Granville Street, is located to the east of Granville Street (see Figure 1). The application proposes:

- In sub-area A, a 52-storey residential tower with a nine-storey podium that includes market rental units and retail uses, which is being considered under the *General Policy for Higher Buildings*, and
- In sub-area B and at 1410 Granville Street, two six-storey buildings providing retail and office uses, as anticipated in the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines*.

If approved, the application would achieve a number of City objectives including a landmark building demonstrating architectural excellence and a high level of sustainability, the development of a neighbourhood-serving commercial centre with a high quality public realm, and the provision of market rental housing. In addition to significant on-site improvements, the report recommends that the Community Amenity Contribution (CAC) from this rezoning be allocated towards public realm improvements associated with the Granville Bridge Greenway and Davie Street Village, and the completion of the Southeast False Creek theatre production facility. In addition, a purchase of heritage density will help support city-wide heritage conservation by contributing to the reduction of the “heritage bank”.

Subject to the Public Hearing and prior to enactment of the rezoning by-law for the Howe Street Lands, the General Manager of Engineering Services will bring a further report to Council to obtain authority to stop up, close and convey the portions of lane adjacent to 1412-1480 Howe Street to the registered owner of those lands, for consolidation and formation of the Howe Street Lands rezoning site.

Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendices B1 and B2.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for these sites include:

- False Creek Comprehensive Development District (FCCDD)(1975)
- BC Place/Expo District (BCPED) (1984)
- Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines (2007)
- General Policy for Higher Buildings (1997, last amended 2011)
- Granville Slopes Policies (1989)
- High Density Housing for Families with Children Guidelines (1992)
- Green Buildings Policy for Rezoning (2009, last amended 2010)
- Rezoning Policy for Sustainable Large Developments (2008)
- Bridgehead Guidelines (1997)
- Community Amenity Contributions—Through Rezoning (1999, last amended 2004)
- Public Art Policies and Guidelines (1994; last amended 2008)

REPORT

Background/Context

1. Sites and Context

The rezoning sites are located adjacent to and under the Granville Bridge and the Seymour and Howe Street ramps, bounded by Pacific Street to the north, Howe Street to the west, Beach Avenue to the south and the Seymour Street ramp to the east. The application includes a total of 16 legal parcels and incorporates the lane adjacent to 1412-1480 Howe Street. There is a remaining development parcel at the corner of Howe Street and Beach Avenue that is not included in the rezoning application (see Figures 1 and 3).

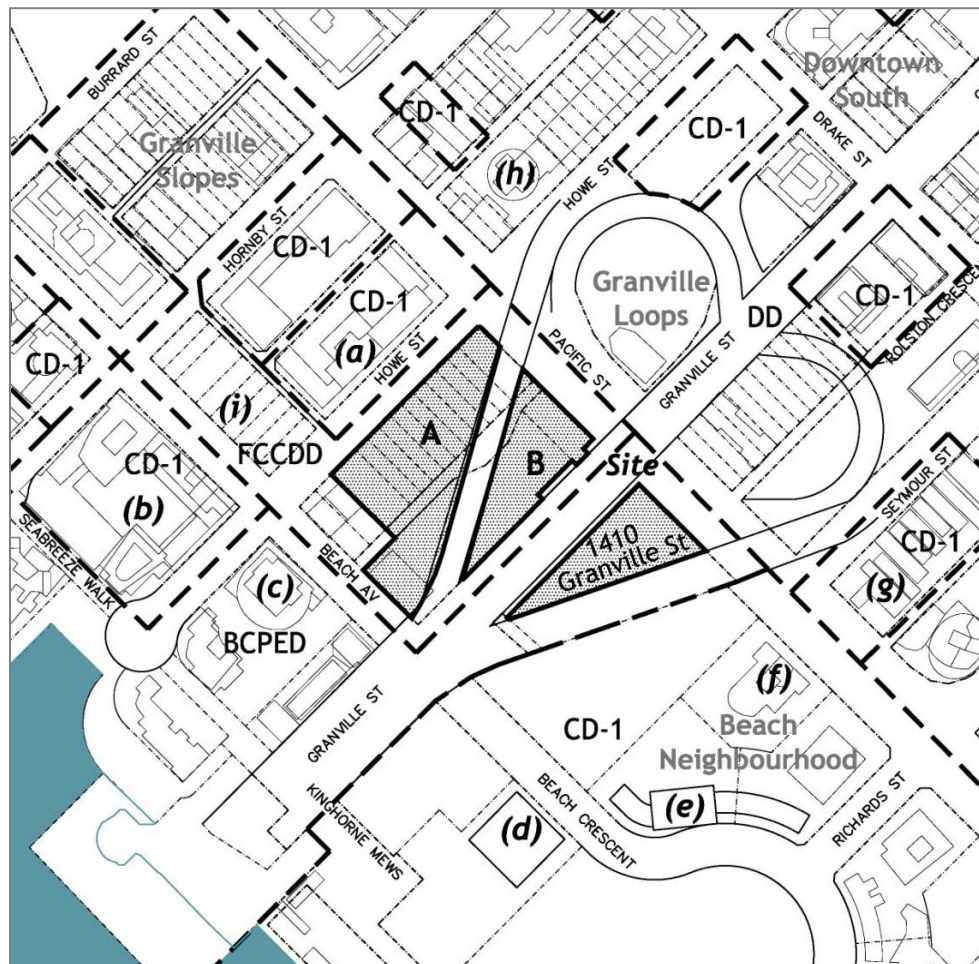
Currently, seven two- to four-storey buildings are clustered on the Howe Street Lands, built between the early 1910s and the 1940s, accommodating a mini-storage warehouse and motor vehicle repair shops. A heritage survey, provided to determine the significance of these buildings, concluded that none of the existing buildings is of heritage significance nor do they individually qualify for addition to the Vancouver Heritage Register.

The rezoning sites are adjacent to several existing high-density residential neighbourhoods including Downtown South, Granville Slopes and Beach Neighbourhood. The surrounding

blocks contain a variety of building types and heights, the majority of which are 18- to 44-storey residential buildings. Significant development in the immediate area is listed below and shown in Figure 1.

- (a) the “Pomaria” at 1455 Howe Street, a 31- storey residential tower
- (b) 888 Beach Avenue, 8-, 18- and 31-storey residential towers
- (c) the “Discovery” at 1500 Howe Street, a 24-storey residential tower
- (d) the “Icon” at 638 Beach Crescent, a 24-storey residential tower
- (e) the “Parkwest Tower II” at 583 Beach Avenue, a 31-storey residential tower
- (f) the “Aqua at the Park” at 550 Pacific Street, a 24-storey residential tower
- (g) “The Mark” at 1372 Seymour Street, a 41-storey residential tower
- (h) the “Executive Hotel Vintage Park” at 1379 Howe Street, an 18-storey hotel
- (i) May and Lorne Brown Park, located on Beach Avenue, between Howe and Hornby Streets

Figure 1: Rezoning sites and surrounding zoning



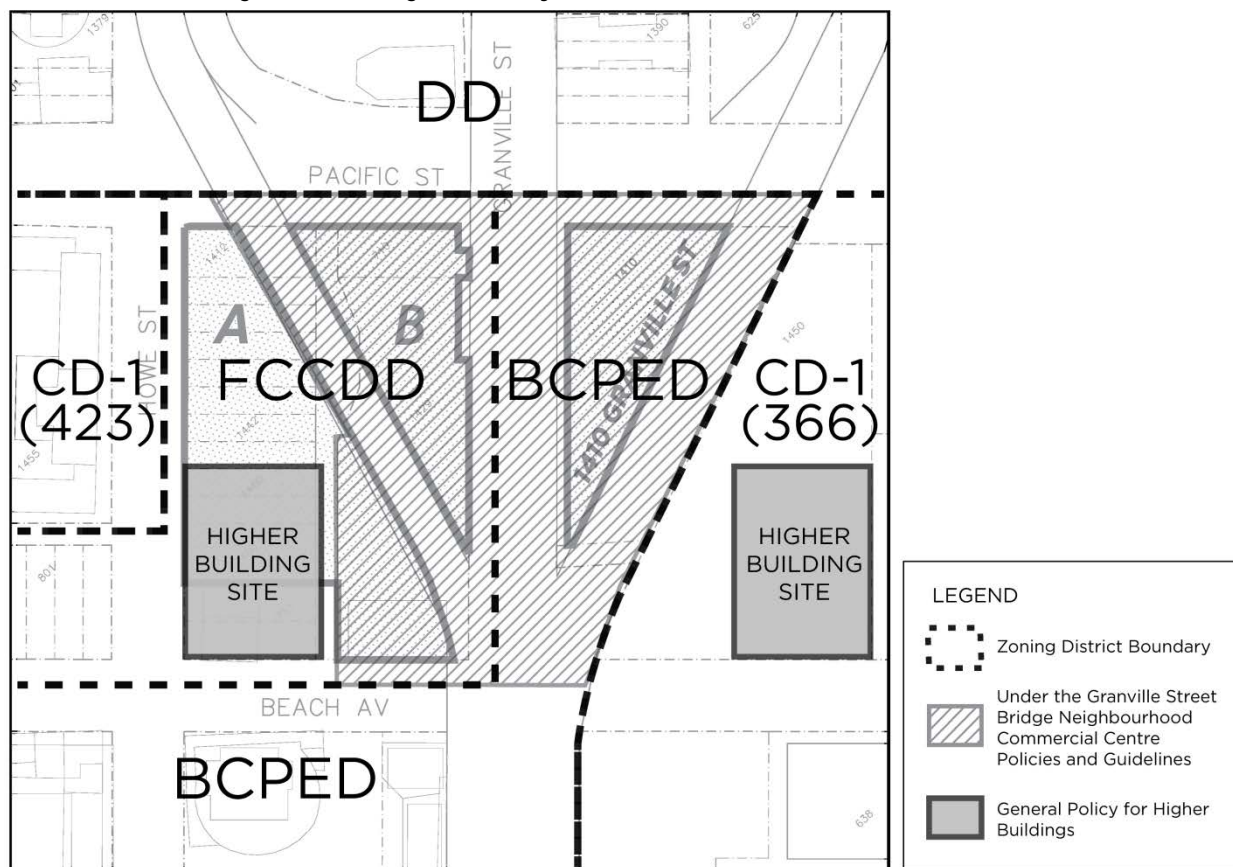
Should this application be approved, it would result in the reconfiguration of the lands as shown in Figure 1, resulting in two rezoning sites. The largest is the Howe Street Lands, west of Granville Street, including 1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street. These lands would be transected by a new diagonal street, forming sub-area A west of the

diagonal street and sub-area B east of the diagonal street. The second rezoning site at 1410 Granville Street, east of Granville Street, is currently vacant. A second new diagonal street would also be created to the east of this site. Both diagonal streets would contain within their volumetric allowances the existing Howe and Seymour bridge ramp structures. A narrow vehicular roadway is proposed at grade level for each new street, adjacent to the ramps' structural columns.

2. Policy Context

The existing zoning for these sites is BC Place/Expo District (BCPED) to the east of Granville Street, and False Creek Comprehensive Development District (FCCDD) to the west of Granville Street. In both of these districts, uses are prescribed but height and densities are not. There are, however, two key City policies that provide guidance on future form of development for the rezoning sites: the *General Policy for Higher Buildings* and the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines*. Each of these policies are discussed below.

Figure 2: Zoning and Policy Boundaries



General Policy for Higher Buildings – The *General Policy for Higher Buildings*, most recently amended in 2011, allows for consideration of buildings in the city's downtown which significantly exceed their currently zoned heights, with the provision that they do not penetrate Council-approved view corridors. The only exception is the Queen Elizabeth view corridor.

The 1400-block of Howe Street (sub-area A) is one of the potential higher building sites that was identified in the *General Policy for Higher Buildings*, with an anticipated height of generally 130 m (425 ft.). Together with a site equidistant on the opposite side of the Granville Bridgehead, upon which a higher building is also anticipated, the two towers are meant to mark the entry into the downtown from the Granville Bridge, and to frame the Granville Bridge Gateway (see Figure 2).

The policy stipulates that proposals for higher buildings be subject to an enhanced evaluation process that includes review by a special session of the Urban Design Panel, augmented with four architects who are well known and respected for their expertise in the design of high-rise buildings. The enhanced review process focuses on ensuring that the application, if approved, will establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of Vancouver's skyline. In addition, any proposal should advance the City's green objectives for carbon neutrality for new buildings by advancing sustainable design and energy consumption.

The policy also identifies other considerations, including the achievement of community benefits, on-site open space that represents a significant contribution to the downtown network of green and plaza spaces, and that buildings minimize adverse shadowing and view impacts on the public realm including key streets, parks and plazas, as well as on neighbouring buildings.

Under Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines – For the lands fronting Granville Street (sub-area B and 1410 Granville Street), the *Under the Granville Bridge Neighbourhood Centre Policies and Guidelines*, adopted in 2007, anticipate a local-servicing commercial centre, with a retail mix anchored by a grocery store, and smaller retail and service neighbourhood-oriented uses. Active frontages and a high quality public realm are intended to contribute to pedestrian amenity and visual interest, including the outdoor display of goods and sidewalk seating that provides an extension to restaurant and café spaces. With the development along the False Creek waterfront and of the adjacent neighbourhoods, there is an established population and a need for shopping amenities and services in this part of the downtown.

3. Background

In 2010, the City was approached about the possibility of including City-owned lands, generally located under the Granville Bridge and ramps, as part of a larger site assembly for which an application would be submitted to rezone and redevelop the assembly to a mixed-use residential-commercial development.

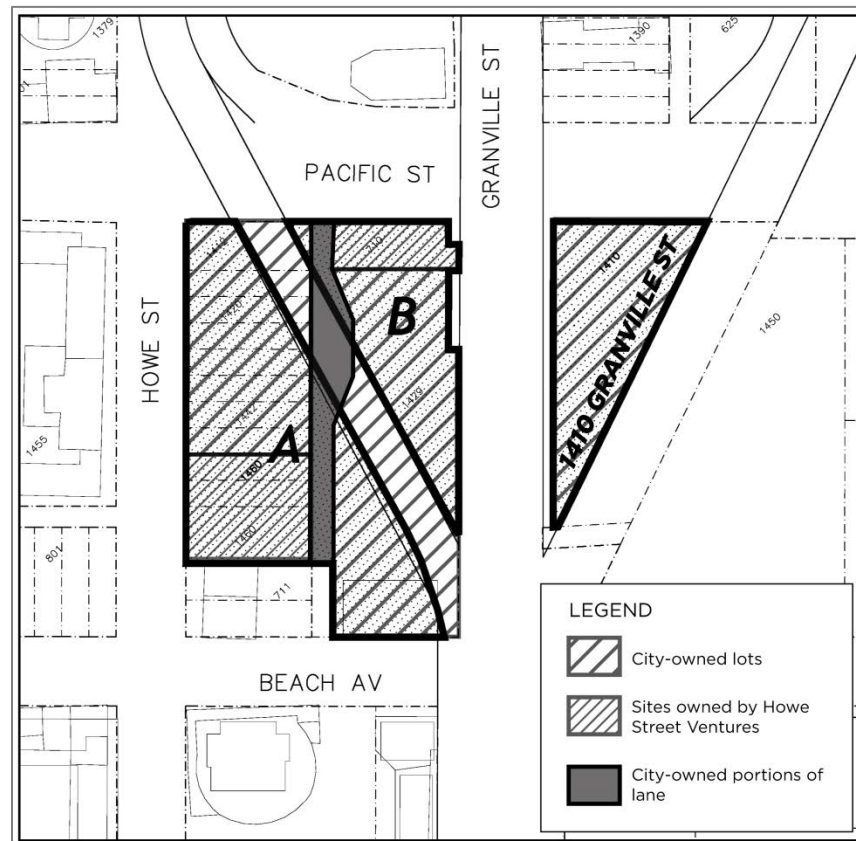
The City-owned lands include 1412-1450 Howe Street and the adjacent lane, 1410 Granville Street, and 1429 Granville Street. The remaining sites, 1460-1480 Howe Street and 710 Pacific Street, are owned by Howe Street Ventures. The ownership and the resulting consolidated parcel forming the Howe Street Lands are shown in Figure 3.

Council policy allows for the direct sale of City-owned lands without a public tendering process in certain circumstances, including where City-owned lands are essential to an assembly or expansion project. In this case, a direct sale of the City-owned lands will enable

the land assembly required to facilitate the development of a critical mass of residential and commercial uses, to allow for the realization of a local-serving commercial centre, as well as for other public benefits.

The sale of the City-owned lands to this applicant is subject to the lands being rezoned. If the rezoning of both sites is approved and if a development permit is not issued and construction has not commenced within five years of the sale of the City-owned lands, the City will have the option to reacquire those lands for the same amount as the sale price.

Figure 3: Land Ownership



Strategic Analysis

1. Proposal

The application proposes a mixed-use development that includes:

- in sub-Area A of the Howe Street Lands, a 52-storey residential tower with a nine-storey podium containing 98 secured market rental units and retail and service uses;
- in sub-area B of the Howe Street Lands, a six-storey building containing retail, service and office uses; and
- at 1410 Granville Street, a six-storey building containing retail, service and office uses.

2. Land Use

In sub-area A, a 52-storey residential tower is proposed fronting Howe Street, adjacent to and consistent with the residential character of the Granville Slopes neighbourhood. The southern portion of the podium contains retail at grade, office above and market rental housing on levels 3 through 9. The northern portion of the tower podium steps down to seven-storeys and includes 6,278 m² (67,580 sq. ft.) of retail and service uses, including a grocery store, that would contribute critical mass to the commercial area under the Granville Bridge. Further commercial uses are provided on the triangular sites on either side of Granville Street, sub-area B and 1410 Granville Street. Sub-area B includes 1,510.9 m² (16,264 sq. ft.) of retail and service uses and 3,269.5 m² (35,194 sq. ft.) of office uses. 1410 Granville Street includes 1,645.6 m² (17,714 sq. ft.) of retail and service uses and 3,619.1 m² (38,957 sq. ft.) of office uses.

Within the retail space of the proposed development, a grocery store, drugstore, liquor store, bank, and smaller retail and service uses are proposed. This is consistent with the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines* which envision a local-serving neighbourhood centre, anchored by a grocery store. While the policy allows for uses other than retail and service uses, it recommends that they should be located on the upper storeys of the buildings. The draft CD-1 by-laws in Appendix A1 and A2 permit only retail and service uses at street level. Further, for sub-area A, a grocery store with a minimum size of 700 m² (7,535 sq. ft.) is required, and residential uses are limited to a maximum of 49,587 m² (533,768 sq. ft.).

3. Housing

The rezoning application includes 407 residential market strata units and 98 secured market rental units, to be located in sub-area A.

Rental Housing — While this application has not been submitted under the City's rental housing programs, and no incentives are being requested, it proposes 98 units as rental housing with a total floor area of 5,910 m² (63,616 sq. ft.). To ensure that these units remain rental, a housing agreement would secure the units as rental for 60 years or the life of the building, whichever is greater.

Table 1: City of Vancouver Rental Housing Targets and Progress Against Targets (as of August 20, 2013)

	TARGETS ¹		CURRENT PROJECTS					Above or below 2014 Target (if all constructed)
	Long Term (2021)	Short Term (2014)	Completed	Under Construction	Approved	In Progress ²	Total	
Secured Market Rental Housing Units	5,000	1,500	374	880	1,077	1,038	3,369	1,869 Above Target

1. Targets are established in the 2011 City of Vancouver Housing and Homeless Strategy.

2. "In Progress" units are defined as those proposed in rezoning and development applications. This unit count is subject to change, as not all proposed units proceed to approval and development.

Since rental housing is affordable to a broader range of household incomes than home ownership, this advances a significant housing policy goal of the City. Under the *Housing and Homelessness Strategy*, which is designed to enhance access to affordable housing in the city, rental housing targets have been established. Table 1 shows the City's progress towards its housing targets, and incorporates the 98 market rental units proposed as part of this application.

Family Housing – Housing for families with children is a high priority for the City, particularly in the downtown peninsula. Family units are defined as units with two or more bedrooms. The application currently proposes, within the market strata portion of the housing, a total of 189 two-bedroom and 45 three-bedroom units. These may be suitable for families with children and they comprise 46 per cent of the total number of housing units in the development. All of the secured market rental units are proposed as studio (81 units) and one-bedroom units (17 units). The draft by-law for the rezoning of the Howe Street Lands includes the requirement to achieve a minimum of 25 per cent of the housing units in the development as family units and to comply with the City's *High Density Housing for Families with Children Guidelines*. Further, a condition of approval in Appendix B1 recommends that 10 per cent of the secured market rental units be targeted as family units.

While this rezoning anticipates the securing of 98 market rental units or a minimum area of 5,910 m² (63,616 sq. ft.), it is recommended that the number of units be varied at the discretion of the Managing Director of Social Development to allow for the possibility of more family units being achieved through design development and refinement at subsequent stages of the approvals process.

4. Density and Form of Development

Density – On the Howe Street Lands, for parcels west of the existing lane, the *Granville Slopes Policies* had originally anticipated a density of 4.5 FSR on a consolidated site, with a tower of up to 68.6 m (225 ft.). More recently, however, the *General Policy for Higher Buildings* identified the 1400-block of Howe Street as a higher building site generally up to 129.5 m (425 ft.), but did not identify a maximum density. For the sites adjacent to Granville Street, the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines* state that there is no predetermined FSR, but estimated that future development would include approximately 7,804 m² (84,000 sq. ft.) of commercial floor area.

The total density proposed in this application is 65,910.4 m² (709,477 sq. ft.), of which up to 49,587 m² (533,768 sq. ft.) is residential floor area and 16,323.4 m² (175,709 sq. ft.) is commercial floor area. The application has been able to accommodate more commercial floor area than what was originally anticipated under the policy, providing the opportunity for a more complete shopping node. Based on the urban design assessment, staff conclude that the proposed additional floor area can be accommodated satisfactorily within the proposed development.

Height – The height of the proposed tower in sub-area A is 129.2 m (497 ft.), measured to the top of the roof slab. The extension of the parapet to screen the roof mechanical brings the total height up to 154.5 m (507 ft.), exceeding the 129.5 m (425 ft.) height identified for this site in

the *General Policy for Higher Buildings*. There are two key aspects to consider when addressing additional height in this area – the building's contribution to the Vancouver's skyline and potential shadowing impacts generated from the additional height.

Staff have assessed the additional height proposed and have confirmed that the increase in height to 129.2 m (497 ft.) affords a stronger emphasis on the Granville Street gateway that will not detract from the broader urban design objectives, embodied in the *General Policy for Higher Buildings*, to achieve a legible "dome shaped" skyline. Staff have also assessed the shadow impacts on public open spaces, including May and Lorne Brown Park and Granville Street, and have concluded that the proposed additional height does not contribute to additional shadow impacts during key daylight hours.

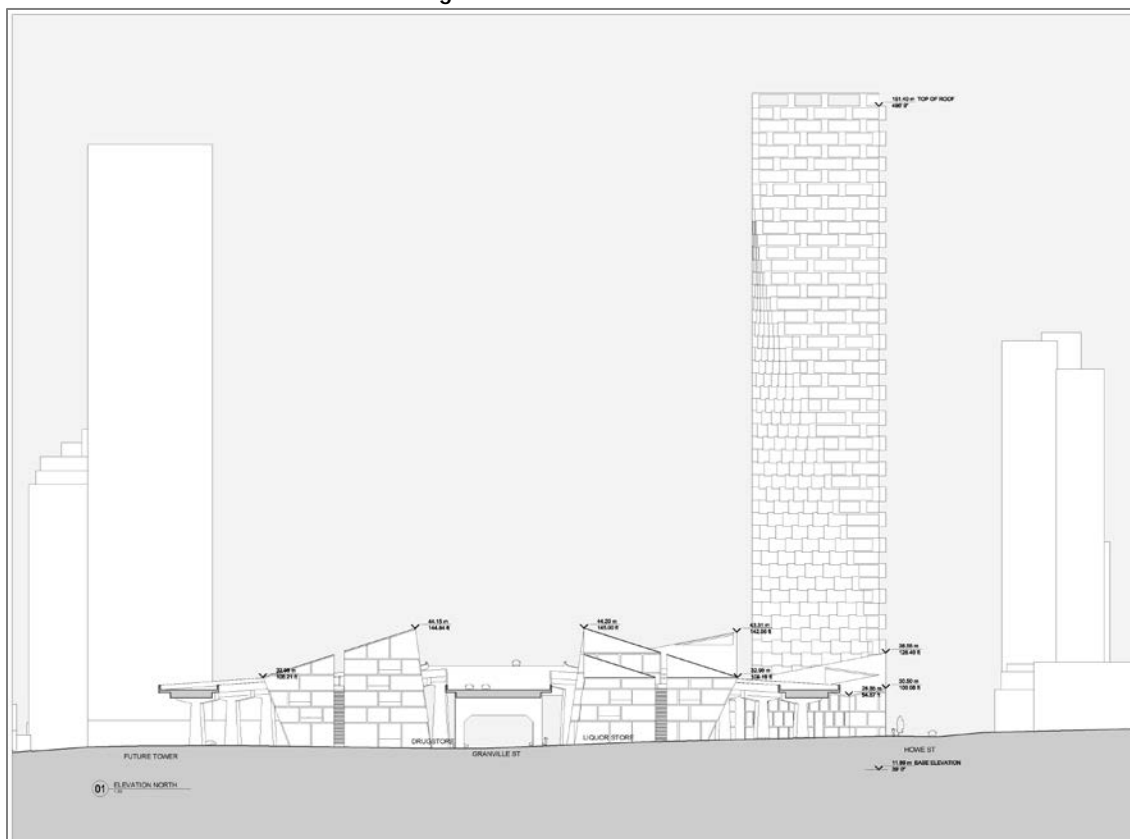
In sub-area B and 1410 Granville Street, the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines* anticipate heights of up to 12.2 m (40 ft.). The application proposes heights up to 30 m (98 ft.) in sub-area B and 26 m (86 ft.) at 1410 Granville Street. The podium design has been assessed against the *Bridgehead Guidelines*, the intent of which is to maintain key public views from the bridges, to reinforce and enhance the experience of crossing the bridge with roof treatments for the lower buildings, and to establish optimum setbacks and heights for buildings adjacent to the bridges. While the recommended setbacks have been modestly varied along the podium frontage, the shaping of the podium building component, with the canted roof and sloped glazing, meets the guideline intent to maintain key public views with an enhanced green roof. As such, staff support the proposed podium heights.

Form of Development – The proposal has been uniquely shaped in response to its challenging physical context, including a sloping topography and the constraints presented by the Granville Bridge, the ramps, and the neighbourhood centre goals for under the bridge. The application embraces these challenges through the insertion of dynamic triangulated low-rise forms that complement the iconic shape of the proposed tower. This proposal has demonstrated a significant and recognizable new benchmark for architectural creativity for the residential tower and for the lower-scale buildings formulating the neighbourhood centre, along with the higher standard of sustainability performance requirements as outline in the *General Policy of Higher Buildings*. Staff recommend further design development, through the development permit stage to fully demonstrate the proposal's intention of providing high quality materials and detailing for the buildings and the public realm.

Public Realm – The *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines* anticipate that the development of the lands beneath the Granville Bridge will include an enhanced public realm treatment, that distinguishes the area as a local-serving commercial centre while meeting the City standards for safety and maintenance,

The application proposes a public realm design that strives to provide an exceptionally active and interesting interface with the commercial uses while balancing the needs of pedestrian and vehicle movement. The design also offers flexibility for potential programming of the street space under the Granville Bridge to accommodate a broad range of activities. Design development conditions are included in Appendices B1 and B2 to ensure a high quality public realm, a well-integrated retail environment and incorporation of basic infrastructure to facilitate public realm activities.

Figure 4: North elevation



The *General Policy for Higher Buildings* further identifies the inclusion of open space, which represents a significant contribution to the downtown network of green and plaza spaces, as an important consideration. To address this requirement the application proposes a pedestrian connection between the Granville Bridge deck sidewalks to and from sub-area B and 1410 Granville Street below, allowing pedestrians to circulate through a series of terraced green courtyards down to Pacific Street. In order to better accommodate a variety of users, including cyclists, a more direct vertical link, such as stairs and elevators integrated within both sub-area B and 1410 Granville Street buildings, is desirable. This link is an important component in achieving a more direct pedestrian and cycling connection, and in integrating this neighbourhood centre into its local context. Staff are recommending further design development to ensure that the publicly accessible vertical connections will accommodate direct access between the upper bridge deck and the underside of the Granville Bridge.

Urban Design Panel — The rezoning application and the proposed form of development were reviewed by the Urban Design Panel twice and received support on both occasions (see Appendix E). As required by the *General Policy for Higher Buildings*, the first Urban Design Panel session was augmented with four architects, two non-local and two local, who are well known and respected for their expertise in the design of high-rise buildings. In addition, as a component of the enhanced review, a guest lecture was held featuring the two non-local architects, with the intent of expanding public discussion and education around architectural excellence and green design.

Staff recommend the conditions in Appendices B1 and B2 which seek additional design refinement at the development permit stage. A detailed urban design analysis is provided in Appendix D. The form of development drawings are included in Appendix F and the development statistics in Appendix H.

5. Parking and Transportation

Road Network and Circulation — The Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines propose a new road network for the area under the bridge, which includes three roads:

- a two-way central roadway under the main bridge on the Granville Street alignment;
- a one-way southbound diagonal roadway under the Seymour Street ramp; and
- a one-way northbound diagonal roadway under the Howe Street ramp.

Through the public consultation process nearby residents expressed concern about the potential traffic impacts on nearby streets, particularly Howe Street. The circulation pattern in the original concept would have required all westbound vehicles leaving the sites to use Pacific or Beach Streets, as there was no opportunity to create a left-out of the western roadway due to the grade difference between the two directions on Pacific Street. The applicant has proposed a modification to the circulation pattern to address this by making all three roadways two-way. Staff support this modification, subject to detailed design to resolve any issues that may arise. This will also create more route flexibility should one or more streets be closed for events.

Staff have reviewed a draft transportation study submitted by the applicant which reviews the potential impacts of the development on the nearby street network. While additional traffic volume can be anticipated on nearby streets, staff expect that the roads will continue to function well, with the exception of the westbound left movement onto Howe Street from Pacific Street, which is currently over-capacity. Staff are recommending modifications to the signal to address this issue and to provide safer turning maneuvers.

The new road networks will create high quality pedestrian connections between Pacific Street and Beach Avenue and along Pacific Street. Staff have recognized the need for better cycling facilities on Pacific Street and between Pacific Street and the seawall, and are proposing that modifications to the street include cycling facilities on the east side of the eastern diagonal street and along the south side of Pacific Street. Details of these facilities will be resolved in the detailed design process. As noted previously, staff are also recommending a more direct vertical connection for pedestrians and cyclists between the Granville bridge deck and the sites below.

In addition, the sites are well served by transit, with the C23 bus travelling up Howe Street on the west side of the site of sub-area A. Granville Bridge accommodates frequent bus service and the Yaletown-Roundhouse Canada Line station about a 10-minute walk from the sites.

Parking — For sub-area A, which includes the residential tower and commercial uses, parking and loading are proposed to be accessed from the west diagonal street. For residential use, the Parking By-law would require approximately 394 spaces for the proposed 505 units — the applicant is proposing a total of 408 residential parking spaces, slightly exceeding the

minimum by-law requirements. For the commercial component, approximately 45 spaces would be required — 36 commercial parking spaces are proposed.

The underground parking for the commercial buildings in sub-area B and at 1410 Granville Street would be accessed off the adjacent diagonal streets. The Parking By-law would require approximately 60 commercial spaces in total for both buildings. The applicant is proposing 28 spaces for sub-area B and 37 spaces for 1410 Granville Street. For the sites overall, the proposed provision of parking generally meets the minimum by-law requirements.

The parking for the commercial uses exceeds that which was anticipated in the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines*. Parking was expected to be challenging to provide given the site constraints of the triangular parcels, so the policy provides for a reduction for retail use. Under the policy, parking need not be provided for the first 7,800 m² (83,961 sq. ft.) of retail space. While the rezoning application does not propose to use this reduction, staff nonetheless recommend that it be included in the Parking By-law and be available, should it be needed. An amendment to the Parking By-law is included in Appendix C of this report.

Loading — For sub-area A, loading would be accessed from the western diagonal street. Loading for Sub-area B and 1410 Granville Street is provided by having trucks back into the sites off the diagonal streets. The applicant has proposed a significant reduction in loading spaces from two Class A spaces, 14 class B spaces and one class C space to a total of four Class B spaces and four Class C spaces. Staff are working with the applicant to clarify the actual loading requirements to ensure that the buildings function well and have minimum impact on the public realm.

6. Environmental Sustainability

Green Building Rezoning Policy — The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 31, 2011, achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management; along with registration and application for certification of the project.

The application included a preliminary LEED® scorecard, indicating that the mixed-use residential tower development in sub-area A is able to achieve LEED Gold (74 points) under the LEED Canada -NC 2009 Projects scorecard and that the overall development (sub-areas A and B, and 1410 Granville Street) is targeting LEED Platinum (82 points) under the LEED 2009 for Neighbourhood Development scorecard. While the rezoning requirement is for LEED® Gold, the applicant has indicated that if a low-carbon district energy system is included, realistic targets would include LEED platinum for the residential tower as well as LEED® for Neighbourhood Development Platinum.

Rezoning Policy for Sustainable Large Developments — This rezoning policy aims to achieve higher sustainability outcomes on large-site developments through strategies that implement opportunities for low carbon energy, sustainable site design, green mobility, rainwater management, enhanced solid waste diversion, and housing affordability and mix.

As part of the rezoning application, a Low Carbon Energy Supply Feasibility Screening Study was submitted. The study revealed several potentially feasible district-scale and low carbon

options for meeting the heating and cooling needs of the development at costs comparable with a business as usual approach. A more detailed assessment of the feasibility of several short-listed options is currently underway by the applicant. Conditions of rezoning are provided in Appendices B1 and B2 that require completion of such supplemental analyses and implementation of a suitable energy supply solution for the proposal.

More detailed information on the other components of this rezoning policy will be addressed either through the design of the development or will be provided for through required plans or strategies. Appendices B1 and B2 include conditions to provide a Green Mobility Strategy, a Rainwater Management Plan, and a Solid Waste Diversion Strategy at the development permit stage.

General Policy for Higher Buildings – The *General Policy for Higher Buildings* requires that all higher buildings demonstrate leadership and advances in sustainable design and energy consumption, and advance the City's objective for carbon neutrality for new buildings, with a stated objective of achieving a 40 to 50 per cent reduction in energy consumption from 2010 levels (with a maximum energy use intensity of 115 kWhr/m²/year for the residential portion and 122 kWhr/m²/year for the office portion of the development).

Staff recommend design development to fully demonstrate the design intent of the externally expressed sustainability features of the building combined with the expected energy performance at the development permit stage. Staff are also seeking further detailed information through the development permit stage on the building's overall energy performance with regard to the City's reduced energy targets.

PUBLIC INPUT

Public Notification – Rezoning information signs were installed on the sites on March 23, 2012. Notification and application information, as well as an online comment form, were provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). Two community open houses were held on April 4, 2012 and February 27, 2013. Notice of the rezoning application and an invitation to the community open houses were mailed to surrounding property owners, as well as to non-owner occupants as unaddressed airmail. Approximately 386 people attended the first open house and 403 attended the second open house.

Public Response and Comments – The City received public responses to this rezoning application as follows:

- In response to the April 4, 2012 open house a total of 116 comment sheets (approximately 38 per cent in support and 37 per cent opposed) and a total of 51 letters, e-mails and on-line comment forms (approximately 41 percent in support/45 percent opposed) were submitted.
- In response to the 27 February, 2013 open house, a total of 51 comment sheets (approximately 71 per cent in support/14 percent opposed), and a total of 15 additional letters, e-mails and online comment forms (approximately 53 percent in support/33 per cent opposed) were submitted.

Those in support of the application felt that the proposal would have a transformational effect on the area, pointing to the benefits of increased commercial space in the area and the public realm improvements. There was also strong support for the design of the proposal and its sustainability features.

Concerns expressed about the proposal included:

- that the residential tower is too tall and too dense;
- that there would be impacts such as the loss of views and increased shadowing;
- that neighbourhood traffic would increase, particularly along Beach Avenue and Howe Street;
- that more commercial space is not needed and that the activation of the area would create too much noise in the neighborhood; and
- that there would be pressure on existing social infrastructure to service the proposed increase in residents.

A more detailed summary of public comments on this application is provided in Appendix E.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this application, if approved, can be expected to realize the following public benefits.

Required Public Benefits

Development Cost Levies (DCL) — Development Cost Levies (DCL) collected from new development help pay for facilities made necessary by growth including parks, childcare facilities, replacement (social/non-profit) housing and engineering infrastructure. The rezoning sites are in the City-wide DCL District. The proposed commercial and residential uses, including the market rental housing, will be subject to DCL charges at a rate of \$136.38 per m² (\$12.67 per sq. ft.), reflecting the annual inflationary increase which takes place on September 30, 2013. It is anticipated that the new floor area of 65,910.4 m² (709,477 sq. ft.), including the secured market rental housing, will generate DCLs of approximately \$8,989,074. DCLs are payable at building permit issuance and the rates are subject to Council approval of an annual inflationary adjustment which takes place each year on September 30.

Public Art Program — The Public Art Program requires all newly rezoned developments having a floor area of 9,290 m² (100,000 sq. ft.) or greater to commission public art or provide cash in lieu. Public art budgets are based on a formula of \$1.81 times each square foot of area contributing to the total FSR calculation. With approximately 65,910.4 m² (709,477 sq. ft.) proposed in this rezoning, a public art budget of around \$1,284,153 would be anticipated, and would be secured as a condition of by-law enactment.

Offered Public Benefits

Rental Housing — As part of the proposed development, 98 units of secured market rental housing (non-stratified) are proposed. This application has not been submitted under the City's rental housing programs and no incentives are being requested. The public benefit accruing from these units is their contribution to Vancouver's rental housing stock for the life of the building or 60 years, whichever is greater. If this rezoning application is approved, the

rental housing would be secured through a Housing Agreement with the City, and would be subject to the conditions noted in Appendix B1.

Heritage Conservation — As provided for under the City's Transfer of Density Policy, the applicant has offered to purchase heritage density with a value of \$2 million — equivalent to approximately 2,859 m² (30,770 sq. ft.) of floor area. This purchase would help support city-wide heritage conservation by contributing to the reduction of the Heritage Amenity Bank. Staff support a heritage transfer being part of the public benefits delivered by this application and recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

Community Amenity Contribution (CAC) — In the context of the City's Financing Growth Policy, an offer of a Community Amenity Contribution from the owner of a rezoning site to address the impacts of rezoning can be anticipated. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits in the neighbourhood. Contributions are negotiated and are evaluated by staff in light of the increase in land value expected to result from rezoning approval.

For this proposed development, in addition to the rental housing and heritage conservation, the applicant has offered a CAC package valued at \$10 million, consisting of in-kind public realm improvements and a cash contribution towards other City priorities, as discussed below.

Public Realm Improvements: An in-kind CAC of \$6 million is proposed to provide public realm improvements on and adjacent to the sites. The proposed improvements include:

- an enhanced public realm treatment beyond the City standard including high quality surface treatments, special lighting, kiosks and public seating, consistent with the objectives of the *Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines*;
- basic infrastructure to facilitate event programming, including electricity, water and accessibility to public washrooms; and
- the Council-endorsed "Great Streets" treatment on the south side of Pacific Street.

Cash Contribution: Further, the applicant is offering a cash CAC of \$4 million, which staff recommend be allocated towards local and city-wide needs as follows:

- \$1 million towards the Granville Bridge Greenway;
- \$1 million towards Davie Street Village public realm improvements; and
- \$2 million towards the completion of the theatre production space at 162 West 1st Avenue, the ownership of which is scheduled to be transferred to the City in September 2013.

Approval and timing of the specific projects referred to above will be brought forward as part of the Capital Plan and Budget process.

Pedestrian/bicycle connection — As part of the application, pedestrian/bicycle connections to provide access to the public between the sites and the Granville Bridge deck were proposed. Staff will be exploring the viability of these connections, particularly with respect to the anticipated Granville bridge greenway.

Real Estate Services staff have reviewed the applicant's development proforma for this rezoning application and have concluded that the proposed CAC is appropriate.

Implications/Related Issues/Risk (if applicable)

Financial

As noted in the Public Benefits section, this application proposes:

- 98 units of secured market rental housing;
- heritage conservation through a transfer of density valued at \$2 million;
- an in-kind CAC of \$6 million towards public realm improvements;
- a cash CAC of \$4 million that will be allocated to other City priorities, including the Granville Bridge Greenway (\$1 million), Davie Street Village public realm improvements (\$1 million) and the completion of the theatre production space at 162 West 1st Avenue (\$2 million); and
- a public art contribution of approximately \$1,284,153 towards new on or off-site public art.

The site is within the City-wide DCL District. If the rezoning application is approved, it is anticipated that the applicant will pay approximately \$8,989,074 in DCLs.

The proposed market rental housing, and portions of the elevators and connections to the sidewalks on the Granville Bridge, and public washrooms (all secured through legal instruments) will be privately owned and operated.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed land uses, density and height are supported, and that the public benefits of this project would provide a significant contribution towards a number of City objectives. The proposal demonstrates a significant and recognizable new benchmark for architectural creativity, a high level of sustainability, and an enhanced public realm in a new neighbourhood commercial centre. Further, if approved, significant community benefits would be achieved both on and off the site.

The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with draft CD-1 By-laws generally as set out in Appendices A1 and A2. Further it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix F, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendices B1 and B2.

* * * * *

1412-1480 Howe Street, 1429 Granville Street, and 710 Pacific 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.

Zoning District Plan Amendment

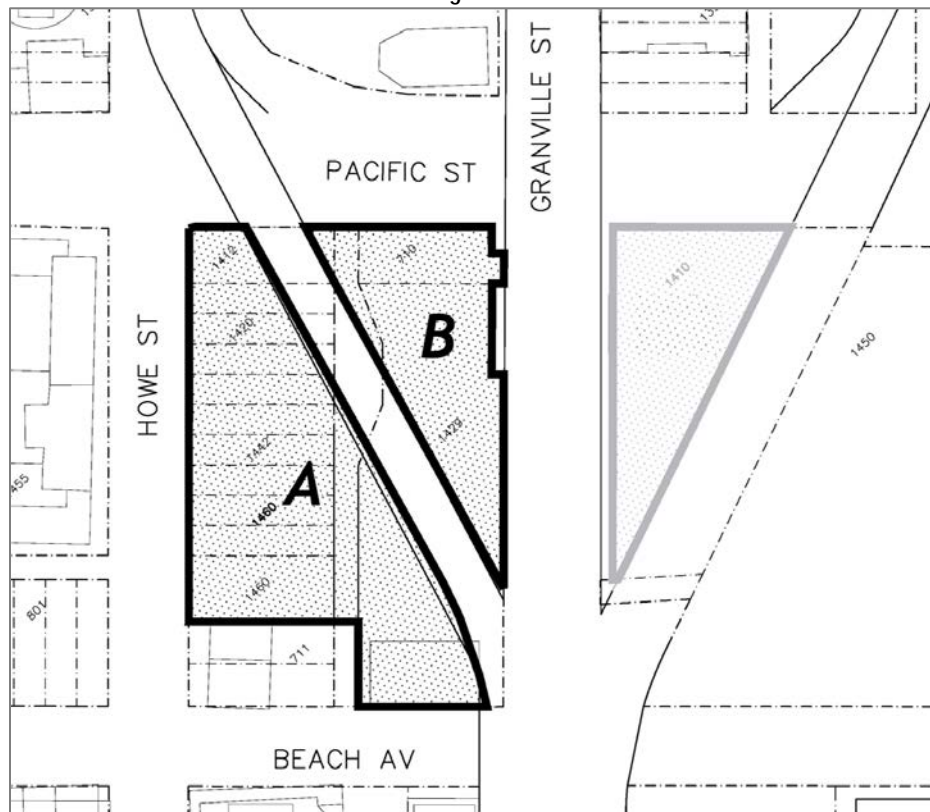
- 1.1 This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Schedule A is a map that will be prepared for the draft by-law, and to be posted prior to the Public Hearing.]

Sub-Areas

- 2.1 The site is to consist of two sub-areas approximately as illustrated in Figure 1, solely for the purpose of allocating use density and height.

Figure 1



Uses

- 3.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (___).
- 3.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Cultural and Recreational Uses;
 - (b) Dwelling Uses;
 - (c) Institutional Uses;
 - (d) Office Uses;
 - (e) Retail Uses;
 - (f) Service Uses;
 - (g) Accessory Use customarily ancillary to any use permitted by this section.

Conditions of Use

- 4.1 Dwelling Uses are limited to sub-area A.
- 4.2 The design and lay-out of at least 25 % of the dwelling units must:
- (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High Density Housing for Families with Children Guidelines".
- 4.3 Only retail and service uses are permitted on floors located at street level and fronting on the diagonal street to the east of the site and on Granville Street, except for entrances to other uses.

Density

- 5.1 The floor area for all uses must not exceed the maximum floor area set out in the table below.

Sub-Area	Maximum Floor Area
A	55,865.2 m ² [601,348 sq. ft.]
B	4,780.5 m ² [51,458 sq. ft.]
Total	60,645.7 m ² [652,806 sq. ft.]

- 5.2 In sub-area A:
- (a) A maximum of 49,587 m² [533,768 sq. ft.] of residential use must be provided.
 - (b) A minimum of 700 m² [7,535 sq. ft.] of retail use must be grocery or drug store.

- 5.3 Computation of floor area 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.
- 5.4 Computation of floor area must exclude:
- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
 - (i) the total area of all such exclusions must not exceed 12 % of the residential floor area; and
 - (ii) the balconies must not be enclosed for the life of the building.
 - (b) patios and roof gardens 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; and
 - (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.
- 5.5 Computation of floor area may exclude amenity areas, at the discretion of the Director of Planning or Development Permit Board, except that the exclusion must not exceed the lesser of 20 % of the permitted floor area or 929 m².
- 5.6 The use of floor area excluded under section 5.4 or 5.5 must not include any purpose other than that which justified the exclusion.

Building height

- 6.1 The building height, measured above base surface to the top of the roof, must not exceed the maximum heights set out on the table below.

Sub-Area	Maximum Building Heights
A	151.5 m [497 ft.]
B	29.9 m [98 ft.]

- 6.2 Section 10.11 shall apply except that in sub-area A, architectural appurtenances screening the mechanical room and the elevator over-run, and to accommodate

passive solar design elements (i.e. solar panels), may extend to 5.0 m above the height limitation.

Horizontal Angle of Daylight

- 7.1 Each habitable room must have at least one window on an exterior wall of a building.
- 7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.
- 7.4 If:
- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of the unobstructed view is not less than 3.7 m; the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.
- 7.5 An obstruction referred to in section 7.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 (___).
- 7.6 A habitable room referred to in section 7.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - i) 10% or less of the total floor area of the dwelling unit, or
 - ii) 9.3 m².

Acoustics

- 8.1 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

* * * * *

1410 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.

Zoning District Plan Amendment

- 1.1 This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-(____) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Schedule A is a map that will be prepared for the draft by-law, and to be posted prior to the Public Hearing.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (____).
- 2.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Cultural and Recreational Uses;
 - (b) Institutional Uses;
 - (c) Office Uses;
 - (d) Retail Uses;
 - (e) Service Uses;
 - (f) Accessory Use customarily ancillary to any use permitted by this section.

Conditions of Use

- 3.1 Only retail and service uses are permitted on floors located at street level, except for entrances to other uses.

Density

- 4.1 The floor area for all uses must not exceed 5,264.7 m² [56,671 sq. ft.].
- 4.2 Computation of floor area 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.
- 4.3 Computation of floor area must exclude:

- (a) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
 - (b) 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;
- 4.4 Computation of floor area may exclude amenity areas, at the discretion of the Director of Planning or Development Permit Board, except that the exclusion must not exceed the lesser of 20 % of the permitted floor area or 929 m².
- 4.5 The use of floor area excluded under section 4.3 or 4.4 must not include any purpose other than that which justified the exclusion.

Building height

- 6.1 The building height, measured above base surface, must not exceed 26.2 m [86 ft.].

* * * * *

**1412-1480 Howe Street, 1429 Granville Street and 710 Pacific 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.

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by DIALOG in conjunction with Bjarke Ingles Group, and stamped "Received City Planning Department, December 17, 2012", provided that the General Manager of Planning and Development Services 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 General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design - Public Realm

- 1. Design development to provide a more direct and enhanced pedestrian connection (vertical elevators/stairs and horizontal bridge) between the upper Granville Bridge deck sidewalks and Granville Street below, integrated within both sub-areas A and B.

Note to applicant: In addition to the elevator access required, pedestrian access through the terraced semi-public courtyards to Pacific Street should also be maintained. Public access through the vertical circulation will be secured through a SRW. See also Engineering condition (c)2.

- 2. Design development to provide an enhanced public realm treatment that contributes to the unique environment under the Granville Bridge and ramps.

Note to applicant: High quality material treatment that balances the needs of pedestrians and vehicle movements while offering flexibility for potential programming of the space under the bridge and bridge ramps should be provided. Material treatments should consider variations of concrete finishes, with limited accent pavers and a design approach that minimizes the use of bollards. Other public realm features, such as landscaping, seating opportunities, patio spaces and kiosks, need to be considered. Features that are on City streets require a separate application to Engineering.

- 3. Design development and provision of a conceptual lighting strategy and implementation plan for pedestrian scale lighting and feature lighting to enhance the unique under the bridge/ramp environment.

Note to applicant: Public realm lighting needs to be coordinated to meet Engineering standards and requirements.

4. Provision of an animation strategy and implementation plan demonstrating the proposed use of City streets and structures, and provision of basic infrastructure, to support public realm programming.

Note to applicant: Basic infrastructure should be provided to facilitate event programming, including electricity, water, storage, and accessibility to public washrooms, including arrangements to secure public access.

Urban Design - Sub-area A

5. Design development to maintain the high quality materials indicated for the residential tower (zinc cladding, triple glazing, thermally enhanced slab construction and glazed balustrades) and for the internal semi-private courtyards (sandstone paving, ipe wood decking, triple glazing), and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.
6. Design development to maintain the high quality materials indicated (zinc cladding, stainless steel channeling, triple glazing, thermally enhanced slab construction and glazed balustrades) for the sloped facades for the podium building and the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.

Urban Design - Sub-area B

7. Design development to maintain the high quality materials indicated (zinc cladding, stainless steel channeling, triple glazing, thermally enhanced slab construction and glazed balustrades) for the sloped facades and for the internal semi-public courtyards (wood beams and decking, basalt steps and triple glazing), and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.
8. Design development at the building corners where canted over the sidewalk to ensure a pedestrian clearance of 3.1 m (10 ft.).

Note to applicant: Height clearance is to be provided above a minimum 2.4 m (8 ft.) wide sidewalk.

9. Design development to maximize the amount of retail frontage along the new west diagonal street under the Howe on-ramp (sub-area B) by relocating the parking to sub-area A or 1410 Granville Street.
10. Design development to the loading areas to improve the public realm interface, and pedestrian and grade conflicts.

Note to applicant: Consideration may be given to on-street loading, subject to an approved Loading Management plan (LMP). Also see Engineering condition (c) 3.

Urban Design - Sub-areas A and B

11. Design development to maintain and enhance the green roof treatments indicated on the canted roof slope(s).
12. Design development to the public realm interface to ensure an active, engaged interface between the sidewalk elevations and retail activities, implementing stepped slabs within the buildings.

Note to applicant: Design development should configure the public realm to accommodate level areas for active outdoor use. Depressed entries located within the public realm are to be avoided as these entries should be configured and located within the building.

13. Design development to provide weather protection at major entry points.

Note to applicant: Employ glass canopies or similar devices to ensure maximum daylight reaches the street levels.

14. Design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages.
15. Provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy.

Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back-lit box signs are not supported.

Sustainability

16. Identification on the plans and elevations of the built elements contributing to the buildings' sustainability performance as required by the Green Buildings Policy for Rezonings for LEED® Gold including six optimize energy performance points, one water efficiency point, and one storm water point.

Note to applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project is also required under the policy.

17. Confirmation that the proposed buildings will achieve a maximum energy use intensity of 115 kWhr/m²/year for the residential portion and 122 kWhr/m²/year for the office portion of the development.

Crime Prevention Through Environmental Design (CPTED)

18. Design development to respond to CPTED principles, having particular regards for:
- (a) theft in the underground parking;
 - (b) residential break and enter;
 - (c) mail theft; and
 - (d) mischief in alcove and vandalism, such as graffiti.

Note to applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings. Consultation with the social housing operators and Park Board staff with experience of the more specific CPTED risks in this area is recommended, and should be included the response to this condition.

Landscape

19. Provision of a diversity of landscape experiences and spaces to improve the livability of building occupants and benefit the pedestrian experience.

Note to applicant: This landscape experience could include a variety of outdoor spaces on the roof decks of the three low-rise buildings (i.e. the buildings in sub-area B and 1410 Granville Street, and the podium of the sub-area A building). In addition to the extensive green roof cover, areas of intensive green roof space should be included, including opportunities for urban agriculture and outdoor amenity decks for social gatherings.

20. Provision of a Rainwater Management Plan that utilizes sustainable strategies, such as infiltration, retention, treatment and utilization of rainwater.

Note to applicant: Strategies could include high-efficiency irrigation, the use of drought-tolerant plants and mulching.

21. Design development of the landscaping to provide a replication of natural systems to utilize sustainable land practices on the development site.

Note to applicant: This could include the use of native plants, the creation of habitat for birds and/or the recycling of green waste.

22. Provision of a full landscape plan at the time of development permit application. 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.

23. Provision of large scale sections (1/4"=1' or 1:50) at the time of full development permit application. The sections should illustrate the public realm lanes,

including lighting, bollard location, sidewalk width, curbs and any street furniture.

Engineering

24. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for the release of the Easement & Indemnity Agreements 141833M & 499823M (both commercial crossing agreements).
25. Confirmation that all proposed canopies are fully demountable. A separate application to the General Manager of Engineering Services is required.
26. Provision of a shoring plan from a Geotechnical Engineer detailing how the bridge footings will be protected during excavation and construction.

Note to applicant: All shoring, shotcrete walls, soil anchors, piles, etc. shall be installed to provide temporary support for City streets and the bridge structure during the period of excavation and construction, and shall be fully decommissioned at the end of the project.

27. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for a Bridge Monitoring Strategy.

Note to applicant: The Applicant is to develop a monitoring strategy for the bridge to track movements during excavation and construction, establish reporting thresholds and slopwork thresholds. A \$10,000 deposit will be required for the City to retain the Engineer of Record to review the monitoring strategy and the results of the monitoring during the critical phases of construction.

28. Provision of protection measures surrounding the bridge piers.

Note to applicant: Two-metre clear zones, curbs, bollards, barriers or similar protection measures are required to protect the bridge piers from vehicle impact.

29. Deletion of any attachments to the bridge structure without approval of the General Manager of Engineering Services.
30. Provision of a report from a Transportation Consultant recommending improvements to enable safe vehicle movement within all levels of the residential tower's parkade to the satisfaction of the General Manager of Engineering Services.

Note to applicant: Inbound and outbound vehicle paths cross, due to the sharp turns which create potential vehicle conflicts.

31. Provision on the Development Permit plans of public realm reflecting the approved geometric designs for Pacific Street, Howe Street, Beach Avenue,

Granville Street and for the new diagonal streets under the Granville Bridge ramps.

Note to applicant: This will include changes based on City-generated plans, including:

- deletion of several loading spaces and parking spaces, including spaces too close to intersections for safe maneuvering and in order to facilitate direct pedestrian circulation; and
- bicycle facilities on Pacific Street and on the new east diagonal street under the Seymour off-ramp.

32. Provision of revised landscape plans to the satisfaction of the General Manager of Engineering Services.

Note to applicant: Pursuant to the applicable policies and guidelines the public realm should achieve a high quality design while meeting requirements for safety and accessibility. Landscape plans must consider the following:

- (a) Sidewalks should be constructed of smooth materials such as concrete that meet City standard widths respective to the adjacent use. Extended lengths of pavers create uncomfortable surfaces for some pedestrians however use of unit pavers may be appropriate in accent areas that are not within the primary sidewalk. The use of decorative concrete including coloured, saw-cut or stamped concrete is encouraged to achieve high quality design and meet accessibility requirements while minimizing maintenance costs.
- (b) A curb and gutter system should be used to separate the driving and walking surfaces. The use of lower 10 cm (4 in.) standard curb may be a suitable alternative. The proposed flush treatment and amount of bollards in lieu of curbs is not supportable.
- (c) Driving and parking surfaces must be constructed of durable materials, such as concrete or asphalt, that are able to accommodate the anticipated vehicle and truck movements. Unit pavers are not supportable. Decorative concrete may extend into the driving areas to achieve a cohesive plaza design.
- (d) Standard curb ramps at all pedestrian crossings to facilitate and clarify safe crossing points for pedestrians of all ages and abilities.
- (e) Public realm street-lighting including bridge/pier up-lighting is supportable subject to review of further information.
- (f) Trench drains should be replaced with grading and standard catch basins to collect storm water runoff. Runoff should be directed away from bridge piers.

- (g) More detail is required prior to accepting plantings around the bridge piers. Any plantings must be planted in shallow soil depth, not interfere with the bridge piers. If climbing ivy is desirable, it may be planted on screens that are offset from the piers and are easily removable for maintenance and cleaning.

- 33. Provision of a Loading Management Plan, to the satisfaction of the General Manager of Engineering Services, to ensure safe operation and effective management of all loading spaces.

Note to applicant: The current plans show that trucks back across sidewalks and down significant grades to access the loading bays in sub-areas B and C. The plan must resolve any issues with this, including pedestrian safety. The supply of loading spaces does not meet the Parking By-law and the plan must be clear how the loading will be managed to ensure it functions well.

- 34. Provision of appropriate measures for the office/commercial sites that warn drivers of vehicles that the parking ramp may be occupied by only one vehicle at a time.

Note to applicant: A warning light or other device will likely be required. This configuration is not supported for transient parking.

- 35. Provision of the required number of Class A commercial/office bike storage, including lockers in all buildings.
- 36. Provision of ramps to the underground parking to a maximum slope of 12.5%.
- 37. Provision of bicycle spaces as per the Parking By-law.

Note to applicant: The Parking By-law requires that all bicycle storage be located on the first floor of parking or have direct elevator access to the outside. Any proposal which does not have bicycle storage on the first parking level must locate it to be convenient and be available 24/7. Each building should contain its own bicycle storage and end-of-trip facilities.

- 38. Provision of a Green Mobility Strategy and all identified improvements under the strategy.

Note to applicant: Key improvements for the site could include construction of bicycle facilities to connect the new Pacific Street and east diagonal street facilities to the Hornby and Richards bicycle facilities, and provision of car-share vehicles.

- 39. Provision of a Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.

Note to applicant: The Plan should demonstrate that the volume of post-development runoff does not exceed that of the former use of the site, and that

it is treated for 85% TSS removal before discharging into the City stormwater infrastructure.

40. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid-waste generating activities within the complex.

Note to applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services.

District Energy

41. Provide for any further feasibility studies and/or technical investigations required to confirm the economic and technical viability of the preferred approach(es) to providing low-carbon energy supply to the development to the satisfaction of the General Manager of Engineering Services.

Note to applicant: If results of the further analysis do not support the preferred system development to the satisfaction of the General Manager of Engineering Services, then a suitable low-carbon alternative shall be selected from screened options, where available, and implemented. Such options may include development of a low-carbon energy supply system on site, development of and/or connection to a low-carbon energy system off site, and/or district energy design compatibility to accommodate connection to a future low-carbon district energy system serving the neighbourhood. Where district energy design compatibility is warranted, the applicant shall refer to the *District Energy Connectivity Standards* for specific design requirements.

42. Implement, where feasible and approved by the General Manager of Engineering Services, a low-carbon energy supply strategy for the development which reduces greenhouse gas emissions by a minimum of 50% compared to a business-as-usual (or reference scenario) approach to heating and cooling.
43. Any on- or off-site low-carbon energy supply system implemented by the proponent, where applicable, shall be designed in such a way as to enable energy metering and the monitoring of performance metrics during system operation, for the purpose of optimizing system performance and preparing system performance reports. The applicant shall refer to the *Performance Monitoring and Reporting Requirements for Renewable Energy Systems* for a summary of the minimum requirements.
44. Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment, including gas-fired make-up air heaters.
45. No heat-producing fireplaces are to be installed within residential suites.

46. Detailed design of the HVAC and mechanical heating system, including any provisions for waste heat recovery and reuse, must be acceptable to the General Manager of Engineering Services.

Social Infrastructure

47. Design development to provide a target of 10 % of the proposed rental units to be suitable for families with children.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, Howe Street Ventures Ltd., as authorized by the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services, the Director of Facility Design and Management and the Approving Officer, as necessary, and at the sole cost and expense of Howe Street Ventures Ltd., make arrangements for the following:

Engineering

1. In order to create sub-area A and sub-area B of this rezoning site:
- (a) The stopping up, closure and conveyance of that portion of the lane west of Granville Street lying between the ultimate north property lines of Lots G and D and the southerly production of Lot A, Plan 8486. An application to the City Surveyor is required to initiate the lane closure and purchase.
 - (b) Dedication for road purposes of the area under the Granville Bridge ramps extending to 3 m outside the ramp drip-lines.

Note to applicant: An SRW in favour of the City over all or a portion of the area 3 m west of the westerly on-ramp drip-line ("3 m buffer area") for bridge maintenance and inspections may be approved by the General Manager of Engineering Services in order to reduce the dedication area and to accommodate portions of the below-grade parkade shown within the 3 m buffer area, if 24/7 access is provided and it can be demonstrated that there is no below-grade conflict with the City structures, piles and footings (a minimum 3 m offset from the footings will be required) and that the below-grade structure meets surface loading specifications (Truck CL-625 standards). Clarification is required that no underground structures are proposed inside the ramp drip-lines and that no above-grade structures, including trees and elevated landscaping or storage of hazardous or combustible materials, are proposed. Additional engineering evaluation is to be provided by the applicant.

- (c) Dedication for road purposes of those portions of Lots G, D and 2 lying north of a line drawn from the northwest corner of Lot 259, False Creek, Plan

LMP43682 to the southerly extent of the truncation located at the northwest corner of Lot G, Block 122, DL 541, Plan 15118.

- (d) Dedication for road purposes of the easterly 10-ft. wide jogged-out portions of Lots D and H.
- (e) Consolidation of portions of closed lane with the remainder of the site to create a separate parcel for each of sub-area A and sub-area B.

Note to applicant: A subdivision application will be required to complete the above-noted dedications and consolidations to create separate parcels for each of sub-area A and sub-area B. Further property dedications or rights-of-way may be required upon review of the final geometric design for City streets.

- 2. Arrangements are to be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for an SRW agreement to secure barrier-free public access for use of the pedestrian connection (elevator/stairs/walkway) connecting the Granville Bridge deck elevation with the Granville Street elevation below.
- 3. Arrangements are to be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for the necessary SRW and encroachment agreements to secure access for use and maintenance purposes of any proposed bridge attachments.
- 4. Arrangements are to be made for the relocation of all utilities within the lane west of Granville Street. Letters of consent from all impacted utility companies are required. BC Hydro, Fortis BC, Telus and Shaw Cable currently have utilities within the lane to be closed.
- 5. Deletion of any structure proposed within the portion of City lane adjacent to Lots B and C (other than acceptable surface treatments). Arrangements are to be made, to the satisfaction of the Director of Legal Services and General Manager of Engineering Services, for SRW agreements for public access, with or without vehicles, as if dedicated street for those portions of Lots G, D, H and 2 north of the bridge ramps, which are productions of Rolston and Continental Streets. The agreements will not permit structures below grade and may permit structures overhead at an acceptable height, satisfactory to the General Manager of Engineering Services to allow for maintenance access of the street and adequate sidewalk clearance.

Note to applicant: Generally, portions of buildings within 25 feet above grade are not acceptable.

- 6. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, to decommission the sidewalk areaway on Howe Street, as described in Indemnity Agreement 479265M.

7. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for a Bridge Proximity Agreement.
8. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for the release of SRW M65627 (Lot 2) prior to enactment of the rezoning.
9. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for the release of Easement 241649M (Lot 1) prior to enactment of the rezoning.
10. Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (a) Provision of design and reconstruction of Pacific Street including a cycling facility along the frontage of the site. The applicant is to fund 100% of all construction costs including, without limitation, pavement, grading, curbs, gutters, separated bicycle facilities, sidewalks, boulevards, street trees, landscaping, line painting and other pavement markings, signage, lighting, pedestrian-level lighting, signals, bicycle counters, utility adjustments, and electrical connections for public bike share.

Note to applicant: The City will provide a geometric design for all new roads — it is expected that the design will include a 3.5 to 4.0 m two-way separated cycling facility along the south side of Pacific Street.
 - (b) Provision of design and construction of the newly created diagonal streets under the Granville Bridge ramps, including a cycling facility planned along the east side of the street under the Seymour off-ramp, south of Pacific Street. The applicant is to fund at 100%, all costs of the works including, without limitation, pavement, grading, curbs, gutters, sidewalks, boulevards, street trees, landscaping, line painting and other pavement markings, signage, lighting, pedestrian-level lighting, signals, bicycle counters, utility adjustments, and electrical connections for public bike share.
 - (c) Provision of design and reconstruction of Granville Street under the bridge from Pacific Street to Beach Avenue. The applicant is to fund at 100%, all costs of the works including, without limitation, pavement, grading, curbs, gutters, sidewalks, boulevards, street trees, landscaping, line painting and other pavement markings, signage, lighting, pedestrian level lighting, signals, bicycle counters, utility adjustments and electrical connections for public bike share..

- (d) Provision of modifications to Beach Avenue, near Granville Street, to address development impacts and facilitate bicycle and pedestrian crossings.

Note to applicant: Modifications may include, but are not limited to, new pedestrian/cyclist ramps and modifications to the existing traffic-calming measures, curb alignments, paint markings and traffic control measures.

- (e) Provision of a full traffic signal at the intersection of Pacific Street and the diagonal street under the Seymour off-ramp. The applicant is to fund 100% of the total costs.
- (f) Provision of traffic signal modifications, at the intersection of Pacific Street and Howe Street, which may include but are not limited to countdown timers, audible signals, bike signals, advanced turn signals, intersection lighting and related infrastructure. The applicant is to fund 100% of the total costs.
- (g) Payment of \$100,000 to the City prior to enactment of the rezoning by-law to be used to modify the new streets should operational issues arise within 5 years of occupancy.
- (h) 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 as determined by the applicant's mechanical consultant 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. The developer is responsible for 100% of any water system upgrading that may be required.

Note to applicant: Additional street dedications and rights-of-way to provide for the services above may be required once the final geometric is approved.

- 11. Provision of adequate sewer services for the sites. The sanitary and storm sewers between Pacific Street and Beach Avenue are currently within the lane east of Howe Street and are required to be relocated. Relocation to Granville Street is preferred pending a full utility review. The applicant is to provide further details on the project to determine the size of sewer mains required. Preliminary review shows a need to upgrade the sanitary sewer to a 450 mm sewer. The developer is to be responsible for 100% of the construction costs and arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services may be required to secure payment for the upgrading.
- 12. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks)

are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

District Energy

13. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to implement and operate a Low Carbon Energy Supply System or connect to a future Low Carbon District Energy System, which may include but are not limited to agreements which:
 - (a) require the implementation and operation of the Low Carbon Energy Supply System for the development that meets the greenhouse gas reduction targets detailed in condition (b) 42;
 - (b) require buildings on the sites to connect to:
 - i. the Low Carbon Energy Supply System serving the development at the time of occupancy; or
 - ii. a future low carbon District Energy System through a deferred services agreement, or otherwise, at such time that one becomes available;
 - (c) require provision of a minimum 93 m² suitable location on the rezoning site to be utilized for a steam to hot water converter station and any associated equipment;
 - (d) grant the operator access to the Low Carbon Energy Supply System or mechanical equipment and infrastructure associated with the connection to and operation of a District Energy System; and
 - (e) require the delivery to the City of detailed performance reporting on the Low Carbon Energy Supply System on a schedule, containing information, and prepared in a form required by the General Manager of Engineering Services.

Housing Agreement

14. Make arrangements to the satisfaction of the Managing Director of Social Development and the Director of Legal Services to enter into a Housing Agreement securing 98 residential units in sub-area A with a minimum total area of 5,910 m² (63,616 sq. ft.), and related parking and other amenity space, for 60 years or the life of the building, whichever is greater, as rental housing, and subject to the following additional conditions in respect of those units:
 - (a) that all such units will be contained within a separate air space parcel;

- (b) that such air space parcel may not be subdivided by deposit of a strata plan;
- (c) that none of such units may be separately sold;
- (d) that none of such units will be rented for less than one month at a time;
- (e) that the number of units may be varied at the discretion of the Managing Director of Social Development to provide for more family units; and
- (f) on such other terms and conditions as the Managing Director of Social Development and the Director of Legal Services may in their sole discretion require.

Note to applicant: This condition to be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

Community Amenity Contribution (CAC)

15. Deliver, prior to enactment of the rezoning by-law, the Community Amenity Contribution of \$4 million which the developer has offered to the City, to be allocated as follows:
 - \$1 million towards Granville Street Greenway;
 - \$1 million towards Davie Street Village public realm improvements; and
 - \$2 million towards completion of the Southeast False Creek theatre production space at 162 West 1st Avenue.

Heritage Density Transfer

16. Secure the purchase and transfer of 2,859 m² (30,770 sq. ft.) of heritage density (which has a value of \$2 million) from a suitable donor site.

Note to applicant: Given the stipulated value that the City attributes to the creation of new transferable bonus density, currently \$65.00 per buildable square foot as of this date, the City recognizes that the Owner may negotiate its best price to secure the required density at a lower cost, but in no event shall the City recognize the value of the density above \$65.00 per buildable square foot unless bona fide market conditions demonstrate transactional evidence to the contrary.

Note to applicant: "Letter B" in the City's standard format is to be completed by both the owner of the subject site, also referred to as the "receiver" site, and the owner of the "donor" site, and submitted to the City prior to enactment together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Public Art

17. 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: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

Soils Agreement

18. If applicable:

- (a) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
- (b) As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and the Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

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

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

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

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**1410 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.

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by DIALOG in conjunction with Bjarke Ingles Group, and stamped "Received City Planning Department, December 17, 2012", provided that the General Manager of Planning and Development Services 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 General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design - Public Realm

- 1. Design development to provide a more direct and enhanced pedestrian connection (vertical elevators/stairs and horizontal bridge) between the upper Granville Bridge deck sidewalks and Granville Street below, integrated within both sub-areas A and B.

Note to applicant: In addition to the elevator access required, pedestrian access through the terraced semi-public courtyards to Pacific Street should also be maintained. Public access through the vertical circulation will be secured through a SRW. See also Engineering condition (c)2.

- 2. Design development to provide an enhanced public realm treatment that contributes to the unique environment under the Granville Bridge and ramps.

Note to applicant: High quality material treatment that balances the needs of pedestrians and vehicle movements while offering flexibility for potential programming of the space under the bridge and bridge ramps should be provided. Material treatments should consider variations of concrete finishes, with limited accent pavers and a design approach that minimizes the use of bollards. Other public realm features, such as landscaping, seating opportunities, patio spaces and kiosks, need to be considered. Features that are on City streets require a separate application to Engineering.

- 3. Design development and provision of a conceptual lighting strategy and implementation plan for pedestrian scale lighting and feature lighting to enhance the unique under the bridge/ramp environment.

Note to applicant: Public realm lighting needs to be coordinated to meet Engineering standards and requirements.

4. Provision of an animation strategy and implementation plan demonstrating the proposed use of City streets and structures, and provision of basic infrastructure, to support public realm programming.

Note to applicant: Basic infrastructure should be provided to facilitate event programming, including electricity, water, storage, and accessibility to public washrooms, including arrangements to secure public access.

Urban Design

5. Design development to maintain the high quality materials indicated (zinc cladding, stainless steel channeling, triple glazing, thermally enhanced slab construction and glazed balustrades) for the sloped facades and for the internal semi-public courtyards (wood beams and decking, basalt steps and triple glazing), and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.

6. Design development at the building corners where canted over the sidewalk to ensure a pedestrian clearance of 3.1 m (10 ft.).

Note to applicant: Height clearance is to be provided above a minimum 2.4 m (8 ft.) wide sidewalk.

7. Design development to maximize the amount of retail frontage along the new west diagonal street under the Howe on-ramp (sub-area B) by relocating the parking to sub-area A or 1410 Granville Street.

8. Design development to the loading areas to improve the public realm interface, and pedestrian and grade conflicts.

Note to applicant: Consideration may be given to on-street loading, subject to an approved Loading Management plan (LMP). Also see Engineering condition (c) 3.

9. Design development to maintain and enhance the green roof treatments indicated on the canted roof slope(s).

10. Design development to the public realm interface to ensure an active, engaged interface between the sidewalk elevations and retail activities, implementing stepped slabs within the buildings.

Note to applicant: Design development should configure the public realm to accommodate level areas for active outdoor use. Depressed entries located within the public realm are to be avoided as these entries should be configured and located within the building.

11. Design development to provide weather protection at major entry points.

Note to applicant: Employ glass canopies or similar devices to ensure maximum daylight reaches the street levels.

12. Design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages.
13. Provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy.

Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back-lit box signs are not supported.

Sustainability

14. Identification on the plans and elevations of the built elements contributing to the buildings' sustainability performance as required by the Green Buildings Policy for Rezoning for LEED® Gold including six optimize energy performance points, one water efficiency point, and one storm water point.

Note to applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project is also required under the policy.

15. Confirmation that the proposed buildings will achieve a maximum energy use intensity of 115 kWhr/m²/year for the residential portion and 122 kWhr/m²/year for the office portion of the development.

Crime Prevention Through Environmental Design (CPTED)

16. Design development to respond to CPTED principles, having particular regards for:
 - a. theft in the underground parking;
 - b. residential break and enter;
 - c. mail theft; and
 - d. mischief in alcove and vandalism, such as graffiti.

Note to applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings. Consultation with the social housing operators and Park Board staff with experience of the more specific CPTED risks in this area is recommended, and should be included the response to this condition.

Landscape

17. Provision of a diversity of landscape experiences and spaces to improve the livability of building occupants and benefit the pedestrian experience.

Note to applicant: This landscape experience could include a variety of outdoor spaces on the roof decks of the three low-rise buildings (i.e. the buildings in sub-area B and 1410 Granville Street, and the podium of the sub-area A building). In addition to the extensive green roof cover, areas of intensive green roof space should be included, including opportunities for urban agriculture and outdoor amenity decks for social gatherings.

18. Provision of a Rainwater Management Plan that utilizes sustainable strategies, such as infiltration, retention, treatment and utilization of rainwater.

Note to applicant: Strategies could include high-efficiency irrigation, the use of drought-tolerant plants and mulching.

19. Design development of the landscaping to provide a replication of natural systems to utilize sustainable land practices on the development site.

Note to applicant: This could include the use of native plants, the creation of habitat for birds and/or the recycling of green waste.

20. Provision of a full landscape plan at the time of development permit application. 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.
21. Provision of large scale sections (1/4"=1' or 1:50) at the time of full development permit application. The sections should illustrate the public realm lanes, including lighting, bollard location, sidewalk width, curbs and any street furniture.

Engineering

22. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for the release of the Easement & Indemnity Agreements 141833M & 499823M (both commercial crossing agreements).
23. Confirmation that all proposed canopies are fully demountable. A separate application to the General Manager of Engineering Services is required.
24. Provision of a shoring plan from a Geotechnical Engineer detailing how the bridge footings will be protected during excavation and construction.

Note to applicant: All shoring, shotcrete walls, soil anchors, piles, etc. shall be installed to provide temporary support for City streets and the bridge structure during the period of excavation and construction, and shall be fully decommissioned at the end of the project.

25. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for a Bridge Monitoring Strategy.

Note to applicant: The Applicant is to develop a monitoring strategy for the bridge to track movements during excavation and construction, establish reporting thresholds and slopwork thresholds. A \$10,000 deposit will be required for the City to retain the Engineer of Record to review the monitoring strategy and the results of the monitoring during the critical phases of construction.

26. Provision of protection measures surrounding the bridge piers.

Note to applicant: Two-metre clear zones, curbs, bollards, barriers or similar protection measures are required to protect the bridge piers from vehicle impact.

27. Deletion of any attachments to the bridge structure without approval of the General Manager of Engineering Services.

28. Provision of a report from a Transportation Consultant recommending improvements to enable safe vehicle movement within all levels of the residential tower's parkade to the satisfaction of the General Manager of Engineering Services.

Note to applicant: Inbound and outbound vehicle paths cross, due to the sharp turns which create potential vehicle conflicts.

29. Provision on the Development Permit plans of public realm reflecting the approved geometric designs for Pacific Street, Howe Street, Beach Avenue, Granville Street and for the new diagonal streets under the Granville Bridge ramps.

Note to applicant: This will include changes based on City-generated plans, including:

- deletion of several loading spaces and parking spaces, including spaces too close to intersections for safe maneuvering and in order to facilitate direct pedestrian circulation; and
- bicycle facilities on Pacific Street and on the new east diagonal street under the Seymour off-ramp.

30. Provision of revised landscape plans to the satisfaction of the General Manager of Engineering Services.

Note to applicant: Pursuant to the applicable policies and guidelines the public realm should achieve a high quality design while meeting requirements for safety and accessibility. Landscape plans must consider the following:

- a. Sidewalks should be constructed of smooth materials such as concrete that meet City standard widths respective to the adjacent use. Extended lengths of pavers create uncomfortable surfaces for some pedestrians however use of unit pavers may be appropriate in accent areas that are not within the primary sidewalk. The use of decorative concrete including coloured, saw-cut or stamped concrete is encouraged to achieve high quality design and meet accessibility requirements while minimizing maintenance costs.
 - b. A curb and gutter system should be used to separate the driving and walking surfaces. The use of lower 10 cm (4 in.) standard curb may be a suitable alternative. The proposed flush treatment and amount of bollards in lieu of curbs is not supportable.
 - c. Driving and parking surfaces must be constructed of durable materials, such as concrete or asphalt, that are able to accommodate the anticipated vehicle and truck movements. Unit pavers are not supportable. Decorative concrete may extend into the driving areas to achieve a cohesive plaza design.
 - d. Standard curb ramps at all pedestrian crossings to facilitate and clarify safe crossing points for pedestrians of all ages and abilities.
 - e. Public realm street-lighting including bridge/pier up-lighting is supportable subject to review of further information.
 - f. Trench drains should be replaced with grading and standard catch basins to collect storm water runoff. Runoff should be directed away from bridge piers.
 - g. More detail is required prior to accepting plantings around the bridge piers. Any plantings must be planted in shallow soil depth, not interfere with the bridge piers. If climbing ivy is desirable, it may be planted on screens that are offset from the piers and are easily removable for maintenance and cleaning.
31. Provision of a Loading Management Plan, to the satisfaction of the General Manager of Engineering Services, to ensure safe operation and effective management of all loading spaces.

Note to applicant: The current plans show that trucks back across sidewalks and down significant grades to access the loading bays in sub-areas B and C. The plan must resolve any issues with this, including pedestrian safety. The supply of loading spaces does not meet the Parking By-law and the plan must be clear how the loading will be managed to ensure it functions well.

32. Provision of appropriate measures for the office/commercial sites that warn drivers of vehicles that the parking ramp may be occupied by only one vehicle at a time.

Note to applicant: A warning light or other device will likely be required. This configuration is not supported for transient parking.

33. Provision of the required number of Class A commercial/office bike storage, including lockers in all buildings.
34. Provision of ramps to the underground parking to a maximum slope of 12.5%.
35. Provision of bicycle spaces as per the Parking By-law.

Note to applicant: The Parking By-law requires that all bicycle storage be located on the first floor of parking or have direct elevator access to the outside. Any proposal which does not have bicycle storage on the first parking level must locate it to be convenient and be available 24/7. Each building should contain its own bicycle storage and end-of-trip facilities.

36. Provision of a Green Mobility Strategy and all identified improvements under the strategy.

Note to applicant: Key improvements for the site could include construction of bicycle facilities to connect the new Pacific Street and east diagonal street facilities to the Hornby and Richards bicycle facilities, and provision of car-share vehicles.

37. Provision of a Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.

Note to applicant: The Plan should demonstrate that the volume of post-development runoff does not exceed that of the former use of the site, and that it is treated for 85% TSS removal before discharging into the City stormwater infrastructure.

38. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid-waste generating activities within the complex.

Note to applicant: The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services.

District Energy

39. Provide for any further feasibility studies and/or technical investigations required to confirm the economic and technical viability of the preferred

approach(es) to providing low-carbon energy supply to the development to the satisfaction of the General Manager of Engineering Services.

Note to applicant: If results of the further analysis do not support the preferred system development to the satisfaction of the General Manager of Engineering Services, then a suitable low-carbon alternative shall be selected from screened options, where available, and implemented. Such options may include development of a low-carbon energy supply system on site, development of and/or connection to a low-carbon energy system off site, and/or district energy design compatibility to accommodate connection to a future low-carbon district energy system serving the neighbourhood. Where district energy design compatibility is warranted, the applicant shall refer to the *District Energy Connectivity Standards* for specific design requirements.

40. Implement, where feasible and approved by the General Manager of Engineering Services, a low-carbon energy supply strategy for the development which reduces greenhouse gas emissions by a minimum of 50% compared to a business-as-usual (or reference scenario) approach to heating and cooling.
41. Any on- or off-site low-carbon energy supply system implemented by the proponent, where applicable, shall be designed in such a way as to enable energy metering and the monitoring of performance metrics during system operation, for the purpose of optimizing system performance and preparing system performance reports. The applicant shall refer to the *Performance Monitoring and Reporting Requirements for Renewable Energy Systems* for a summary of the minimum requirements.
42. Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment, including gas-fired make-up air heaters.
43. No heat-producing fireplaces are to be installed within residential suites.
44. Detailed design of the HVAC and mechanical heating system, including any provisions for waste heat recovery and reuse, must be acceptable to the General Manager of Engineering Services.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, Howe Street Ventures Ltd., as authorized by the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services, the Director of Facility Design and Management and the Approving Officer, as necessary, and at the sole cost and expense of Howe Street Ventures Ltd., make arrangements for the following:

Engineering

19. Dedication for road purposes of Lots 1 and 3, Block 123, DL 541, Plan 9597.
20. Arrangements are to be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for an SRW agreement to secure barrier-free public access for use of the pedestrian connection (elevator/stairs/walkway) connecting the Granville Bridge deck elevation with the Granville Street elevation below.
21. Arrangements are to be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for the necessary SRW and encroachment agreements to secure access for use and maintenance purposes of any proposed bridge attachments.
22. Arrangements are to be made, to the satisfaction of the Director of Legal Services and General Manager of Engineering Services, for SRW agreements for public access, with or without vehicles, as if dedicated street for those portions of Lots G, D, H and 2 north of the bridge ramps, which are productions of Rolston and Continental Streets. The agreements will not permit structures below grade and may permit structures overhead at an acceptable height, satisfactory to the General Manager of Engineering Services to allow for maintenance access of the street and adequate sidewalk clearance.

Note to applicant: Generally, portions of buildings within 25 feet above grade are not acceptable.

23. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for a Bridge Proximity Agreement.
24. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for the release of SRW M65627 (Lot 2) prior to enactment of the rezoning.
25. Arrangements are to be made, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services, for the release of Easement 241649M (Lot 1) prior to enactment of the rezoning.
26. Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (a) Provision of design and reconstruction of Pacific Street including a cycling facility along the frontage of the site. The applicant is to fund 100% of all construction costs including, without limitation, pavement, grading, curbs, gutters, separated bicycle facilities, sidewalks, boulevards, street trees,

landscaping, line painting and other pavement markings, signage, lighting, pedestrian-level lighting, signals, bicycle counters, utility adjustments, and electrical connections for public bike share.

Note to applicant: The City will provide a geometric design for all new roads — it is expected that the design will include a 3.5 to 4.0 m two-way separated cycling facility along the south side of Pacific Street.

- (b) Provision of design and construction of the newly created diagonal streets under the Granville Bridge ramps, including a cycling facility planned along the east side of the street under the Seymour off-ramp, south of Pacific Street. The applicant is to fund at 100%, all costs of the works including, without limitation, pavement, grading, curbs, gutters, sidewalks, boulevards, street trees, landscaping, line painting and other pavement markings, signage, lighting, pedestrian-level lighting, signals, bicycle counters, utility adjustments, and electrical connections for public bike share.
- (c) Provision of design and reconstruction of Granville Street under the bridge from Pacific Street to Beach Avenue. The applicant is to fund at 100%, all costs of the works including, without limitation, pavement, grading, curbs, gutters, sidewalks, boulevards, street trees, landscaping, line painting and other pavement markings, signage, lighting, pedestrian level lighting, signals, bicycle counters, utility adjustments and electrical connections for public bike share..
- (d) Provision of modifications to Beach Avenue, near Granville Street, to address development impacts and facilitate bicycle and pedestrian crossings.

Note to applicant: Modifications may include, but are not limited to, new pedestrian/cyclist ramps and modifications to the existing traffic-calming measures, curb alignments, paint markings and traffic control measures.

- (e) Provision of a full traffic signal at the intersection of Pacific Street and the diagonal street under the Seymour off-ramp. The applicant is to fund 100% of the total costs.
- (f) Provision of traffic signal modifications, at the intersection of Pacific Street and Howe Street, which may include but are not limited to countdown timers, audible signals, bike signals, advanced turn signals, intersection lighting and related infrastructure. The applicant is to fund 100% of the total costs.
- (g) Payment of \$100,000 to the City prior to enactment of the rezoning by-law to be used to modify the new streets should operational issues arise within 5 years of occupancy.

- (h) 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 as determined by the applicant's mechanical consultant 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. The developer is responsible for 100% of any water system upgrading that may be required.

Note to applicant: Additional street dedications and rights-of-way to provide for the services above may be required once the final geometric is approved.

- 27. Provision of adequate sewer services for the sites. The sanitary and storm sewers between Pacific Street and Beach Avenue are currently within the lane east of Howe Street and are required to be relocated. Relocation to Granville Street is preferred pending a full utility review. The applicant is to provide further details on the project to determine the size of sewer mains required. Preliminary review shows a need to upgrade the sanitary sewer to a 450 mm sewer. The developer is to be responsible for 100% of the construction costs and arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services may be required to secure payment for the upgrading.
- 28. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

District Energy

- 29. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to implement and operate a Low Carbon Energy Supply System or connect to a future Low Carbon District Energy System, which may include but are not limited to agreements which:
 - (a) require the implementation and operation of the Low Carbon Energy Supply System for the development that meets the greenhouse gas reduction targets detailed in condition (b) 42;
 - (b) require buildings on the sites to connect to:
 - i. the Low Carbon Energy Supply System serving the development at the time of occupancy; or

- ii. a future low carbon District Energy System through a deferred services agreement, or otherwise, at such time that one becomes available;
- (c) require provision of a minimum 93 m² suitable location on the rezoning site to be utilized for a steam to hot water converter station and any associated equipment;
- (d) grant the operator access to the Low Carbon Energy Supply System or mechanical equipment and infrastructure associated with the connection to and operation of a District Energy System; and
- (e) require the delivery to the City of detailed performance reporting on the Low Carbon Energy Supply System on a schedule, containing information, and prepared in a form required by the General Manager of Engineering Services.

Community Amenity Contribution (CAC)

- 30. Deliver, prior to enactment of the rezoning by-law, the Community Amenity Contribution of \$4 million which the developer has offered to the City, to be allocated as follows:
 - \$1 million towards Granville Street Greenway;
 - \$1 million towards Davie Street Village public realm improvements; and
 - \$2 million towards completion of the Southeast False Creek theatre production space at 162 West 1st Avenue.

Public Art

- 31. 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: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

Soils Agreement

- 32. If applicable:
 - (a) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
 - (b) As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

- (c) If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and the Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

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

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

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

* * * * *

1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street,
and 1410 Granville Street
CONSEQUENTIAL BY-LAW AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

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

"1412-1460 Howe Street, 1429 Granville Street, and 710 Pacific Street
[CD-1#] [By-law #] B (DD)"

"1410 Granville Street [CD-1#] [By-law #] B (DD)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1#] [By-law #] 1412-1460 Howe Street, 1429 Granville Street, and
710 Pacific Street"

"[CD-1#] [By-law #] 1410 Granville Street"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

In Schedule C, Council adds:

Address	By-law No.	CD-1 No.	Parking requirements
1412-1460 Howe Street, 1429 Granville Street, and 710 Pacific Street.	()	()	Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that: No parking spaces shall be required for the first 3,900 m ² of retail floor area.
1410 Granville Street	()	()	Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that: No parking spaces shall be required for the first 3,900 m ² of retail floor area.

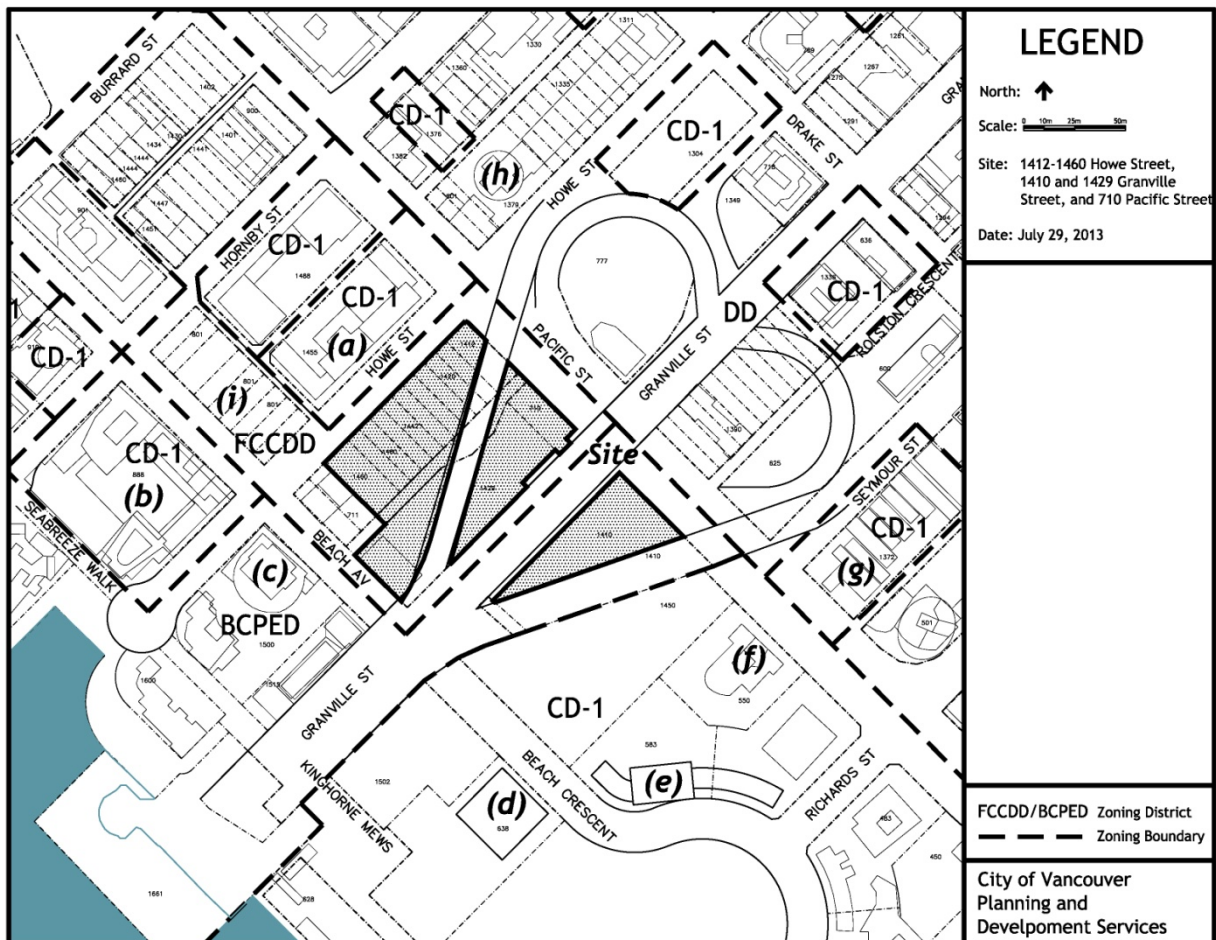
* * * * *

1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street
and 1410 Granville Street
URBAN DESIGN ANALYSIS

Site and Context

The rezoning site is generally located under the Granville Bridge and Seymour and Howe Street off-ramps between Pacific Street and Beach Avenue, Howe Street to Rolston Street. Sub-area A consists of frontage along Pacific Boulevard, Howe Street, Continental Street and a portion of Beach Avenue frontage. There is a remaining development parcel (70 ft. frontage) at the corner of Howe Street and Beach Avenue that is not included in this development proposal. Sub-area B and 1410 Granville Street are located within the triangular reconfigured sites that have been realigned with a road network that generally follows the Seymour and Howe Street bridge off-ramps above, but connect with the newly established road network for the Granville Loops north of Pacific Street.

South Granville slopes is evolving into a high density, residential community. The blocks surrounding the subject site contain a variety of building types and heights with a minority of 2-3 storey buildings and a majority of concrete apartment buildings in the 18 to 44-storey range.



Significant adjacent development in the immediate area includes:

- a) Pomaria - 1455 Howe Street - 31 storey residential tower
- b) 888 Beach - 888 Beach Avenue - 8-, 18- and 33-storey residential tower
- c) Discovery - 1500 Howe Street - 24 storey residential tower
- d) Icon - 638 Beach Crescent - 24 storey residential tower
- e) Parkwest Tower II - 583 Beach Avenue - 31 storey residential tower
- f) Aqua at the Park - 550 Pacific Street - 24 storey residential tower
- g) The Mark - 1372 Seymour Street - 41 storey residential tower
- h) Executive Hotel Vintage Park - 1379 Howe Street - 18 storey hotel
- i) May and Lorne Brown Park

Current Zoning and Applicable Policies and Guidelines

The sites are located with both the FCCDD (False Creek Comprehensive development District) and BCPED (BC Place/Expo District). Under both of these Districts, uses are prescribed, but height and densities are not. There are three Council approved documents that guide the development of these site: the General Policy for Higher Buildings, the Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines and the Bridgehead Guideline.

General Policy for Higher Buildings: This policy identifies strategic locations for the development of higher buildings, located with the downtown peninsula and located on one of Vancouver's three primary streets of Georgia, Burrard and Granville. The proposed site combined with a potential development site on the east side of the Granville Bridge, were identified as high building sites in order to frame the Granville Street Gateway, with a height in the range of 425 ft.

Some of the other key objectives of the higher buildings policy is to establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and power of the city's skyline. In addition the higher buildings should demonstrate leadership and advances in sustainable design and energy consumption.

The policy also identifies other considerations, including community benefits, open space that represents a significant contribution to the downtown network of green and plaza spaces, and for buildings to minimize adverse shadowing and view impacts on the public realm including key streets, parks and plazas as well as neighbouring buildings.

Height/ Skyline/Architectural Quality and Shadow Impacts: The proposed tower height is 497 ft. (129.2 m) measured to the top of the roof slab (west corner). The extension of the parapet to screen the roof mechanical brings the total height up to 507 ft. in this same location, exceeding the higher building policy height identified this site of 425 ft. There are two key aspects to consider when addressing additional height in this area; the building's contribution to the city's skyline and shadowing impacts generated from the additional height.

Staff have assessed the additional height proposed and confirmed that the increase in height to 497 ft. affords a stronger emphasis on the Granville Street gateway that will not detract from the broader urban design objectives embodied in the High Building Policy for achieving a legible 'dome shaped' skyline.

The High Building Policy that tower portions of buildings should be assessed based on their contribution to the city's skyline and as a recognizable benchmark for architectural creativity. The proposed building, utilizing the unique site constraints of its relationship (setback requirements) from the bridge, generates a dynamic sculptural form that is unique within the city's built form fabric. The overall composition is strong in its purity and simplicity of its architectural expression. The Urban Design Panel endorse the ambitious nature of the architectural and structural concept, noting that exceptional detailing of the building and its components will be critical. Staff are recommending detailed design development conditions to further demonstrates and secures the quality of materials and detailing presented and anticipated.

Shadow impacts on assessed on public open spaces between 10 am, noon and 2 pm, measured on the Equinox. The High Building Policy anticipated that there would be a shadow impact on May and Lorne Brown Park from 10 am till noon (Equinox). The shadow analysis confirms that the proposed additional height does not contribute any additional shadow impact onto the park as the attributable shadow length extends beyond the park boundary.

Shadow impacts onto Granville Street is another important consideration as it is one of the city's primary shopping streets and should be minimized between noon and 2 pm (Equinox). The shadow analysis confirms that the shadow generated from the proposal will cross over Granville Street after 4 pm.

Green Building Performance: In addition to the Green Rezoning Policy requiring the proposal to achieve a minimum LEED Gold, the Higher Building Policy also requires that the building demonstrate leadership and advances in sustainable design and energy consumption and to advance the city's objective for carbon neutrality for new buildings with an objective to achieve a 40-50% reduction in energy consumption from 2010 levels that also requires a maximum energy use intensity of 115 kWhr/m²/year for the residential portion and 122 kWhr/m²/year for the office portion of the development. The applicant has provided information that the building (Site A) will achieve LEED Gold (74 points) under the LEED Canada -NC 2009 Projects scorecard with a possible 7 points targeted for Optimized Energy Performance.

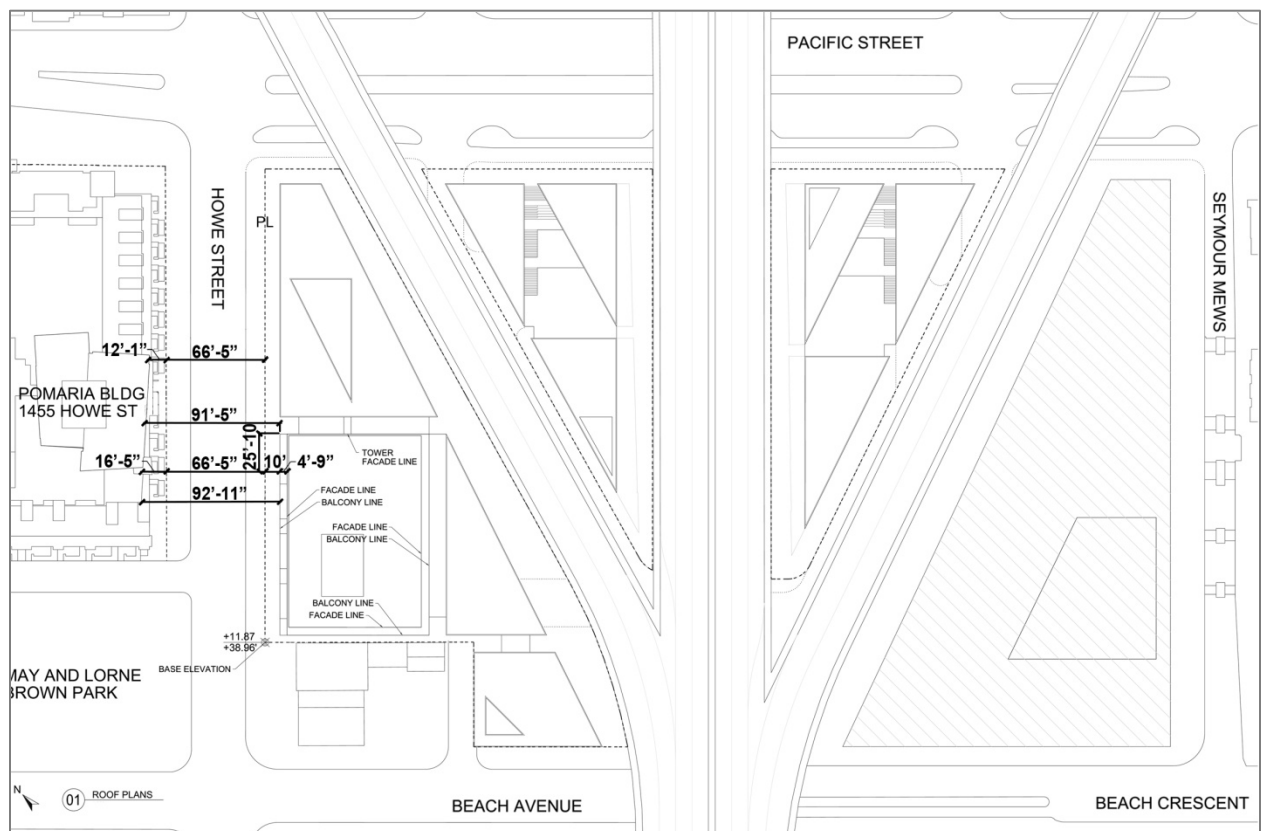
The applicant is also indicated that the overall development (sub-area A, B and C) will achieve LEED Platinum (82 points) under the LEED 2009 for Neighbourhood Development scorecard.

The building design has recognized the orientation of each façade and incorporated measures as part of the overall expression of the building. These measures include triple glazing, and thermally enhanced slab construction. Shading on the south-west and south-east façades from balconies (depths) combined with operable windows for natural air ventilation. The mechanical system is anticipated to be from a hydronic system from a low carbon energy source, in addition to utilizing interconnections between buildings sharing energy between heating dominant and cooling dominant occupancies.

Staff recommend design development to fully demonstrate the design intent of the externally expressed sustainability features of the building combined the expected energy performance at the development permit stage. Staff are also seeking further detailed information through the development permit stage on the building's overall energy performance objectives in meeting Council's objective for reduced energy consumption from 2010 levels and the reduced energy targets

Tower Separation and Private View Impacts: Urban design objectives for residential livability between residential buildings utilizes a minimum horizontal separation of 80 ft. (24.3 m) between buildings to maintain privacy/livability between residential buildings while also providing access to light and air.

As illustrated below the proposed office tower siting and floor plate configuration proposes an overall tower separation between itself and the Pomaria Building of 92'-11", exceeding the 80 ft. (24.3 m) minimum.



Tower location and proximity with nearby residential tower

Public Realm/Open Space: As previously noted, the High Building policy identifies other considerations including open space that represents a significant contribution to the downtown network of green and plaza spaces. To address this requirement the application proposes a pedestrian connection between sub-area B and C to/from the sidewalks of the Granville bridge. Pedestrians can then circulate through a series of terraced green courtyards down to Pacific Boulevard. In order to better accommodate a variety of users, including cyclists, a more direct vertical (stairs/elevator) circulation links between the upper Granville Bridge deck sidewalks and the underside of the Granville Bridge, integrated within both sub-area B and 1410 Granville Street buildings is desirable. These links are an important component in achieving a more direct pedestrian and cycling connection for this neighbourhood centre. Staff are recommending further design development to ensure that the publicly accessible vertical connections will accommodate

direct access between the upper deck of the Granville bridge and the lower portion of Granville Street.

There are additional public realm objectives sought within the Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines. See further commentary below.

Under the Granville Bridge Neighbourhood Commercial Centre Policies: This policy included, in general, sub-area B and 1410 Granville Street and the Continental Street fronting portion of Site A. The policy envisaged a neighbourhood commercial centre be developed to serve the local residential community. The development of the area is to have a retail mix anchored by grocery store, smaller retail and neighbourhood oriented service uses, restaurants, on-street parking and a high quality public realm. If office uses are considered they should be located on the upper floors of the buildings. Active frontages should contribute to pedestrian amenity and visual interest with outdoor display of goods where possible and sidewalk seating, as an extension of restaurant and café spaces.

The development of these sites is challenged by the sloping topography and the restricted proximity to the bridge structures. The application embraces these challenges through the insertion of dynamic triangulated low-rise forms that complement the iconic shape of the proposed tower. The canted green roof forms rising above the bridge deck provides a visual link between the upper bridge deck and the distinct public realm environment below. As previously noted the accommodation of pedestrian connections from both sidewalks of the upper deck to underside of the Granville bridge is an important component to integrating this neighbourhood centre to its local context.

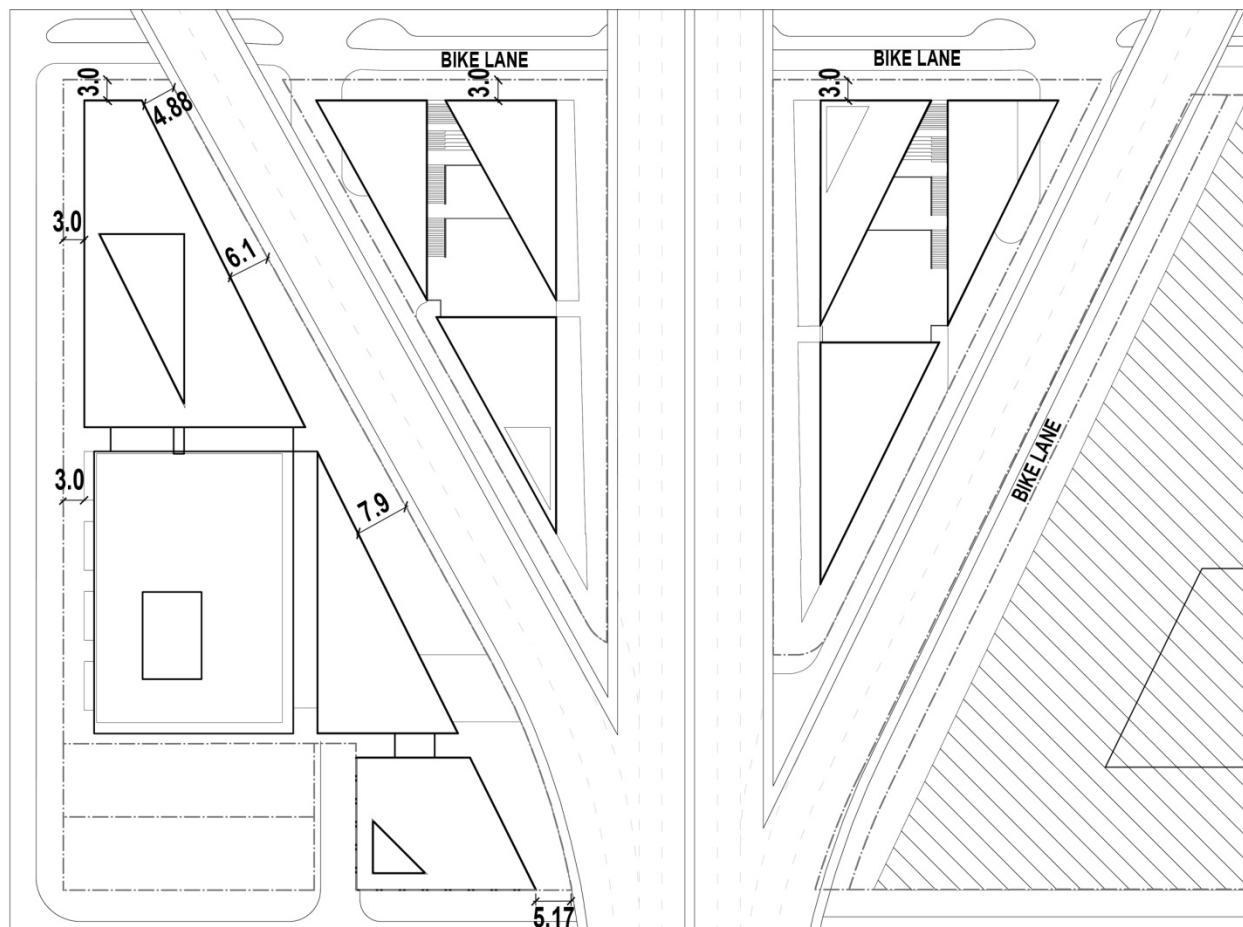
The application proposes an enhanced public realm that strives to balance the needs of pedestrian and vehicle movement while offering flexibility for potential programming of the street space under the Granville bridge. Part of the success for in achieving an active public realm environment is in how the internal uses can extend out into the sidewalk environment. Given the significant sloped sidewalk conditions within the area, further design development is recommended to further improve the public realm interface between the building design and the sidewalks. In addition, measures to reduce the number of loading and parking access points, in order to maximize positive active retail frontages should also be undertaken.

This policy expected that the development of these lands would include an enhanced public realm treatment, that meets the City standards for safety and maintenance, while distinguishing the area as a locally serving commercial centre. Further design development is required to achieve this requirement. In a lighting implementation strategy that addresses both pedestrian lighting scale lighting and under the bridge feature lighting is also a requirement of the policy that needs to be further developed.

Bridgehead Guidelines: The intent of the bridgehead guidelines are to maintain key public views from the bridges, reinforce and enhance the experience of crossing the bridge with roof treatment for the lower buildings and establish optimum setbacks and heights for buildings adjacent to the bridges.

The bridgehead guidelines, applicable to sub-area A, call for buildings to be set back 10 m from the Granville Bridge deck and Howe and Seymour off-ramps, buildings located between 10 and 30 m from the bridge deck should not exceed the height of the bridge deck and buildings exceed the

bridge deck should be located 30 m from the bridge deck. The proposal respects a 3 m drip line requirement for maintenance purposes to access the bridge structure. The 10 m setback guideline has been modestly varied, along the podium frontage given the nature of the site and vertical and horizontal alignment of the bridge structure. The shaping of the podium building component, with the canted roof and sloped glazing meets the guideline intent to maintain key public views with an enhanced green roof. The unique tower shaping was derived from respecting the 30 m setback requirement both horizontally and vertically.



Conclusion

The proposal has been uniquely shaped in response to its challenging physical context and constraints presented with the Granville Bridge, ramps and neighbourhood centre goals for under the bridge. This proposal has also demonstrated a significant and recognizable new benchmark for architectural creativity for the residential tower and for the lower scale buildings formulating the neighbourhood centre along with the higher standard of sustainability performance requirements as outline in the General Policy of Higher Buildings. Staff are recommending further design development, through the development permit stage to fully demonstrate the proposal's intention of providing high quality materials and detailing for the buildings and the public realm.

* * * * *

1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street,
and 1410 Granville Street
ADDITIONAL INFORMATION

1. Legal Information

1412-1480 Howe Street

Parcel Identifier	Legal Description
007-687-915	Lot G, Block 122, District Lot 541, Plan 15118
015-505-162	Lot 4, Block 122, District Lot 541, Plan 210
015-505-189	Lot 5, Block 122, District Lot 541, Plan 210
015-505-201	Lot 6, Block 122, District Lot 541, Plan 210
015-505-219	Lot 7, Block 122, District Lot 541, Plan 210
015-505-235	Lot 8, Block 122, District Lot 541, Plan 210
015-505-278	Lot 9, Block 122, District Lot 541, Plan 210
015-505-286	Lot 10, Block 122, District Lot 541, Plan 210
009-422-111	Lot 11, Block 122, District Lot 541, Plan 210
009-422-129	Lot 12, Block 122, District Lot 541, Plan 210
010-068-091	Lot A, Block 122, District Lot 541, Plan 8486

710 Pacific Street

Parcel Identifier	Legal Description
008-907-251	Lot D, Block 122, District Lot 541, Plan 12338

1429 Granville Street

Parcel Identifier	Legal Description
002-647-214	Lot H, Block 122, District Lot 541, Plan 20641

1410 Granville Street

Parcel Identifier	Legal Description
009-625-101	Lot 1, Block 123, District Lot 541, Plan 9597
009-625-119	Lots 2, Block 123, District Lot 541, Plan 9597
009-625-135	Lots 3, Block 123, District Lot 541, Plan 9597

2. Urban Design Panel (UDP)

The UDP review this application on two occasions:

- April 11, 2012 (supported)
- February 13, 2013 (supported)

UDP Minutes – April 11, 2012 (Support 14-1)

Introduction: Karen Hoese, Rezoning Planner, introduced the proposal for a rezoning application for a mixed-use development. On the Howe Street site, a 49-storey residential tower is planned with a 9-storey podium which will include rental housing, commercial uses and a childcare facility. On the Granville Street triangular sites there will be a commercial centre with buildings up to 6-storeys in height with both retail and office uses. She noted that

with the exception of the corner lot at Beach and Howe Streets, the application includes all the parcels bounded by Pacific Boulevard (to the north), Howe Street (to the west), Beach Avenue (to the south) and the Seymour Street off ramp (to the east).

Ms. Hoese described the context for the area noting that north of the site are two Downtown South neighbourhoods: Hornby Slopes and New Yaletown. These are high-density residential neighbourhoods with a limited amount of commercial uses. Between these two neighbourhoods is Granville Street which is an important retail, commercial and entertainment district in the city. She also mentioned that recent Council policy directs the removal of the Two Granville Loops, replaced by an extension of the city's grid.

Ms. Hoese stated that regarding the zoning of the existing parcels, which is BCPED and FCCDD, there is limited guidance with regard to the development of the sites and instead, development is informed by local area policies. She then described the policy for higher buildings noting that most recently in January 2011 the General Policy for Higher Buildings identified seven sites in the Downtown not impacted by view cones. The 1400 block of Howe Street as well as a site on the other side of the Granville Bridgehead are two of the potential sites for higher buildings. Ms. Hoese noted that the two towers, each approximately 425 feet high, are meant to mark the entry into the downtown from the Granville Bridge and to frame the Granville Bridge Gateway.

In order to earn the greater heights, the High Building Policy also requires architectural excellence and a high level of sustainable design. As well a higher building should "provide a lasting and meaningful public legacy to Vancouver". In addition to the sustainability requirements there are two further rezoning policies that apply. These include the Green Building Policy for Rezoning which requires the project to achieve LEED™ Gold. The other requirement is the Rezoning Policy for Greener Larger Sites.

Ms. Hoese also noted that through rezonings, City policy anticipates the provision of public benefits in the form of public amenities and services that are intended to meet the needs of new and existing residents.

Garry Papers, Development Planner, described the detailed program/uses of the proposal. He said staff feels the site has an extraordinary opportunity to create a whole new kind of place in the city. The way that such places are activated is with the building edges. He noted that some of the strengths of the proposal are how the streets come into the site from the revised Granville Loops. There is consolidated parking and loading along with retail uses at grade. The landscape plans support the Great Street approach along Pacific Boulevard with three rows of continuous trees and a parking pull-out that allows for a dedicated bikeway. Two courtyard "plazas" are situated about fifteen feet above the Pacific Boulevard sidewalk accessed via a flight of stairs. The approach to the public realm is to treat it as a shared, flexible space using paving rather than the traditional black asphalt, curbs and sidewalks, which provides an opportunity for diverse uses such as weekend markets and special community events.

Mr. Papers noted that staff are generally supportive of the massing and approach for the podiums, especially the tall, sixteen foot high retail. The ground floor treatment is proposed to be flush glazing with different patterns and textures. He said that staff are concerned that the flush treatment lacks pedestrian scale, interest and doesn't show any weather protection.

The applicant has proposed two demountable metal bridges that tie the existing bridge sidewalks into the building forms. Staff find these exciting and would like to recommend that there be additional ones to tie into the elevated walkways that animate the plazas. This would allow pedestrians who are moving along the bridge to activate the plazas from above and traverse down through the buildings to grade, and to the water.

Mr. Papers noted that the rental portion of the project has two floors above the bridge level at the southeast corner. Regarding the tower, staff support the architectural treatment and the approach to the balconies. However, when seen from the west the tower itself has a broad frontage (135 feet) that is very visible from the Burrard Gateway and casts strong shadows in the late afternoon across Granville Street. The shadow length is not a concern as it does not reach the critical commercial of Davie Street. However the width of the shadow as it tracks across Pacific Boulevard and Granville Street in the late afternoon is a concern, and the width exceeds the 80-100 foot maximum tower faces found in the context.

He said that staff is not concerned with the numerical height of the 493 foot tower, but with the top-heavy proportionality, the shadow impact of the broad face and the overall composition of the form on the city skyline. He added that most of the renderings show the 493 foot proposal but felt it was important to reference it back to the 425 foot datum in policy. He also described the context for the area noting the other towers in the area. Mr. Papers said that staff are excited about the curved form of the tower and that it would be a distinctive building but it is all about how it is composed and how the shadowing is addressed. As well it is important how the tower contributes to the city's skyline, especially when viewed from the south, coming over the gateway Granville Bridge.

- 4) Advice from the Panel on this application is sougon the following:
 - 1) Public Realm:
 - Are the two elevated "plazas" connected well enough to the street's public realm?
 - Is the ground plane/streetscape treatment suitable for the site and adjacent uses?
 - Are the demountable bridge connectors valuable to incorporate?
 - 2) Podiums and Base:
 - Does the flush glass treatment around the two triangular podiums provide adequate pedestrian scale, interest and weather protection?
 - Does the west base of the tower require scale transition at the grade?
 - 3) Tower:
 - Is the 135 feet/41 meters west tower façade too long, and is the upper floorplate size (11,800 gross square feet/1104 square meters) acceptable?
 - Does the proposed architectural excellence and sustainable performance meet the criteria to earn the height to 425 feet/130 meters?
 - Further, is the proposed height of 493 feet/150 meters supportable, as per the Higher Building Policies and criteria, and does it make "a significant contribution to the beauty and the visual power of the city's skyline"?

City staff took questions from the Panel.

Applicant's Introductory Comments: James Cheng, Architect, gave some background on the proposal. He said that he attended a lecture at the Urban Land Institute where Bjarke Ingles

was speaking and was so impressed with his work that he went to the developer to get him involved in the project. The reason he wanted Mr. Ingles involved was due to the uniqueness of the site that required a unique response. He thought that having an architect that wasn't local would allow for an opportunity to look at ourselves in a different way. Mr. Cheng added that the site will create a unique moment in Vancouver as we evolve as a city. It is one of the most livable cities, but we have been criticized for our conservative architecture and we have become a little boring. There are lots of things we have done well but there are also lots of ways to evolve. Mr. Cheng added that he hoped the Panel would look at the building as not just another one in the city but as an opportunity to contribute to the dialogue around urban design and architecture in the city.

Bjarke Ingles, Architect, did a power point presentation and described some of the highlights of their proposal. He noted that Vancouver is known for being a liveable city and he said he was excited to work on the site. In designing the project they wanted to be able to have a new evolution of the urban podium turning into an "urban village". They wanted the tower to be shaped by the city surrounding it and by having two towers flanking the bridge that would create a gateway. One of the things that really drives the real estate quality has to do with the views, so the higher you go the more desirable the units. Because the site is located next to the May and Lorne Brown Park they didn't want to cast shadows during the majority of the day.

Mr. Ingles noted that there were some setback requirements from the streetscape and from the bridge ramps. There is also a 30 meter setback requirement from all the elevated lanes that needs to be respected; this generated the triangular forms. With all this there is very little useable space left.

He noted that as you come across the bridge, the design of the building is almost like pulling a curtain aside. The building changes character as you approach from the different sides and with the texture of the façade and the play of light and shadow during the different hours of the day will result in the building having a lively presence in the urban skyline. The transition up the building is so gradual that the cantilever on each floor is rarely more than a foot or two so the basic idea is to 'walk the column' over on each floor. As you move up in the building the number of units is increased. The balconies on the east and west façade will help with energy performance to optimize all the passive attributes of the building. The main idea is to have a natural ventilation system so that in the winter the building will benefit from passive solar heat gain and in the summer internal blinds and bottom and top ventilation would allow for a natural cooling.

Mr. Ingles said that they looked at various materials and would like to stay within the colour palette of the city and use a native material. One material they are looking at is zinc that is mined in the province. The liner of the balconies could have a warmer material such as stainless steel that has a ceramic treatment.

Mr. Ingles said there was an opportunity to create a desirable neighbourhood under the bridge. The three plazas were designed to be human scale and protected from the busy streets around them. The corners will be open to create a moment for pedestrians as they pass by. Office space will occupy the upper floors with retail and restaurants on the lower floors. They wanted to have a quiet interface with the public realm with store fronts that will allow people to look inside.

The whole pedestrian realm has a series of bicycle paths alongside pedestrian and vehicle traffic. They looked at the traffic regarding access for parking and loading. There is street parking under the bridge that could be converted for special events. Considering the weather in the city they thought that having a covered area could be exciting for different events from a beer garden to weekend markets. Lighting under the bridge could enliven the area and in the evening restaurants could spill out into the area. There could be a permanent climbing wall or there could be an art installation. He added that there are lots of opportunities to make the area exciting and useable.

Mr. Ingles noted that the sustainability strategy includes achieving LEED™ Gold for the building and to achieve LEED™ Platinum for the neighbourhood as a whole.

He said that the team believes the site has some unique opportunities because of the significance of its location. It is capturing a place that is completely underutilized as an urban space and could become a lively neighbourhood in Vancouver. Since it dodges the view cones it is a space where there is an opportunity to explore going higher and as well create a local place for people. He said they did study lower heights for the building but felt that the building would benefit from going higher and would result in a benchmark project when entering the downtown.

Peter Joyce, spoke about the transportation plan noting that they have been working closely with Engineering to advance the ideas and to explore some new ones. They have completed a transportation rationale for the project. They support the one-way flows on the new diagonal streets, especially to clarify the loading maneuvering.

Kelty McKinnon, Landscape Architect, described the landscape strategy noting that it is for maximum flexibility to accommodate a diverse range of urban scenarios. In terms of plantings, it is a pared down landscape palette with street trees that enhance specific streetscape guidelines. She described the plantings noting the sedum carpet on the roofs. The material palette for paving is monolithic and robust using wide concrete pavers covered with crushed granite aggregate. The plazas will have granite interspersed with grasses. As well there is a lighting strategy for under the bridge that will play off the dynamic cathedral like characteristics of being in that space.

Vladimir Mikler, Engineer, noted that in terms of sustainability the project is not only meeting but exceeding the requirements of the Higher Building Policy and Green Building Policy. In particular with respect to the siting the project features redevelopment of the infill site, proximity to transportation, public amenities and proximity to jobs. Most importantly the big focus is on the energy performance. They have been engaged in a preliminary energy analysis, have set up a complex model and have worked on numerous scenarios of various passive design options. They are considering a combination of passive ventilation to provide fresh air as well as heat recovery ventilation for each suite. In terms of heating and cooling, they are considering a hydronic based system that can provide adequate thermal comfort with the lowest possible supply of water temperature. As part of the Green Building Policy they are currently undergoing a feasibility study for district energy based on low carbon energy sources. The preliminary results are exciting with some unique opportunities available and some exciting city infrastructure that would dovetail with what they are trying to do and significantly exceed the energy performance targets they are trying to achieve.

Bruce Haden, Architect, mentioned that there is a provision of rental housing on the site in the southern-most building. In terms of the exact mix and type of housing there is still some planning to do from a financial perspective but is an important contribution to the social portion of the project. They have tried to get the right mix of retail tenants since the area is under-served in terms of basic amenities. He noted that in Vancouver some of the downtown towers are mediocre however the public realm seems to have a high level of urbanism with strong support for jogging, walking and biking. There is a lack of creative urban spaces and the space under the bridge would be used in ways that we can't imagine at the moment.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- The 493 foot tower height improves the slenderness of the tower but further study is needed to improve proportions, possibly by reducing the size of the top plates;
- There seems to be a lack of light in the plazas and the spaces need to be made useful. Study podiums to reduce shade on adjacent streets;
- Look for further opportunities for the area under the bridge and more importantly look at the programming of that space and funding that might be required for programs and maintenance beyond typical City levels;
- Look at the ceiling under the bridge for lighting and other enhancements;
- Increase connectivity to the streets from the bridge and the neighbourhood to reinforce the circulation;
- The elevated sidewalk ramps have potential retail challenges. Review how to activate the spaces below;
- Push the project above and beyond with the sustainability strategy and enhance the energy performance as well as the role of the landscape with respect to sustainable design;
- Improve rental housing and the proximity to the bridge structures and the interface with the tower;
- Improve solar control on the southwest façade with respect to how the building is expressed. Deep boxes here might contribute to great solar shading rather than on the other facades;
- Broad face to the west needs to be further studied, for shadow and scale impacts;
- Daycare seems to be in the worst place possible.

Related Commentary: The Panel supported the proposal and didn't have any issues with the height, density and massing, although the density is pushing the bulk to the limit.

- One of the strongest architectural ideas is the purity and simplicity of the tower along with its sculptural quality, but this requires exceptional detailing;
- The form and expression of the tower is compelling but could use some enhancement at the top to celebrate the building. Consider a two level screen (as shown in some drawings);
- Resolve the bluntness at the top of the tower. Consider curving back in;

- Very vigorous interruption of the rectilinear grid and a departure from what has been seen in the past;
- The westerly tower recognizes the merging of the traffic while the east podium rises to divide the traffic which is appropriate for the project;
- The building hinders light from getting under the bridge and that space will require infrastructure, lighting and acoustics;
- Programming under the bridge is important but it should also work when there isn't any programming. What would happen if the space was never programmed;
- A good place to have an art installation would be under the bridge;
- The steps up to the "plaza" spaces could be wider to open up the space and be more welcoming;
- Challenge in terms of placement of the tower next to the rental building and issues of privacy. The rental building is going to be exposed to a lot of noise as well;
- Rental housing should have the same quality as market housing;
- The building form is supportable but a little weak in the sustainability strategy and needs to be stronger on the southwest façade in particular. Something needs to be done in terms of improving the solar gain along with a more energy efficient design. As well, the targets could be higher and should include urban agriculture;
- How is the project advancing leadership in green design? Needs some social sustainability in the project. Overhangs and balconies will wofaçadet on the south facade;
- Encourage a sustainability strategy for the office portion because the initial investment will be recovered;
- The office building floor plate is small when divided into three components and may be more viable without the plazas or shift the plazas to the edges;
- There is a level of discomfort at the street level at the office and retail podiums;
- The plazas feel more like a private space than a public one and will be noisy due to the traffic on the bridge. Will probably be used more by the office workers than the public;
- Would bring the plazas nearer the roof level for more sun exposure;
- Support for the green roofs. Consider making them more useable, by tenants and/or public;
- Need to resolve how the building touches the ground on the west side;
- There is an opportunity to turn a nasty place that is the current public realm into something that is highly active and important to the city;
- The retail that is adjacent to the tower on Howe Street should be removed as it sits in the middle of nowhere. Should become part of the residential building and could be used as amenity space;
- There was support for the glazing coming down to grade in the retail component;
- Retail requires some weather protection especially at the entrances;
- The term "gateway" is appropriate for the site as it has a contextual reference that will differentiate itself from other buildings in the area;
- Perhaps what is needed is to find a direct route from Granville Street down to the water as this could be an important route to the water;
- The landscaping seems timid and a little thin.

Applicant's Response: Mr. Gillespie thought that a lot of comments the Panel had were ones the team had already discussed. He said that it is still early in the process and they have a long way to go. Big projects like this one take years to design. They would like to be able to

buy the corner site to finish off the project but even with it the tower location wouldn't change.

Mr. Ingles said he was excited by the Panel's comments and agreed with a lot of the commentary. He noted that originally the plaza areas were rectangular but were changed as a way to bring more direct sunlight into the area. He added that they are intended to be semi-public, more like a garden oasis. He said they need to be consistent with the spirit of the architecture and thought the Howe Street façade could be more beautiful if it was a tiny bit taller. As well they are looking at the relationship with the tower on the other side of the street and are trying to not cast any shadows on the park. He added that trading a little bit of length for height could create a nicer proportion to the tower.

Mr. Haden said that they haven't had any real conversation with Engineering staff regarding the underside of the bridge. He added that there are some technical issues but so far Engineering staff has been positive about the streetscape design. He agreed that there were some issues regarding programming the area noting that some things they do will cost money but there could also be things that will make money. He noted that the rental building was a bit of a placeholder at the moment and still needed some work. Also he thought that the bridge needed to be more pedestrian friendly so people will use it. Mr. Haden said that they need to have more conversations around the plazas but thought they could be a place that people discover but was willing to look at other ways to design the space.

Mr. Mikler thought the Panel had some good comments. He added that they want to significantly shift the sustainable nature of buildings in the city and he thought they could go further with the project. They are just at the beginning of the process but he thought they could get a better performance with the building design.

UDP Minutes – February 13, 2013 (Support 10-0)

Introduction: Anita Molaro, Development Planner, introduced the proposal for a mixed-use development that was reviewed by the Panel last year. Ms. Molaro stated that the Panel supported the previous version with a number of comments for further design development. In addition to the rezoning policies for green buildings, there are two specific policies applicable to this proposal: Higher Building Policy and the Under the Granville Bridge Policy. The Higher Building Policy has several criteria for earning the additional height:

- That the buildings must establish a significant and recognizable new benchmark for architectural creativity and excellence, while making significant contribution to the beauty and visual power of the city's skyline.
- The building must significantly demonstrate leadership and advances in sustainable design and energy and advance the city's objective for carbon neutrality - achieving a 40- 50 per cent reduction in energy consumption from 2010 levels.
- In addition to community benefits the development should provide on-site open space that represents a significant contribution to the down network of green and plaza space.

The Under the Granville Bridge Policy's criteria: Looks to develop a 'local serving' shopping area, with a grocery store and retail and office uses in addition a high level of quality in the design of both the public realm and building architecture.

Ms. Molaro stated that under the High Building Policy the site was identified for a 425 foot high tower, however, when the Panel saw the proposal last year a number of different tower heights were presented and a tower height of 493 feet was endorsed at that time as the preferred tower height. Further work was needed as well to improve the building's overall proportions.

The application has been revised with a 496 foot tower along with modification to the proportions of the overall tower including a reduction in the upper tower floor plate. Advice from the Panel on this application is sought on the following:

Tower Refinements:

- Height (increased from 493 to 497 feet)
- Proportion
 - Uppermost floorplate reduced from 11,800 square feet to 11,625 square feet
 - Overall dimensions of reduced from 135 feet by 100 feet to 129.5 feet by 100 feet
- Balconies added to the southwest façade
- Overlap with Pomaria building reduced from 27 feet 10 inches to 22 feet 7 inches

Podium Buildings Refinements:

- Overall massing strategy - street views
- Light access to the street level public realm
- Elevated courtyards
- Interface of the rental building with the bridge structure and tower
- Provision of a local serving shopping area (grocery store, retail and office uses)
- Public realm refinements:
- Interface of the ground plane with the adjacent retail including approach to provide
- level spaces for active uses
- Connectivity of the bridges through the elevated courtyards with the streets
- Treatments to the underside of the bridge
- Landscape treatments
- Sustainability Revisions:
- LEEDTM Gold and sustainability targets have been increased

Does the proposal continue to satisfy the High Building Policy criteria:

- For architectural excellence and significant contribution to the skyline?
- Demonstrate leadership and advances in sustainable design and energy consumption?
- For the provision on-site open space that represents a significant contribution of the
- downtown network of green and plaza space?
- Inclusion of activities and uses of community significance?
- Minimization of adverse shadowing and view impacts on the public realm.

Ms. Hoese and Ms. Molaro took questions from the Panel.

Applicant's Introductory Comments: Thomas Christoffersen, Architect, further described the proposal noting that they have played with the proportions on the tower. They have added a little bit of width in the east/west direction and reduced the floor plate in the north/south direction. It is now a slimmer tower but keeps the same density and roughly the same height.

This will reduce the overlap between the neighbouring building by approximately five feet. As well balconies have been added to the south façade to improve the solar shading. Mr. Christoffersen mentioned that the podium adjacent to the tower now has a roof tilted towards the west. He explained that they want to cantilever a portion of the building over the lane to maintain the triangular volume of the building. It is a public lane that allows access to the site south of the tower. The roof planes of all the podium buildings have been improved by exposing the green roofs and gardens. The façade facing Granville Street has been tilted with access to the retail along this street front. The inner courtyard has been raised both under the tower but also the courtyard between the podiums to allow for more sunlight. The daycare will not be included in this development, so the program has changed and another level of retail has been added. As well, the gym has been made bigger and an outdoor pool has been added.

Mr. Christoffersen described the architecture and stated that they have changed the modulation of the tower somewhat. The southwest corner is resolved in the same manner as the southeast corner to create a bit of symmetry on the south façade. The façade of the podium buildings takes on some of the characteristics of the tower. The podiums have different natures and different uses. Bruce Haden, Architect, stated that they are further along in the design than is normal for a rezoning. Largely this is a design development issue with fairly important massing shifts mostly at the podium level. The integrity of tower from a structural perspective has been important to enhance. Ian Gillespie, Developer, noted that there has been a lot of effort in getting the programming right for the project. He added that the success of this development will be measured by how successful the retail is for the neighbourhood.

Vladimir Mikler, Engineer, briefly described the sustainability strategy noting that the project will target LEED™ Platinum certification.

Chris Phillips, Landscape Architect, described the landscaping plans. He noted there are a number of challenges including the seven per cent slope in the public realm. They have explored a number of options for the public realm particularly around the slope. There were four options that they explored. First the option is to maintain the seven per cent slope as a sloped street and a plaza condition. The second option was to introduce benching or terracing that could occupy the edge of the space. Another option is to take a large series of terraces coming down the centre of Granville Street with a central drive court. This sets up a series of level benches. They also looked at closing off the area to traffic which won't work as there needs to be functioning traffic through the area. Mr. Phillips said they feel the complete street from Pacific Boulevard to the water should be considered as one special project. He said they also feel this is a special street as it is about both vehicles and pedestrians, and could be closed for special events. The streetscape needs to have a strong identity with special lighting, furniture and consideration for the transformative nature of public art. He added that they have decided to keep the existing slope and feel it will be a great place for special events.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to improve the public realm;
- Consider adding weather protection to the edge of the buildings;

- Consider design development to improve the top of the tower.

Related Commentary: The Panel supported the proposal and thought the project was still satisfying the High Building Policy. The Panel supported the tower and thought it was a promising venture, but had some concerns with the public realm. One Panel member mentioned that there needed to be design control over the ground floor especially under the bridge. The Panel didn't have any issues with the cantilevered portion over the lane and the two way circulation.

Although the Panel didn't have any concerns with respect to the seven percent slope, they did note that there was a challenge with it in the public realm. One Panel member noted that the key to making the slope work was how much control was accomplished in treating the surfaces. As well, it was suggested that a complete surface be continued down to the water. Another Panel member thought it was important that those spaces were accessible to the disabled.

Most of the Panel thought the slope on the roof of the buildings in the courtyard was better as they set a green foil against the tower. As well, they thought the layout of the courtyards was much improved especially the canting of the facades on either side of the bridge to let in more light. They also liked the carved balconies on the podium pieces. One Panel member noted that on the west side there is only one carved piece and it loses its relationship to the tower. Another Panel member thought one of the courtyards could open up more into the public realm to make it more accessible. The Panel noted that the bridge made for natural weather protection in protecting the parking areas, but there needed to be some weather protection up against the building for pedestrians.

Several Panel members thought the top of the tower was unresolved and needed more to create a distinctive terminus in the skyline. The Panel supported the landscape plans with one Panel member suggesting there could be more greenery on the edges of the site. The Panel supported the sustainability strategy and hoped a district energy facility would be approved.

Applicant's Response: Mr. Gillespie thanked the Panel for their comments. He added that it was nice to get some positive input especially around some issues that they have been struggling with for months.

3. Public Consultation Summary

A rezoning information sign was installed on the site on 23 March, 2012. Two community open houses were held:

- the first open house was on April 4, 2012, in response to the original rezoning application dated January 31, 2012; and
- the second open house was on February 27, 2013, in response to a revised rezoning application dated December 17, 2012.

Surrounding residents and property owners were notified of the application and the two open houses by mail. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Rezoning Application (January 31, 2012):

April 4, 2012 Community Open House: A community open house was held from 5-8pm on 4 April 2012, at the Executive Hotel (9th floor), 1379 Howe Street. A notice of rezoning application and an invitation to the community open house was mailed to 5,010 surrounding property owners and 6,700 occupants via unaddressed admail on 16 March 2012. Staff, the applicant team, and a total of approximately 386 people attended the Open House.

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

- In response to the 4 April 2012 open house, a total of 116 comment sheets were submitted from individuals. Below is a summary of feedback regarding the various components of the proposal:

Support	Yes	No	Unsure/Maybe
1. Do you support the form of redevelopment proposed by the applicant?	44 (38%)	43 (37%)	29 (25%)
2. Do you feel the applicant's proposal meets the objectives for this neighbourhood commercial centre?	57 (49%)	19 (16%)	40 (35%)

- A total of 51 letters, e-mails, and online comment forms were submitted from individuals (approximately 41 per cent in favour/45 per cent opposed/7 per cent unsure or unspecified).

Revised Rezoning Application (dated December 17, 2012):

February 27, 2013 Community Open House: A community open house was held from 4-7pm on February 27, 2013, at UBC Robson Square. A notice of rezoning application was mailed to 5,272 surrounding property owners and 5,652 occupants via unaddressed admail on 7 February 2013. Staff, the applicant team, and a total of approximately 403 people attended the Open House.

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

- In response to the 27 February 2013 open house, a total of 51 comment sheets were submitted from individuals. Below is a summary of feedback regarding the various components of the proposal:

Support	Yes	No	Unsure/Unspecified
3. Do you support the form of redevelopment proposed by the applicant?	36 (71%)	7 (14%)	8 (16%)
4. Do you feel the applicant's proposal meets the objectives for this neighbourhood commercial centre?	29 (57%)	3 (6%)	19 (37%)

- During this period a total of 15 letters, e-mails, and online comment forms were submitted from individuals (approximately 53 per cent in favour/33 percent opposed/13 per cent unsure or unspecified).

Comments in support of the application:

AREA REVITALIZATION

There was general support for the project voiced in comments, citing excitement over changes proposed under the bridge and the transformational effect the proposal could have on the area. Many wrote about hopes of revitalizing the bridge area, and support for the mixed-use development. Some comments indicated a desire for 24-hour activity, an active pedestrian corridor, and a neighbourhood commercial hub emerging from the proposal.

GROUND/STREET LEVEL

There was broad support for more commercial space including retail options and grocery stores in the area. Several comments showed excitement over the activation of the ground level and potential to make it a destination point animating a vacant area. There were suggestions to allow for greater customization within CRUs, and for ground activation, including more arts/cultural or office, support for the open space concept, and an idea to house a neon sign museum.

DESIGN & HEIGHT

There was broad support for the design, with many calling it "innovative" and noted the "iconic" potential and elegance of the proposal, a relief about architectural variety in the City, and the use of the site. It was thought that the unique design earns the added height and felt it a good addition to the skyline. There was also support of the green features.

Additional Comments:

- Projects like this help provide affordable housing.
- Building shape protects private views.
- Elevator and/or stairs should connect with bridge from below.

Comments indicating concern about the application:

HEIGHT & DENSITY

Many commenters found the building too tall, too dense, that it has too many residential units, and is out of scale with the area. It was also commented that the building should be nearer to the CBD. A preference for density on the Granville side, not along Howe, was noted.

A few thought building would negatively affect the skyline. There were a few commenters concerned about lost views resulting from the proposal and about potential shadowing and loss of sunlight. Some found the podium too tall and thought that the industrial heritage should be reflected. Concern was expressed over long walls forming barriers and a desire for more design variety was noted. Some thought the “razor blade” of the low-rise should be softened.

PARKING & TRAFFIC

Significant concerns expressed about increasing neighbourhood traffic, particularly along Beach and Hornby Streets. Traffic worries centered on construction impacts if proposal is built, traffic volumes after completion, and a feeling that the area is already too congested. Many wrote questioning the ability for the area to handle increased traffic, and noted that Beach is overburdened, and that Howe ought to be two-way, and that Howe Street merited traffic calming. There were also concerns over inadequate parking, for both residents and visitors to the area, with others feeling parking was oversupplied in the proposal. Some felt that cycling and car-share should be provided instead of vehicles and that more could happen on Granville Bridge for pedestrians and cyclists.

DESIGN

Some commenters felt that a more “conventional” design would spare the city this “architectural blot” or “eyesore”, that the plan is “overzealous” and would ruin the relaxed atmosphere of the area, and that it ought to be more in accord with the “chaos” of Granville Island nearby. Another found the tower ‘unsettling’ and a further noted the height over the bridge deck. Some felt the sharp edges of the low-rise buildings unpleasant and that the adjacent parcel ought to be vacant or low-rise. There was a concern that the edge on Howe Street could lead to a cold, wind-tunnel effect. A desire for more green technology was expressed.

COMMERCIAL & MIXED USE

Several felt that commercial space was not needed in the area. Another comment was that the building should be only residential. Some wanted the commercial component to better reflect a variety of people/uses.

PUBLIC BENEFITS & SOCIAL INFRASTRUCTURE

Several comments suggested that public contributions including: more public green space, a community centre, a branch library, a childcare, a dog park, live/work spaces, a viewpoint on the building, and a developer fund for community events. There were also concerns about the ability of existing social infrastructure to service the proposed increase in residents, particularly pointing to school capacity, social services, and childcare facilities.

NOISE

There was concern that the activation of areas proposed would create too much noise in the neighborhood, with one suggestion to reduce noise through a reduction in street parking spaces.

Additional Comments:

- Conflicts with the dome-shaped skyline policy and Bridgehead Guidelines
- Seems to be no overarching plan for the area.
- The consultation process was poor and long-time residents weren’t consulted.

- Alleged violation of the Bridgehead Guidelines.
- Loss of industrial heritage buildings a shame.
- Fears of crime resulting from increased population.
- Concerns over nighttime noise and drunkenness and reduction in safety.
- The ramps could be better utilized.
- Concern that proposal's iconic nature may raise local property values.
- Transfer density is not supported.
- Wrong site for this project.
- Need for more subsidized housing units and rental units.
- Traffic flow assumptions presented were "completely false".

Comments from those either **unsure** or **unspecified** held the following concerns:

- Question about the pedestrian connections to the bridge.
- Question about how much green space would be open to the public.
- Question about future plans for the small adjoining parcel.
- Question of whether rental housing counts as part of affordable housing.
- Question about how soil contamination/remediation would be handled.
- Concern over lost park space.
- Unclear when higher buildings were allowed/change of policy was implemented.
- Consider bringing in a feng shui consultant
- While a "gateway", it should be remembered that it is a neighbourhood project too.
- Preference for a 100 per cent smoke-free building.
- Eastern gateway site should coordinate design with this proposal.
- Incorporate more arts and culture within the project.
- Desire for everyday stores, not merely high-end retail and support for more retail options.
- More information on traffic impacts should be provided.

* * * *

1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street,
and 1410 Granville Street
FORM OF DEVELOPMENT



Figure 1: Rendering – Heading north on the Granville Bridge towards Downtown Vancouver



Figure 2: Rendering – View looking south from Pacific Street and Howe Street



Figure 3: Rendering – View looking east from Howe Street and Beach Avenue



Figure 4: Rendering – View looking west from Pacific Street and Seymour Street



Figure 5: Rendering – View looking north from Beach Avenue and Granville Street



Figure 6: Rendering – View looking south from Pacific Street and Howe Street

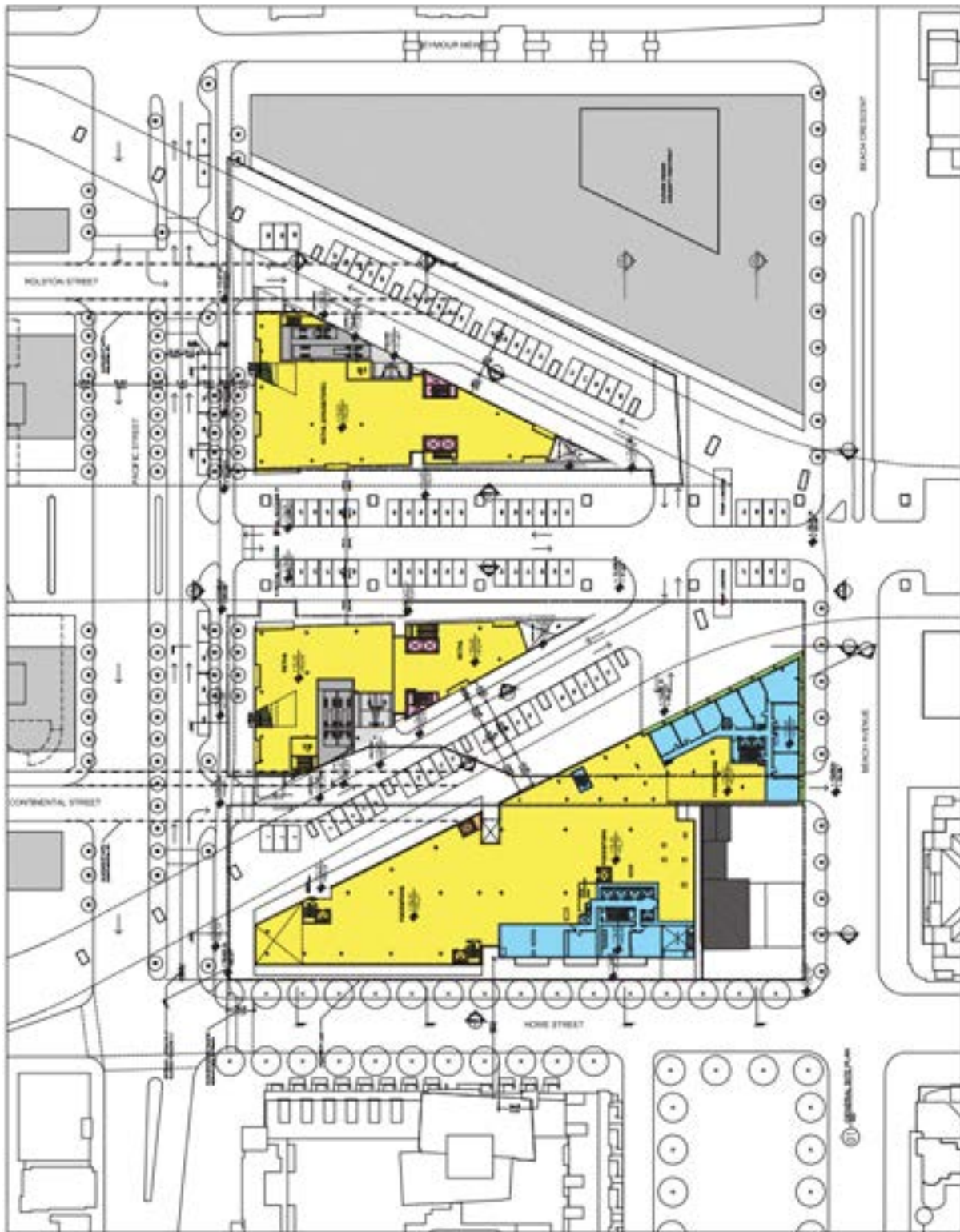


Figure 7: General Site Plan

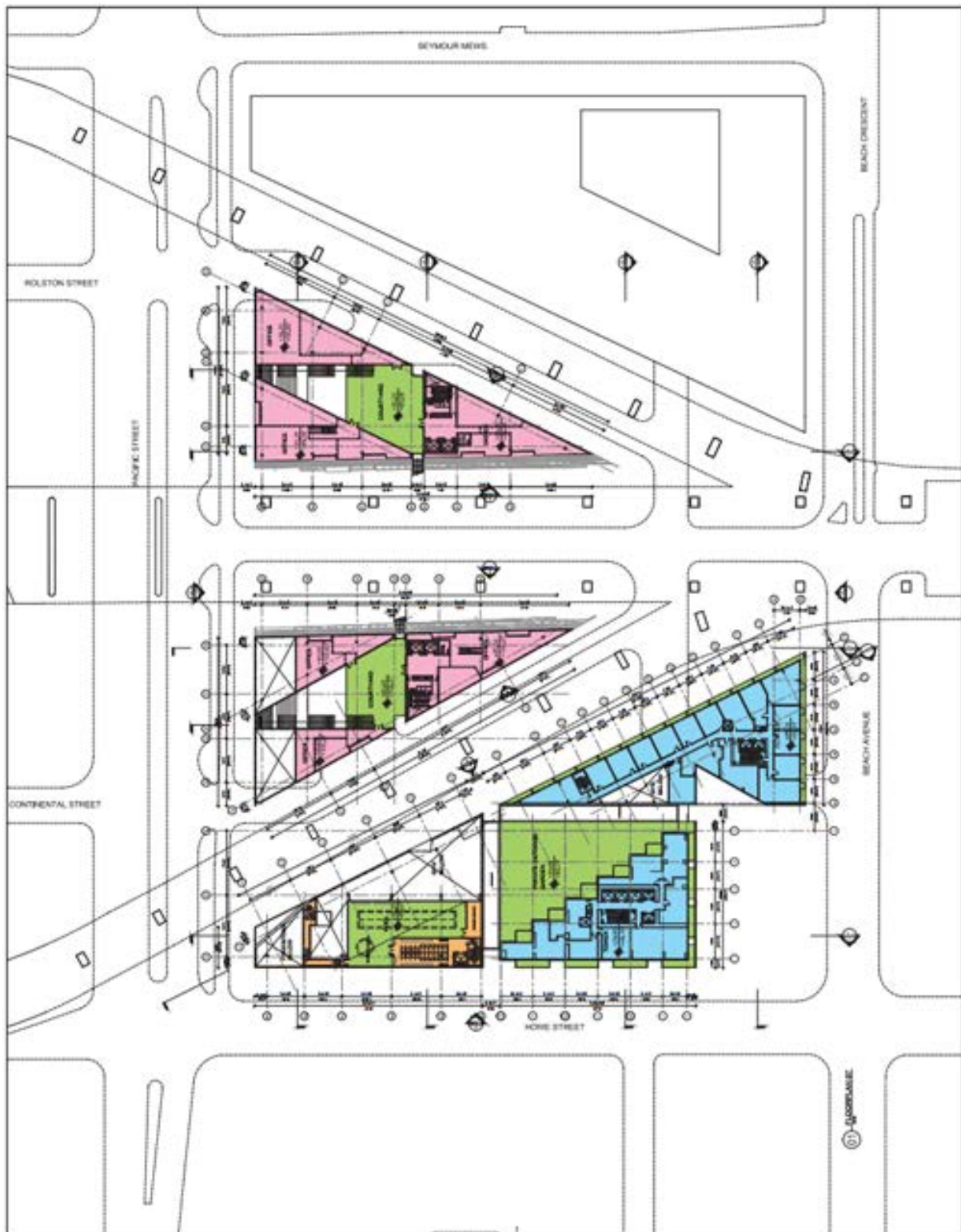


Figure 8: Floor Plan 07

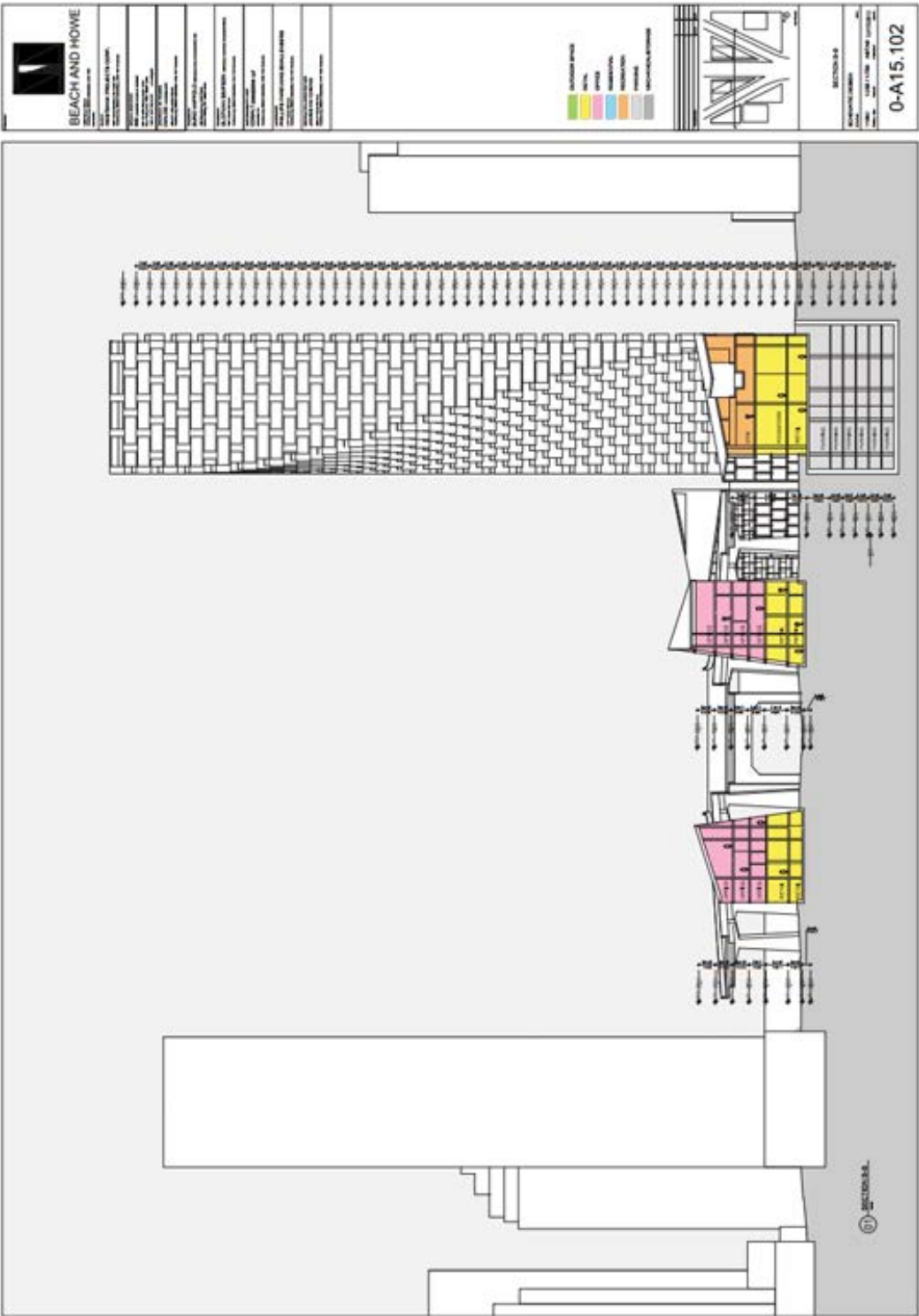


Figure 9: Sectional view looking south

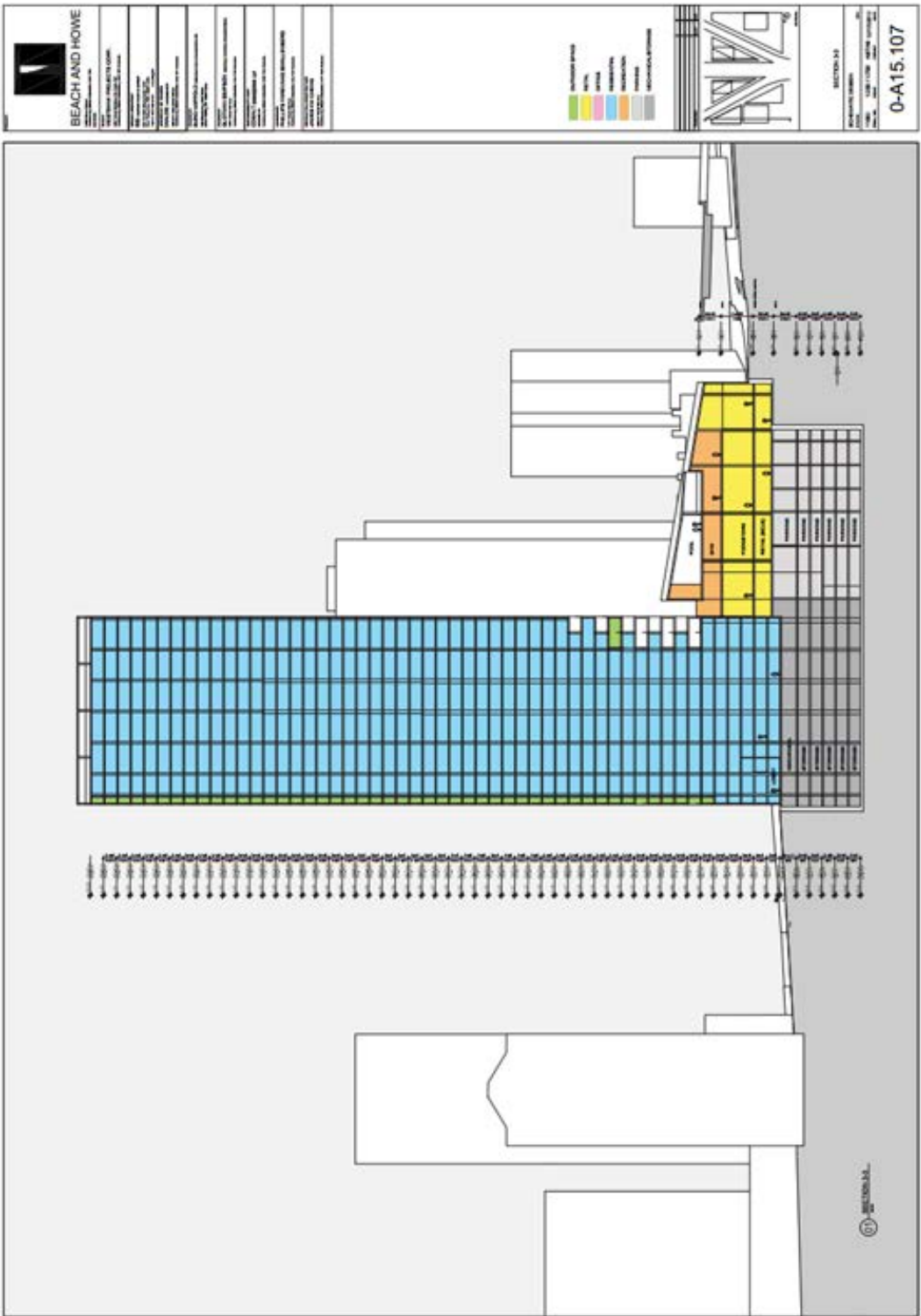


Figure 10: Sectional view of tower looking west

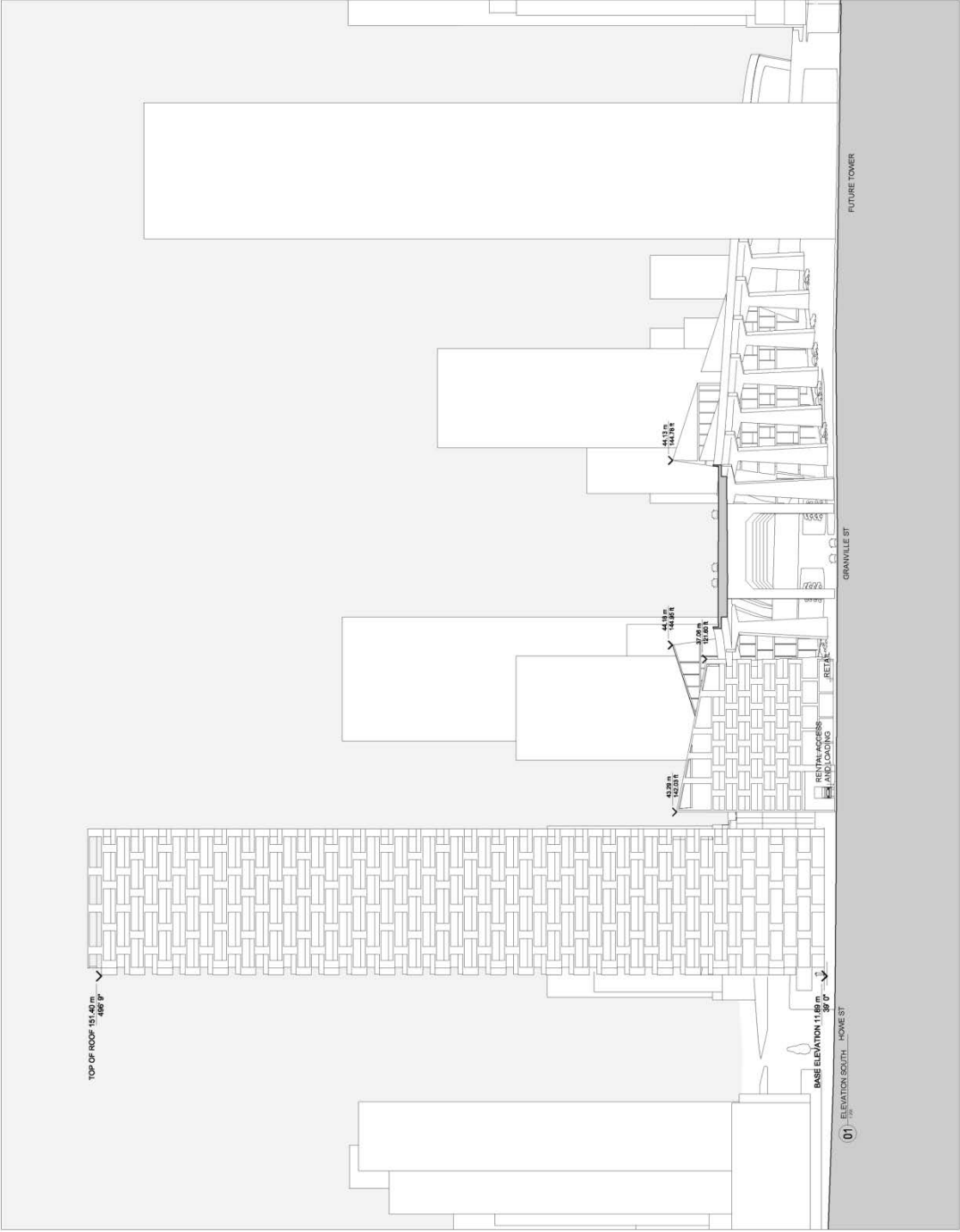


Figure 11: South Elevation

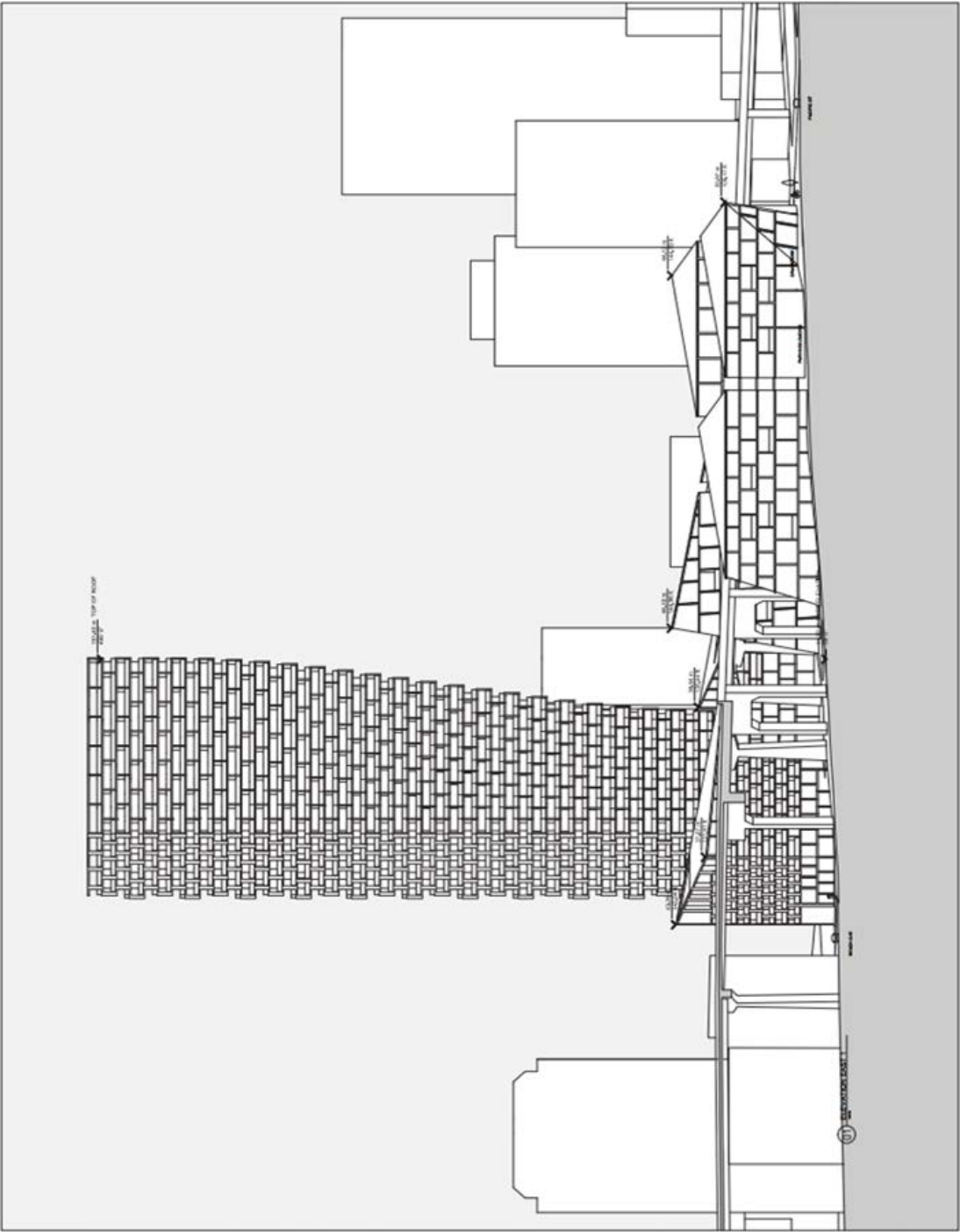


Figure 12: East Elevation

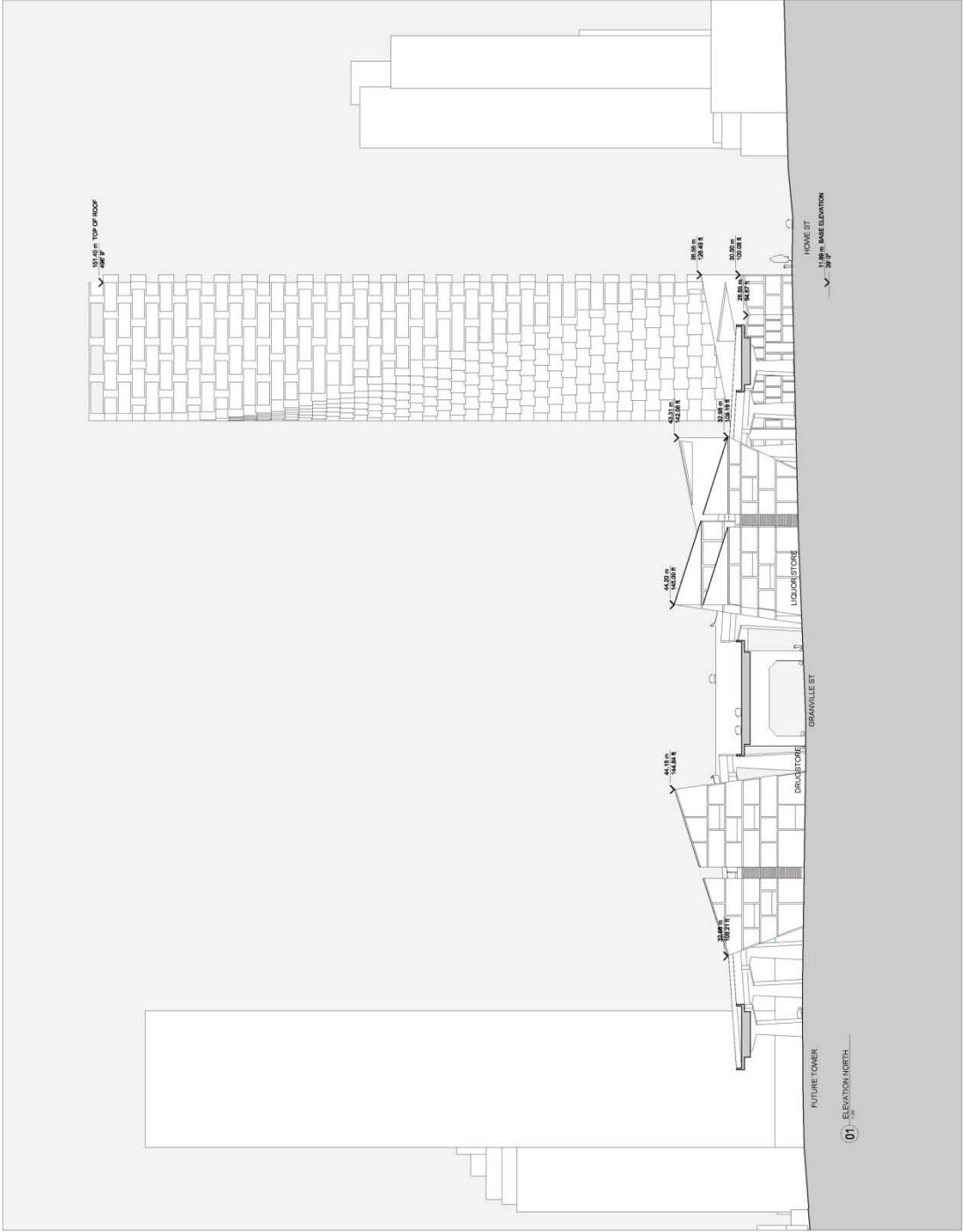


Figure 13: North Elevation

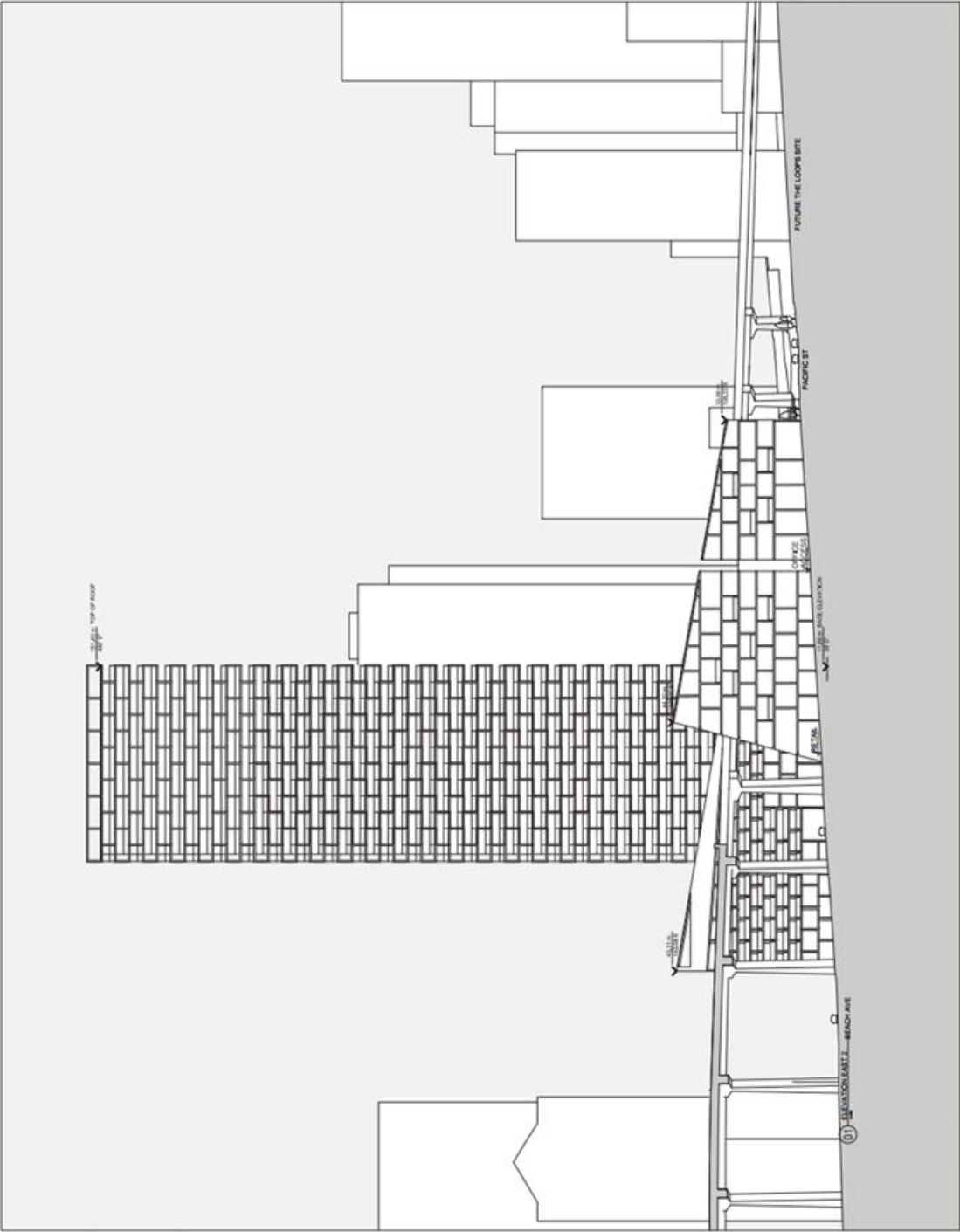


Figure 14: West Elevation



Figure 15: Typical tower floor plan (lower levels)

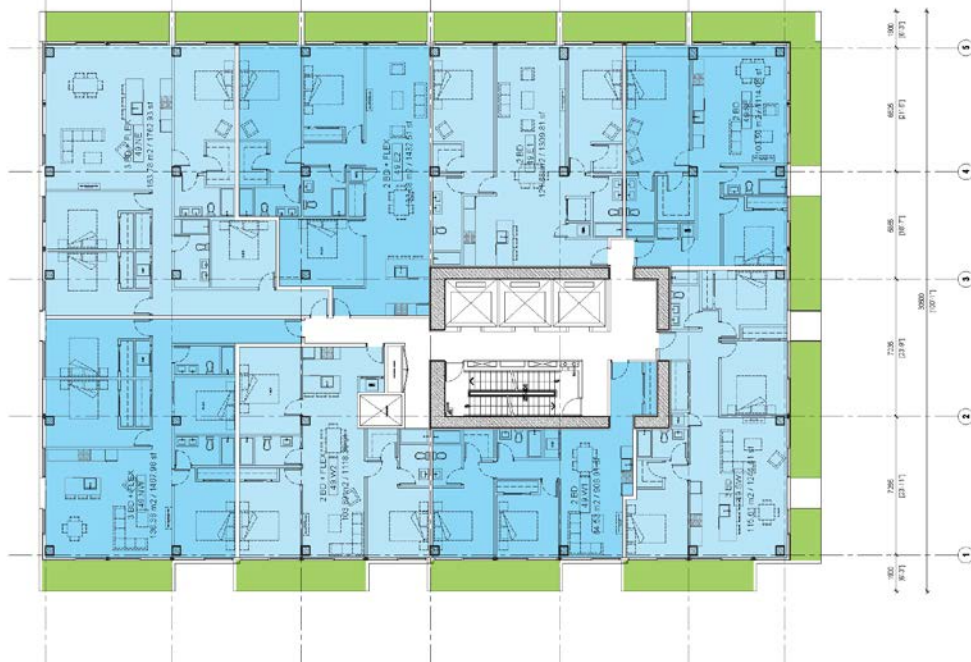


Figure 16: Typical tower floor plan (upper levels)

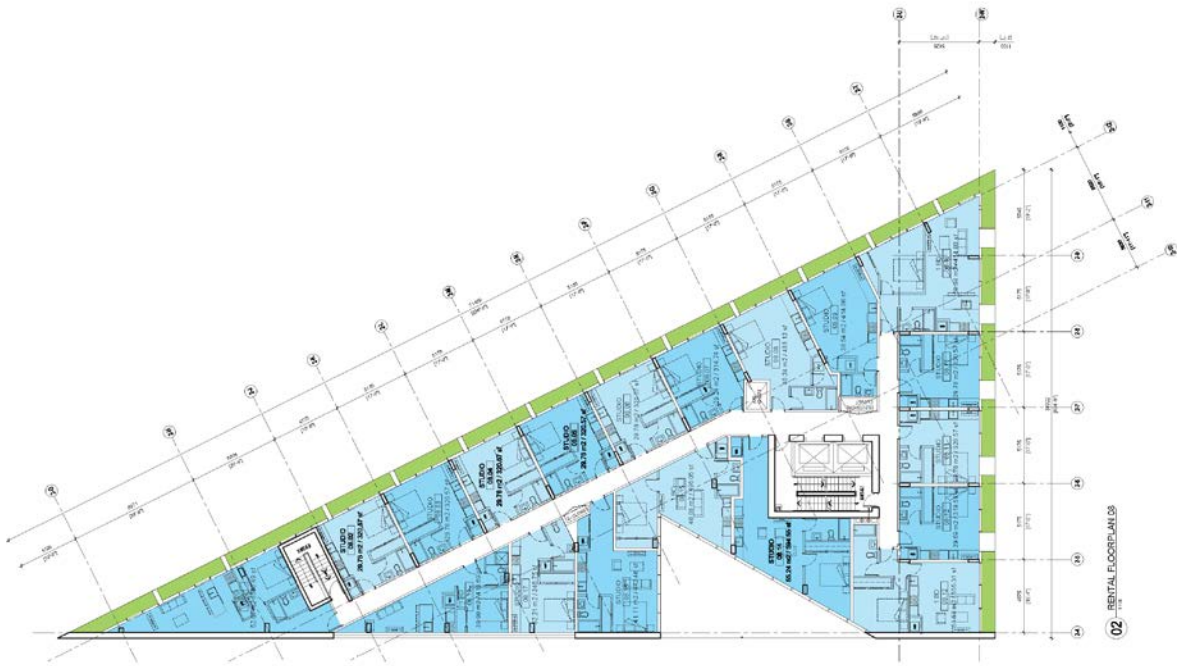


Figure 17: Typical floor plan of rental housing in podium

**1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street,
and 1410 Granville Street
PUBLIC BENEFITS SUMMARY**

Project Summary:

Mixed-use development including 52-storey residential tower, secured market rental component, retail, service and office uses.

Public Benefit Summary:

98 secured market rental units, public realm improvements, cultural contribution, public art, and DCLs.

		Current Zoning	Proposed Zoning
Zoning District		FCCDD/BCPED	CD-1
FSR (site area = 135,376 sq. ft.)		-	-
Buildable Floor Space (sq. ft.)		-	709,477
Land Use		Residential/Commercial	Residential/Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (\$12.67/sq. ft.)	\$3,503,445	\$8,989,074
	DCL (other)		
	Public Art (\$1.81/sq. ft.)		\$1,284,153
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage		\$2,000,000
	Childcare Facilities		
	Cultural Facilities		\$2,500,000
	Green Transportation/Public Realm		\$9,000,000*
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other (Affordable Housing Fund)		
	TOTAL VALUE OF PUBLIC BENEFITS	\$3,503,445	\$23,773,227

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

98 secured market rental units

*the proposed pedestrian connection between the site and the Granville Bridge is estimated at \$1 million.

Note: DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the Downtown South DCLs, revenues are allocated into the following public benefit categories: Parks (38%); Replacement Housing (42%); Childcare (13%); and Engineering Infrastructure (7%).

1412-1480 Howe Street, 1429 Granville Street and 710 Pacific Street
and 1410 Granville Street

APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	a) 1412-1460 Howe Street, 1429 Granville Street and 710 Pacific Street, and b) 1410 Granville Street
Legal Description	See Appendix E
Applicant/Architect	DIALOG/BIG on behalf of Howe Street Ventures Ltd.
Property Owner	Howe Street Ventures and City of Vancouver

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEV'T (if different)
Site Area	Before dedications 135,376 sq. ft.	After dedications 96,457 sq. ft.	
Zoning	BCPED/FCCDD	CD-1	
Uses	Residential Institutional Industrial Marinas Commercial Commercial-recreational Parks and open spaces	Fitness Centre (gym, pool and yoga) Office (General Office) Retail (Grocery Store, Drug Store, Liquor Store*, Retail Store) Residential (Market/Rental)	*Liquor Store use will require licensing approval from LCLB and a separate development application.
Floor Area	<p>Sub-Area A</p> <p>(Granville Slopes Policy)</p> <p>4.50 FSR x 33,737 sq. ft. = 151,817 sq. ft.</p> <p>3,056 m² → 32,896 sq. ft.</p> <p>Total 184,713 sq. ft.</p> <p>Sub-Area B</p> <p>42,808 sq. ft.</p> <p>(Under the Granville Bridge Neighborhood Commercial Centre Policies and Guidelines)</p> <p>1410 Granville</p> <p>48,994 sq. ft.</p> <p>(Under the Granville Bridge Neighborhood Commercial Centre Policies and Guidelines)</p> <p>Sub-Area A 184,713 sq. ft. Sub-Area B 42,808 sq. ft. 1410 Granville 48,994 sq. ft.</p> <p>Total 276,515 sq. ft.</p>	<p>Sub-Area A</p> <p>Fitness Centre 22,643 sq. ft. Retail 44,937 sq. ft. Residential (Market) 447,185 sq. ft. Residential (Rental) 63,616 sq. ft. Mechanical 1,131 sq. ft. Excess Balcony 21,836 sq. ft.</p> <p>Subtotal 601,348 sq. ft.</p> <p>Sub-Area B</p> <p>Office 35,194 sq. ft. Retail 16,264 sq. ft.</p> <p>Subtotal 51,458 sq. ft.</p> <p>1410 Granville Street</p> <p>Office 38,957 sq. ft. Retail 17,714 sq. ft.</p> <p>Subtotal 56,671 sq. ft.</p> <p>Sub-Area A 601,348 sq. ft. Sub-Area B 51,458 sq. ft. 1410 Granville 56,671 sq. ft.</p> <p>Total 709,477 sq. ft.</p>	

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEV'T (if different)
Maximum Height	<div><div><i>Sub-Area A</i>425 ft. (General Policy for Higher Buildings)</div><div><i>Sub-Areas B and 1410 Granville Street</i>40 ft. (Under the Granville Bridge Neighborhood Commercial Centre Policies and Guidelines)</div></div>	<div><div><i>Sub-Area A</i> top of roof slab497 ft. (west corner) top of parapet507 ft.</div><div><i>Sub-Area B</i> top of parapet98 ft.</div><div><i>1410 Granville Street</i> top of parapet86 ft.</div></div>	
Dwelling Units		<div><div><i>Sub-Area A</i> Market1-bedroom173 2-bedroom189 <u>3-bedroom45</u> Subtotal407</div><div>Rental*Studio81 <u>1-bedroom17</u> Subtotal98</div><div>Total407 + 98 = 505</div></div>	*A rezoning condition requires that the rental mix include 25% family housing (i.e. 2- and 3-bedroom units), which may result in fewer rental units overall.
Parking	<div><div>Residential394 spaces</div><div><u>Non-residential105 spaces</u></div><div>Total499 spaces</div></div>	<div><div>Residential408 spaces</div><div><u>Non-Residential101 spaces</u></div><div>Total509 spaces</div></div>	No parking spaces shall be required for the first 7,800 m² of retail floor area for
Loading	<div><div>Class A1 spaces</div><div>Class B8 spaces</div><div>Class C1 spaces</div></div>	<div><div>Class A10 spaces</div><div>Class B9 spaces</div><div>Class C3 spaces</div></div>	
Bicycles	<div><div>Class A658 spaces</div><div>Class B54 spaces</div></div>	<div><div>Class A706 spaces</div><div>Class B? spaces</div></div>	