



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: June 13, 2014
Contact: Kevin McNaney
Contact No.: 604.873.7135
RTS No.: 10614
VanRIMS No.: 08-2000-20
Meeting Date: June 24, 2014

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning - 320 Granville Street

RECOMMENDATION

- A. THAT the application by VIA Architecture, on behalf of Granco Holdings Ltd. (Carrera Management Corporation), to rezone 320 Granville Street (*Lots 1 to 5, Block 14, District Lot 541, Plan 210, PIDs: 015-509-427, 015-509-443, 015-509-451, 015-509-478 and 015-509-486 respectively*) from Downtown District (DD) to a Comprehensive Development (CD-1) District, to increase the floor space ratio from 9.0 to 24.24 to allow for the construction of a 31-storey office tower, with retail uses at grade, be referred to a Public Hearing, together with:
- (i) plans prepared by VIA Architecture, received July 3, 2013;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendix B;

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

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

REPORT SUMMARY

This report evaluates a rezoning application to rezone 320 Granville Street from DD (Downtown District) to CD-1 (Comprehensive Development) District. The proposed zoning would increase the maximum density from a floor space ratio of 9.0 to 24.24 to allow for a 31-storey office building, with retail uses at grade. This application helps achieve City economic policies through the creation of 35,153 m² (378,396 sq. ft.) of office and job space in the Central Business District.

Staff have assessed the application and support the uses and form of development of this application, subject to design development and other conditions outlined in Appendix B. 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.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Rezoning Policy for the Central Business District (CBD) and CBD Shoulder (2009)
- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)

- Downtown Official Development Plan (1975)
- DD (except Downtown South) C-5, C-6, HA-1 and HA-2 Character Area Descriptions (1975)
- Downtown Design Guidelines (September 30, 1975; last amended December 14, 1993)
- Vancouver Economic Action Strategy (2011)
- Central Waterfront Hub Framework (2009)
- Green Buildings Policy for Rezoning (2009)
- Civic Childcare Strategy (1990)
- Childcare Design Guidelines (1993)
- Public Art Policies and Guidelines (1994, last amended 2008).

CITY MANAGER'S COMMENTS

This development proposal aligns with the Metro Core Jobs Strategy, the Vancouver Economic Action Strategy, and the Transportation 2040 Plan in that it involves the creation of significant job space adjacent to a major transit hub. One of the key directions set forth in the *Vancouver Economic Action Strategy* is to attract and retain human talent through measures that include increased access for working families to amenities, particularly childcare facilities. The developer has expressed a strong interest in developing a child care centre on site, as part of the development, however there are a number of planning and operational challenges to achieving this goal and it has not been recommended in the proposal. The City Manager has asked that the Director of Planning take a second look at the feasibility of on-site childcare including discussion with the regulator at Vancouver Coastal Health.

The City's *Civic Childcare Strategy*, approved by Council in 1990, recognizes the critical shortage of affordable licensed, quality childcare for children of working parents and insufficient access to quality early childhood programs. Almost 24 years later, the demand for childcare continues to far exceed the supply, with long wait lists for existing spaces. There is a clear shortage of childcare spaces for working parents, particularly for children under 3 years old. It is estimated that about 9,700 additional childcare spaces serving 0 to 4 year olds are needed to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

REPORT

Background/Context

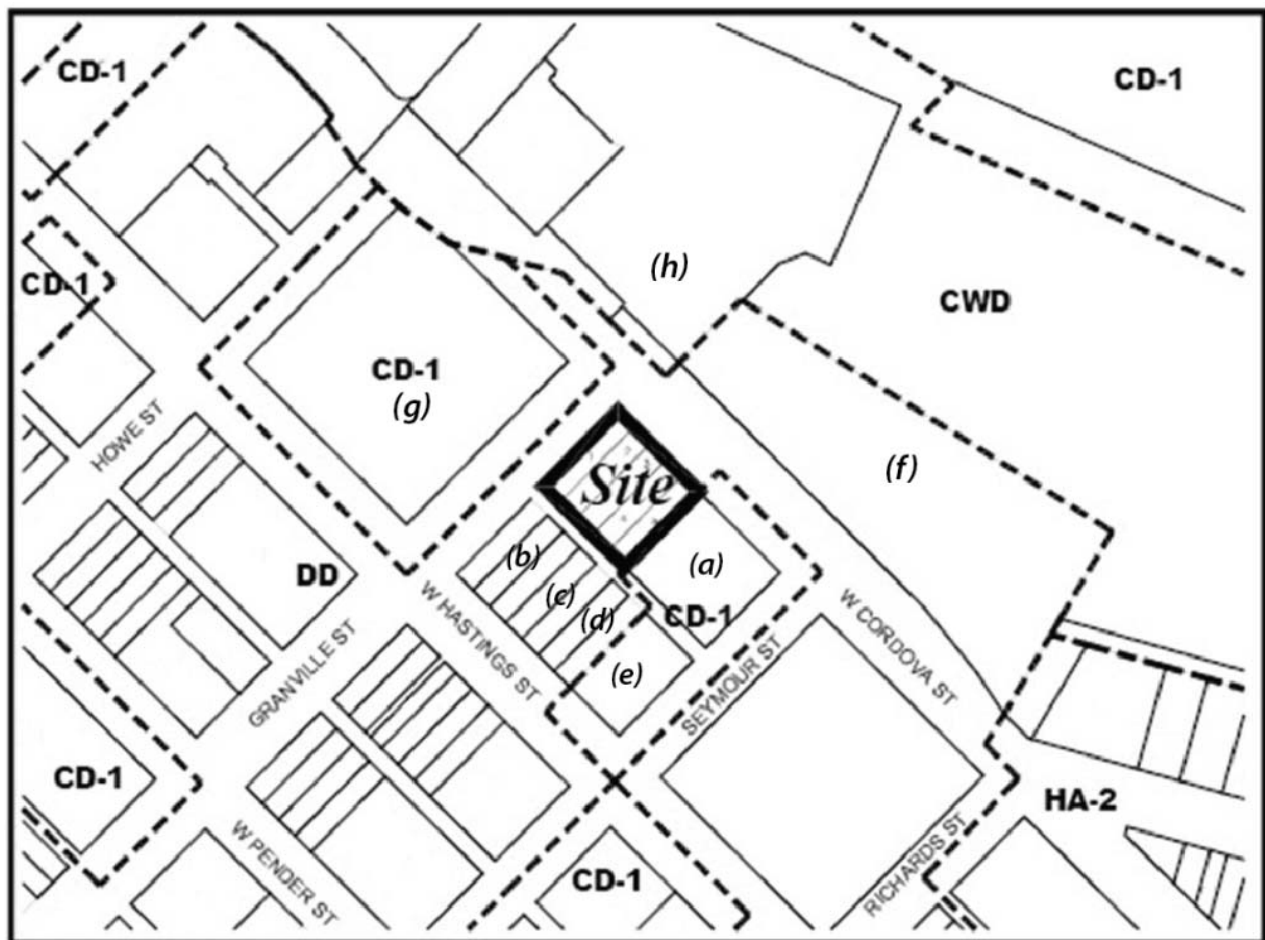
1. Site and Context

This 1,450 m² (15,608 sq. ft.) site is situated at the southeast corner of Granville and Cordova Streets in the core Central Business District (CBD) (see Figure 1). The site is comprised of five legal parcels and has 36.6 m (120 ft.) of frontage along Granville Street and 39.6 m (130 ft.) along Cordova Street. An eight-storey parkade currently occupies the site.

The blocks surrounding the subject site contain primarily commercial buildings ranging from older two- to three-storey buildings to buildings with heights of about ten- to twelve- storeys, and newer developments up to 30 storeys. Significant developments in the immediate area are shown in Figure 1 and are listed below:

- (a) "Grant Thornton Place" at 333 Seymour Street, an 18-storey office building
- (b) the "Royal Bank of Canada" building at 675 West Hastings Street, a 19-storey, heritage "A" office building
- (c) 619 West Hastings, a three-storey commercial building
- (d) 609 West Hastings, an 11-storey office building
- (e) 601 West Hastings, a public plaza (a current rezoning application proposes a 25-storey office building on this site)
- (f) "Waterfront Station" at 601 West Cordova Street, a three-storey heritage "A" retail building and transportation hub
- (g) "Sinclair Centre" at 757 West Hastings Street, heritage "A" office and commercial buildings up to seven storeys
- (h) "Granville Square" at 200 Granville Street, a 30-storey office building

Figure 1 - Site and surrounding zoning



Located immediately across West Cordova Street from Waterfront Station, the subject site is extremely well located with regard to transit, with the Canada, Expo and Millennium Lines, the West Coast Express, the SeaBus, and multiple bus routes nearby.

Policy Context

Metro Core Jobs and Economy Land Use Plan: The Metro Core Jobs and Economy study was initiated in 2005 to review the need for development and transportation capacity to accommodate future job growth and economic activity in the Metro Core. By 2007, after extensive research and analysis, the study concluded that there was an anticipated 5.8 million square foot shortfall in commercial capacity in the Downtown and that zoning and policy changes would be required to meet Vancouver's long-term (30-year) job space needs. In 2009, as part of the new *Metro Core Jobs and Economy Land Use Plan*, Council addressed the job space gap by adopting zoning changes to the Downtown Official Development Plan and a *Central Business District (CBD) and CBD Shoulder Rezoning Policy*, with the objective of intensifying job space in the CBD, and mitigating against additional residential speculation, within the City's key commercial area.

Rezoning Policy for the CBD and CBD Shoulder: The adoption of the *Rezoning Policy for the CBD and CBD Shoulder* is strategic and seeks to increase the potential for commercial capacity by guiding rezonings for non-residential buildings to heights and densities up to the view cones, thereby improving the climate for new office development. Rezoning of the remaining viable commercially-zoned sites in the CBD to maximize their job space potential is fundamental to Council's objective of closing the 5.8 million square foot gap in job space that has been identified. This application for an office building within the City's CBD addresses the intent of this policy.

Vancouver Economic Action Strategy: The *Vancouver Economic Action Strategy* provides directions to enhance the City's economic performance, with a focus on creating a climate for economic growth and supporting business investment and trade. The *Strategy* further seeks to attract and retain talent through measures that include increased affordability and availability of family housing and of childcare for working families.

Central Waterfront Hub Framework: The Central Waterfront is part of the CBD and the principal focal point of the regional transportation network. The Hub Framework, approved in June 2009, provided direction on creating a better integrated facility, providing improved connections between the city and the waterfront, and introducing new commercial and mixed-use development to expand downtown "job space" capacity in a location with unparalleled transit accessibility.

2. Application Revisions

The original application was submitted in May 2012. In response to comments provided by the Urban Design Panel and staff, a revised application was received in May 2013. The key changes were that the building form was further refined, reducing the floor area of the building by approximately 371.6 m² (4,000 sq. ft.), the Cordova Street setbacks were increased, and the openness of the public realm at the corner of Granville and Cordova Streets was increased.

Strategic Analysis

1. Proposal

This rezoning application proposes a total of 35,153 m² (378,396 sq. ft.) of commercial floor area, with retail uses at street level and office uses above.

Figure 2 - Renderings of the proposed building



2. Land Use

The proposal includes a two level lobby with retail use and multiple casual seating areas, and a mezzanine that provides the opportunity for additional retail or services uses. A “Bicycle Mobility Station” is proposed fronting onto Cordova Street, providing valet parking, repair and accessory retail in support of cycling. The remainder of the proposal is office use. In addition to these uses, the draft CD-1 By-law provisions allow for a wide range of non-residential uses to support future employment opportunities, including cultural and institutional uses.

The surrounding zoning is Area “B” of the Downtown District, with land use regulated by the Downtown Official Development Plan (DODP). Area “B” forms a key part of the CBD, the premier business and cultural district for Vancouver and the focal point of the region’s transportation system. To ensure continued economic vitality and competitiveness of this centre of commerce, policy in the CBD prioritizes commercial uses and increased job space, and also encourages the rezoning of commercial sites to maximize their job space potential. This application for an office building within the City’s CBD addresses the intent of these policies.

3. Office Development

Table 1 shows how major office development has been accelerating since the time of Council’s policy changes for the Metro Core and for areas outside of the Downtown. Included in the “Approved Rezoning and Development Permit” total for the Metro Core is new job space totalling 2,002,000 sq. ft. This is a significant change from the five-year period prior to the policy changes when very little office space (particularly in the stand-alone office buildings that the business community favours) was built due to high building costs and high

land costs resulting from residential speculation in the CBD. If this application is approved, a further 34,186 m² (367,396 sq. ft.) of office space will be added to this total.

Table 1: New Office Floor Space (Major Developments*) in Vancouver since January 2009

Completed	Sq. ft.	Projects	Jobs (Estimated)
Metro Core	429,000	8	1,300
Rest of City	465,000	5	1,410
City Total	894,000	13	2,710
Under Construction			
Metro Core	2,421,000	10	7,330
Rest of City	662,000	4	2,000
City Total	3,083,000	14	9,330
Approved Rezoning and Development Permit			
Metro Core	2,002,000	9	6,070
Rest of City	648,000	2	1,960
City Total	2,650,000	11	8,030
Completed, Under Construction and Approved Rezoning and Development Permit			
Metro Core	4,852,000	27	14,700
Rest of City	1,775,000	11	5,370
City Total	6,627,000	38	20,070

*Major Developments are those that add at least 50,000 sq. ft. of office space.

Source: City of Vancouver development tracking as of June 2012.

4. Density and Form of Development

Density: Under the existing DODP, the density permitted on a site in Area “B” is a floor space ratio (FSR) of 9.0 and through a transfer of floor space through the Heritage Amenity Bank, a further ten percent density could be achieved, for a maximum of 9.9 FSR. This rezoning application proposes an overall floor area of 35,153 m² (378,396 sq. ft.), equivalent to 24.24 FSR. This increase in density is consistent with the intent of the *Rezoning Policy for the CBD and CBD Shoulder*, and the staff urban design assessment concludes that the proposed floor area can be appropriately accommodated, subject to the design development conditions in Appendix B.

Height: While the maximum discretionary height permitted under the existing zoning is 137.2 m (450 ft.), the site is restricted by the Queen Elizabeth view cone which limits the height of a building on this site, including all appurtenances, to 113.7 m (373 ft.). The application proposes an overall building height of 118.4 m (389 ft.). Staff have assessed the proposed height and concluded that the maximum additional height of development that could extend above this limit without creating a significant impact on Council’s approved view cones is 1.1 m (4 ft.). This incremental amount is possible because the building will remain notably lower than the nearby Harbour Centre building and part of the intrusion occurs in front of the taller Granville Square tower on the other side of Cordova Street. Staff, therefore, recommend a reduction in the height of the development to be no more than 111.2 m (364.8 ft.) to the top of the roof parapet. Further, staff are recommending that all built elements, including elevator overruns, are to be no more than 114.8 m (377 ft.).

Form of Development: The base of the tower, from ground level to level four, accommodates a complex program of different uses including an indoor Bicycle Mobility Station and a potential outdoor public bike share station at grade on Cordova Street, with further retail space accessed from Granville Street. The base must also reconcile steeply dropping grades on Granville Street and the functional requirements of office and parkade entries. In response to these and other constraints, the application proposes an equally complex articulation of the building base intended to anchor the office form, while providing an active and varied experience for people around the site.

The proposed tower form is primarily influenced by the maximum size of office floor plates that can be accommodated on the site, especially at higher levels. The application proposes a building that increases in floor plate size from approximately 956 m² (10,289 sq. ft.) at level five to 1,213 m² (13,052 sq. ft.) at level 21. This tapered form is further articulated by relatively subtle steps in plan, intended to add some visual variety and interest to the overall mass of the building. The inverted tilt also permits some expansion of views for the public on Granville Street, compared with a straight-sided building with the larger floor plates (21st storey). To further advance the visual interest of the exterior design, staff recommend that further development be undertaken at the development permit stage.

Public Realm: The application proposes a public realm interface at the base of the building to accommodate a complex palette of different users and transportation modes. Among other objectives, the site and the surrounding public realm must be designed for office users, bike station visitors, significant pedestrian flows related to Granville Street and the nearby Skytrain stations and bus stops, and on-site underground parking access. To address these needs, the proposal shows an active and permeable building façade along Granville Street, with seating areas interspersed with bike lock areas, and a generous public space at the corner of Granville and Cordova Streets. A more detailed resolution will be required at the development permit stage.

Urban Design Panel: An initial rezoning proposal with a more rectangular tower was reviewed by the Urban Design Panel on August 29, 2012 and was not supported. A revised design featuring a tapered profile to the tower, along with other changes, was reviewed by the Panel on May 22, 2013 and was supported (see Appendix E).

Staff recommend the conditions in Appendix B which seek additional design refinement at the development permit stage. The form of development drawings are included in Appendix E and the development statistics in Appendix G.

5. Parking and Transportation

Parking and Loading: The application includes four levels of underground parking accessed off the commercial lane. Based on the Parking By-law, the proposed development would require a minimum of 242 vehicle parking spaces. A total of 122 parking spaces are proposed, representing a shortfall of 120 spaces, which would be resolved through the development permit process.

In the downtown area, a property owner has the opportunity to address a shortfall in parking supply by securing additional parking off-site or through the “payment-in-lieu” provisions of the Parking By-law. These provisions require a payment of \$20,200 per parking space at the development permit stage, which is used to fund downtown parking structures or green mobility initiatives. The applicant is exploring options of meeting the current shortfall of parking including increased bicycle spaces and the addition of shared vehicle spaces. The

draft amendments to the Parking By-law contained in Appendix C allow for up to five shared vehicle spaces, equivalent to 25 parking spaces.

For this proposal the Parking By-law would require a total of five class A and six class B loading spaces. The application meets the requirements for the class A loading and proposes two class B loading spaces. Engineering staff have reviewed the application and are satisfied with the loading proposed.

Bicycle Facilities: The application will meet or exceed the Parking By-law for bicycle spaces. To augment the services for cyclists in the area, particularly those accessing transit, the applicant is proposing a Bicycle Mobility Centre in the project. This centre would occupy about 4,865 sq. ft. (452 m²) of space in the development along Cordova Street, and would include storage space for bikes, and change and shower facilities for the general public. This facility would be in addition to similar private facilities proposed in the office building for its occupants. In addition, a Public Bike Share station is requested to be located along the Cordova Street frontage.

6. Environmental Sustainability

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 project could attain a minimum of 63 LEED® points and, therefore, be eligible for a LEED® Gold rating.

PUBLIC INPUT

Public Notification: A rezoning information sign was installed on the site on July 9, 2012. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage. A total of 1,413 notifications were distributed within the neighbouring area on or about June 28, 2012. An open house was held on July 12, 2012, with staff and the applicant team present. A total of approximately 26 people attended the Open House.

Public Response: A total of nine public responses (five in favour/three opposed/one unsure or unspecified) to this proposal have been submitted to the City.

Comments from those in support of the application:

- The design, and replacement of the current parkade, would be viewed favorably.
- The location was felt to be appropriate for office uses.
- The cycling amenities and public transit access were cited as positive.

Comments from those with concerns about the application:

- The building is too high and will impact views.
- The proposed density is too high and exceeds the currently permitted zoning by too much.
- The proposal will create a “wall” between downtown and the waterfront.
- Increased traffic.

PUBLIC BENEFITS

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

Required Public Benefits:

Development Cost Levies (DCLS) — Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, affordable replacement housing and various engineering infrastructure. The subject site is in the Vancouver DCL District where the rate for commercial uses is \$136.38/m² (\$12.67/sq. ft.). It is anticipated that the new floor area of 35,153 m² (378,396 sq. ft.) associated with the proposed tower will generate DCLs of approximately \$4,794,277. DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year.

Public Art Program — The Public Art Program requires that rezonings involving a floor area of 9,290.0 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets (\$1.81/sq. ft.) to public art as a condition of rezoning. With 35,153 m² (378,396 sq. ft.) of new floor area proposed in this rezoning, a public art budget of approximately \$684,497 is anticipated.

Offered Public Benefits:

Within the context of the City’s financing growth framework, an offer from a rezoning applicant to make a public benefit contribution to address the impacts of rezoning can be anticipated. As part of this application, the owner has indicated that, as outlined in the City Manager’s comments, if the construction of an on-site childcare facility is not feasible, then a voluntary \$3,000,000 cash contribution will be made by the applicant to the City, prior to enactment, to fund a childcare facility elsewhere in the Downtown area.

The provision of childcare facilities in the Downtown assists in recruitment of talented workers and companies, contributing to economic development and supporting job growth in the Downtown core. Staff, therefore, recommend that the offering be accepted and that it be fully allocated to childcare.

Rezoning for large office developments have been relatively infrequent and an approach to determining needed public benefits has not been established to the same level as that for residential rezonings. With the assistance of Vancouver Economic Commission staff, a review will be undertaken to identify key public amenities which will be supportive of the goals of the Vancouver Economic Action Plan, the Metro Core Jobs Strategy, as well as all other land use policy within the Downtown core, with a report back to Council in 2015.

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

Financial

As noted in the section on Public Benefits, the applicant has offered a cash contribution of \$3 million towards the provision of a childcare facility in the Downtown area, pending a review of the feasibility of providing onsite childcare.

The site is within the City-wide Development Cost Levies (DCL) District. If the rezoning application is approved, it is anticipated that the applicant will pay \$4,794,277 in DCLs.

If the rezoning application is approved, the applicant will be required to provide new public art on site, or make a cash contribution to the City for off-site public art, at estimated value of \$684,497.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed land uses, density and height are supported, and that the application, if approved, will contribute to Vancouver's job space and economic development objectives.

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

* * * * *

320 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.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Definitions

- 2.1 Bicycle Mobility Centre - "Bicycle Mobility Centre" means a facility provided to meet the end-of-trip needs of commuter cyclists, by providing storage for bicycles and change rooms, and ancillary uses including bicycle repair, bicycle rental, and the sale of bicycles and bicycle parts and accessories.

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) Bicycle Mobility Centre;
 - (b) Cultural and Recreational Uses;
 - (c) Institutional Uses;
 - (d) Office Uses;
 - (e) Retail Uses;
 - (f) Service Uses; and
 - (g) Accessory Uses customarily ancillary to any use permitted by this section.

Building Height

- 4.1 The building height, measured above base surface, must not exceed 111.2 m [365 ft.] to the top of the roof slab.
- 4.2 Notwithstanding section 4.1 of this By-law, the Director of Planning may permit an increase in building height to a maximum of 114.8 m [377 ft.] for parapets, mechanical rooms and elevator overruns only, provided that no development extends above a geodetic elevation of 127.9 m [420 ft.].

Floor Area and Density

- 5.1 Computation of floor area must assume that the site consists of 1,450 m² [15,608 sq. ft.], being the site size at the time of the application for the rezoning evidenced by this By-law.
- 5.2 The floor space ratio for all combined uses must not exceed 24.24.
- 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) 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;
- 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 total exclusion must not exceed the lesser of 20 per cent of the permitted floor area or 929 m².
- 5.6 The use of floor space excluded under section 5.4 or 5.5 must not include any purpose other than that which justified the exclusion.

* * * * *

320 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 VIA Architecture, and stamped "Received City Planning Department, July 3, 2013", 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 Director of Planning, who shall have particular regard to the following:

Urban Design

- 1. Reduction in rooftop height to be at or below 111.2 m, and reduction in the height of all built elements including elevator overruns to be at or below 114.8 m.

Note to applicant: Height reductions are necessary to protect view corridors in place at the time of application. This will require a reduction in the number of floors. Staff will consider reallocation of the affected floor area, provided any revised design preserves the long-range view angles enjoyed by adjacent offices. This can be accomplished by careful additions to the east side. Note that communications equipment including cell towers and antennae cannot extend above the maximum height limits for this site.

- 2. Design development to break up and vary the apparent visual mass of the tower through exterior design.

Note to applicant: This can be accomplished through the use of graduated changes to glazing, colours and materials in the vertical axis; and more pronounced variation in the angles in plan to avoid wide, flat planes; in combination with other visual effects to vary the expanse of the building as seen from Granville Street. Consideration should also be given to comments by the Urban Design Panel on May 22, 2013.

- 3. Design development to the office portion of the tower to enhance its architectural contribution to the city as seen on the skyline and from street level.

Note to applicant: The top of the tower will be visible from a range of locations in the Downtown area. This can be accomplished by the addition of a more

distinctive visual treatment, including colour and lighting, integrated with other parts of the building, and more pronounced sculpting of the uppermost features.

4. Provision of material samples, enlarged drawings in plan and section, photographs and other materials that show how the application will resolve the wide variety of exterior conditions shown in schematic form at rezoning, especially:
 - (a) the finely textured and varied treatments at the podium level, and
 - (b) the exterior twists and folds of the tower glazing.

Note to applicant: Careful detailing and selection of the glass and its framing systems will be needed to achieve the effects shown without diminution.

5. Provision of high quality, durable exterior materials that reflect the best aspects of nearby buildings.
6. Provision of generously sized and continuous weather protection along both streets.

Note to Applicant: The design response should also reflect comments by the Urban Design Panel on May 22, 2013.

7. Provision of a signage strategy to ensure a well-conceived approach to announcing the various uses and tenancies.

Note to applicant: Strategy should confirm signage hierarchy, location and type in a separate package from the drawing set, provided for reference. The strategy should avoid generic approaches such as back-lit box signs and demonstrate a fine-grained and creative approach that reflects the position of this site beside the waterfront hub.

Sustainability

8. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance as required by the Green Buildings Policy for Rezoning, including at a minimum 63 points in the LEED® rating system, 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.

Crime Prevention Through Environmental Design (CPTED)

9. 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.

Landscape

10. Design development to provide a generous public space at the corner of Granville and Cordova Streets.

Note to applicant: Provide opportunities for seating, bicycle racks and easy, direct access to the cafe.

11. Provision of bicycle racks, within the public realm setback area along Granville Street where seating is provided, designed and located so that they are integrated with the public realm design.

Note to applicant: Large-scale, detailed elevation drawings of the seating should be provided.

12. Design development to the fourth floor amenity deck to provide a greater definition and refinement to the spaces.

Note to applicant: The amenity deck should include a diversity of opportunities for active and passive enjoyment, including seating areas, outdoor dining and/or urban agriculture.

13. Provide a full Landscape Plan illustrating proposed plant materials (common and botanical names), sizes and quantities; notation of existing trees (to be removed or retained), paving, walls, fences, light fixtures and other landscape elements; and site grading. Proposed plant material should be clearly illustrated on the Landscape Plan. The landscape plan should be at 1:100 (1/8" = 1'-0") minimum scale.

14. Provision of large-scale sections (1/4"=1' or 1:50) illustrating the following:

- (a) The interface between the cafe and the Granville Street public realm, including any changes in grade, guard rails and exterior stairs. The public sidewalk to the curb should be included.

- (b) The changes in grade of the terraces in the setback along Granville Street. The section should be located parallel to the Granville Street façade.
- (c) The soil depth on all slabs. The soil depths should meet the standards of the BCSLA Landscape Standards for planting on slab.

Engineering

15. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to applicant: Pick-up operations should not rely on bins being stored on the street or lane for pick up. Bins are to be returned to storage areas immediately after emptying.

16. Add the following note to the landscape plan. "A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."
17. A canopy application is required. Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof-like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56 mm in thickness (VBBL section 1A.9.8).
18. Compliance with the *Parking and Loading Design Supplement* to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The following items are required to meet provisions of the *Parking By-law* and the *Parking and Loading Design Supplement*:

- (a) Provision of additional stall width for parking and loading spaces where the columns are set back in excess of 4 feet from the opening to the space.

Note to applicant: The Class A loading spaces and parking spaces adjacent the tower core are affected.

- (b) Shared vehicle spaces must be a minimum of 2.9 m in width and 5.5 m in length and meet the provisions of schedule A of the car-share agreement.
- (c) Provision of design elevations on both sides of the parking ramp at all break points, and located 2 feet off the wall through the curved sections including notation of the length of ramp at the specified slope.

- (d) Modification of the parking ramp through the first curve near grid line E2 to facilitate effective two-way vehicle movement through this section.

Note to applicant: The column located at the southerly end of the bicycle room encroaches into the necessary corner cut.

- (e) Provision of standard parking and loading stall dimensions as required in the *Parking By-Law*, except for those that are dedicated for Shared Vehicles which must meet schedule A of the car-share agreement.

Note to applicant: The Class A loading space at the lane has insufficient length.

- (f) Clarify the purpose of the parking spaces labeled small car co-op on both the P1 and P2 parking levels.

- (g) The application has an insufficient number of disability parking spaces.

Note to applicant: The provision of additional disability spaces will further decrease the parking shortfall through bonusing of the disability parking spaces.

- (h) Provision of direct and convenient primary access to the Class A bicycle parking on P1.

Note to applicant: Access to these spaces must be provided without requiring access through the proposed streetfront Bicycle Mobility Centre.

- (i) Engineering recommends a minimum 2.1 m wide corridor between the streetfront Bicycle Mobility Centre and the Bicycle Mobility Centre bike storage room at the south end of the building.

- (j) Provision of gender-separated change, locker, WC and shower rooms for the Class A bicycle spaces proposed as part of the Bicycle Mobility Centre.

- (k) Clarify how the Bicycle Mobility Centre functions will not encumber access to the required Class A bicycle parking should the operation of the Bicycle Mobility Centre not continue in the future.

19. The proposed approach to site heating and cooling, developed in collaboration with the City and the City's designated Neighbourhood Energy System (NES) utility provider, shall be provided prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.

20. Detailed design of the building HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

21. The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with a City-designated NES to supply all heating and domestic hot water requirements. Design provisions related to NES compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The applicant shall refer to the *Neighbourhood Energy Connectivity Standards - Design Guidelines* for general design requirements related to neighbourhood energy compatibility at the building scale. The applicant is also encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system. A declaration signed by the registered professional of record certifying that the neighbourhood energy connectivity requirements have been satisfied will be required as a pre-condition to building permit.

22. Building-scale 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 or heat producing fireplaces, unless otherwise approved by the General Manager of Engineering Services;

CONDITIONS OF BY-LAW ENACTMENT

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

Engineering

1. Consolidation of Lots 1 to 5, Block 14, DL 541, Plan 210 to create a single parcel.
2. Delete the lower-floor, horizontal, ribbed building elements shown encroaching onto City Street and lane on page R-A203; or enter into encroachment agreements (on the City's standard form) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services. Any encroaching elements are to be lightweight and demountable, and the applicant must provide a rationale (i.e. that they are necessary in order to meet LEED® standards).

Note to applicant: An application to the City Surveyor is required. The applicant is advised that building encroachments onto City street may cause problems if strata titling a property, due to Section 244 (1)(f) of the Strata Property Act. In such cases the City may not necessarily support the provision of easements for any part of the building on City Street. If strata titling is

proposed, the applicant is advised to seek independent legal advice on the matter.

3. Release of Easement & Indemnity Agreement E48727 (commercial crossings) and Annexed Party Wall Agreement 15860F (over adjoining Lot A, Plan 20201).

Note to applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.

4. Provision of a statutory right of way to accommodate a Public Bike Share Station (PBS).

Size: At minimum, the smallest sized station at 16 m x 4 m should be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m. The 2 m maneuvering space may be shared with pedestrian space.

Location: The station should be located on private property while still clearly visible to the public with 24/7 public access. The preferred location is to allow easy access to the street. The location adjacent the Cordova Street frontage is acceptable.

Surface treatment: A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

Sun exposure: No vertical obstructions, to maximize sun exposure as station operates on solar power. Ideally the station should receive five hours of direct sunlight a day.

Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the ongoing supply and cost of electricity to the PBS station.

5. 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 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 applicants' 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.
 - (b) Provision of street trees adjacent to the site where space permits.
- 6. 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.
- 7. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a City-designated Neighbourhood Energy System (NES), which may include but are not limited to agreements which:
 - (a) require buildings within the development to connect to the City-designated NES prior to occupancy, if connection is deemed available and appropriate at the time of development permit issuance, or post-occupancy through a deferred services agreement, or otherwise, at such time that a system becomes available;
 - (b) grant the operator of the City-designated Neighbourhood Energy System access to the building(s) mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation, on such terms and conditions as may be reasonably required by the applicant; and
 - (c) provide for adequate and appropriate dedicated space to be used for an energy transfer station connecting the building(s) to the City-designated NES.

Note to applicant: Until a City-designated NES utility provider has been identified, the Owner will be prohibited from entering into any energy supply contract for thermal energy services, other than conventional

electricity and natural gas supply, unless otherwise approved by the General Manager of Engineering Services.

Public Art

8. 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

9. 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.

Childcare

10. Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the Director of Real Estate, Managing Director of Social Development and Director of Facility Planning and Development, for the provision of an air space parcel comprising a fully fit, finished, equipped and supplied, 37-space childcare facility, with approximately 520 m² (5,600 sq. ft.) of indoor space, adjacent outdoor space of approximately 401 m² (4,320 sq. ft.), and seven dedicated parking stalls (or such indoor and outdoor space and number of parking stalls required based on the number of childcare spaces agreed to by the City's General Manager of Community Services), all to meet

the intent of the City of Vancouver Childcare Design Guidelines and Technical Guidelines, as part of the development at 320 Granville Street. This childcare facility must also be licensable and meet the provincial Childcare Licensing Regulations of Community Care Facilities Licensing. The childcare facility must have a value of at least \$3 million as determined by a qualified Quantity Surveyor.

The agreement between the City and the owner will include an option to purchase the air space parcel in favour of the City for a nominal purchase price which may be exercised by the City upon acceptance of the childcare facility by the City in turn-key condition.

11. If the Director of Planning in consultation with the applicant determines that it is not feasible to locate a licensable childcare facility in the development then in lieu of delivering the childcare facility, the applicant will make a cash contribution of \$3 million to the City prior to enactment, to be used by the City to fund a childcare facility or facilities within the downtown area.

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.

* * * * *

320 Granville Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 6510

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

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

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

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

"[CD-1#] [By-law #] 320 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
320 Granville Street	()	()	<p>Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i>, except that:</p> <p>(a) the minimum number of Class A and Class B loading spaces required shall be the lesser of 2 Class B loading spaces and 5 Class A loading spaces or that number of each Class of loading spaces specified in the Parking By-law;</p> <p>(b) the Director of Planning and General Manager of Engineering Services, on conditions that are satisfactory to them, may allow the substitution of shared vehicles and shared vehicle parking spaces for required non-residential parking spaces at a 1:5 ratio, to a maximum of 5 shared vehicles and 5 shared vehicle parking spaces.</p> <p>(c) shared vehicle parking spaces must have a minimum parking stall dimension of 5.5 m in length and 2.9 m in width.</p>

320 Granville Street
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel reviewed this proposal on two occasions:

- May 22, 2013 – support 5-0
- August 29, 2012 – non-support 1-8

UDP Minutes May 22, 2013

Introduction: Karen Hoes, Rezoning Planner, introduced the proposal for a revised rezoning application located at Granville and Cordova Streets immediate across from Waterfront Station. The intent of the rezoning application is to increase density beyond that permitted under the current zoning. The application proposes a 32-storey office tower with a bicycle mobility centre fronting Cordova Street at grade with retail space above. Ms. Hoes described the policy for the Downtown District noting that it includes the Metro Core Jobs and Economy Land use Plan as well as the Central Waterfront HUB framework which emphasizes non-residential uses and the creation of job space close transit. She added that the application was subject to the Green Buildings Policy which requires that rezonings apply for LEED™ Gold certification, with specific emphasis on optimized energy performance.

Sailen Black, Development Planner, further described the proposal for a 32-storey office tower with commercial at grade and a maximum height of 367 feet. He described the context for the area noting the RBC building to the south and the Sinclair Centre to the west. The site has an existing building that is an old above grade parking structure and is not on the Heritage Register although it is the oldest free-standing parkade in the downtown core. Mr. Black mentioned that there are view cones over the site which limits the height to about 368 feet. As well the Downtown Guidelines note the importance of good open spaces, and recommend that new structure in an area of older buildings should respect the scale, window rhythms and general façade treatments. Mr. Black also mentioned that the proposal had been reviewed previously by the Panel and noted some of the changes made to the exterior design since that review.

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

1. Does the Panel support the proposed form of development in general, including approximately 24 FSR and 367 feet in height, as designed?
2. Does the Panel support the design of the uppermost levels as a part of the Vancouver skyline?
3. Does the massing respond well to its specific context, considering its relationship to the waterfront, nearby neighbours, shadowing, and other impacts to the public realm?
4. Noting the rezoning stage of this application, does the Panel have any preliminary comments on the exterior expression and open space treatment shown?

In addition, comments were invited on the general landscape and architectural design, and whether the previous items raised by the Panel had been addressed.

Ms. Hoes and Mr. Black took questions from the Panel.

Applicant's Introductory Comments: Graham McGarva, Architect, further described the proposal and mentioned that it was about the human experience of the building including having the bicycle station out in front. The whole project was conceived and considered with the future development of the Transportation HUB in mind. He said they had a challenge on how to place the right sculpting of a building form into the context. Mr. McGarva described the architecture of the building noting the blank facades on the party walls and on the lower levels to the Royal Bank building. They are looking at limestone bands to pick up the masonry of the adjacent context. They wanted to open up the corner for a view to Waterfront Station and so they pulled the building back. They picked a couple of pivot points to create a "tulip vase" outward form of the building. He added they have provided the residential liveability standards for openness for the occupied office space. It is important that some measure of outlook be preserved for the adjacent buildings. Regarding sustainability, Mr. McGarva said they will be using operable windows to allow for fresh air. As well they are planning a geo-exchange system to provide heat sources for the building.

Derek Lee, Landscape Architect, described the landscaping and said they wanted to use the landscaping to celebrate the grade change on the site. They looked at integrating the landscape through into the interior with a terraced seating area. He added that they wanted to find creative ways to integrate bike racks within seating in the public realm.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to the podium level;
- Consider simplifying the facades regarding sustainability;
- Design development on how the building meets the ground;
- Consider weather protection around the building.

Related Commentary: The Panel supported the proposal and thought the applicant had put a lot of effort into improving the design since the last review. The Panel supported the height and density as well as the form of development. They thought the tower would have a great presence in the skyline provided the resolution of the form was well done. They found the folding and twisting of the form a very compelling idea and admired the applicant's attempt at the overall expression of the tower. However, they felt there still needed to be some design development at the podium level. One Panel member noted that the scheme would require careful detailing and careful selection of the glass to make it a successful project.

A couple of Panel member thought the bends and folds should do more as they seemed a little imperceptible. One Panel member thought the waistline should be more obvious on the tower. There was also some concern on how having a solar response to the facades would affect the look of the building. A couple of Panel members thought the building could be simplified especially when it came to the sustainability strategy.

A couple of Panel members had some concern as to how the building leans over Granville Street. They thought it might interfere with the street end view being that Granville Street is an important promenade to the mountains. The Panel liked the completion of the top of the building around the mechanical penthouse. One Panel member suggested adding a secret garden element as a way to resolve the top of the tower. Another Panel member suggested there was an opportunity to create an infinity edge that looked back at the city. However they felt a little more work needed to be done on how the lower levels meet the ground.

A couple of Panel members thought there were some issues regarding weather protection around the building.

Applicant's Response: Mr. McGarva thought the Panel had some great comments.

UDP Minutes – August 29, 2012

Introduction: Karen Hoese, Rezoning Planner, introduced the proposal for a new rezoning application for the site at 320 Granville Street, located immediately across from Waterfront Station. The site is currently occupied by a parkade. The intent of the rezoning application is to increase the density beyond that permitted under the current zoning, from a maximum of 9 FSR to 25.5 FSR. The application proposes a 32-storey, 367 foot office tower. At grade, the proposal shows a café at the corner of Granville and Cordova Streets and next to it, a bicycle mobility centre fronting Cordova Street with a CRU on a mezzanine level above. Ms. Hoese noted that the site is in the Area B of the Downtown District, with land use regulated by the Downtown Official Development Plan (DODP). Area B forms a key part of the Central Business District, Vancouver's prime business district and the focal point of the region's transportation system. Ms. Hoese described the policy for the area noting that the MetroCore Jobs and Economy Land Use Plan, as well as the Downtown Waterfront HUB framework emphasizes non-residential uses and the creation of job space close to transit. As well, to ensure continued economic vitality and competitiveness of the Central Business District (CBD), the Rezoning Policy for the CBD was adopted in 2009. The objective of this policy is to increase the potential for commercial capacity by guiding rezonings for non-residential buildings to reach heights and densities up to the view cones, thereby improving the climate for new office development. Ms. Hoese added that all rezonings are subject to the Green Building Policy, which requires that rezonings apply for LEED™ Gold certification, with specific emphasis on optimized energy performance.

Dale Morgan, Development Planner, further described the proposal at Granville and Cordova Streets. The existing building is an old above grade parking structure and is not on the heritage register although it is the oldest free-standing parking structure remaining in the downtown core. The proposal is for 32-storeys of office including commercial uses at and near grade and a bicycle mobility station. Mr. Morgan described the context for the site noting that it is an important corner site at the foot of Vancouver's most important north/south street, a highly prominent intersection with close adjacencies to landmark heritage buildings, transportation confluences and views northward. He also explained the strategies in the Hub Study done in 2009 which included a better integration of transportation systems; re-connection of city to waterfront; and new commercial and mixed-use development. As well, the study stated that heights of new buildings within the framework area should seek to create a varied but coherent profile. Mr. Morgan also described the policy and guidelines for the area noting that the ODP recommends a height of 300 feet with discretionary increases to 450 feet. but that consideration needs to be given to such things as view cones, size and location, siting, surrounding buildings and existing views. As well, the guidelines speak about open space, that new structures in an area of older buildings should respect their scale, window rhythms and general façade treatments, as well as environmental considerations such as minimizing shadowing on public and semi-public areas.

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

- **Density:** The ODP for this part of the Downtown has a maximum density of 9.0 FSR. The applicant is proposing of 25.0 FSR. Is this supportable or is it too much density for this site?
- **Height:** The proposed height is 367 feet and 32-storeys to the underside of the Queen Elizabeth View Cone. The ODP allows height up to 300 feet which may be increased to a maximum of 459 feet after careful consideration of site and context. Notwithstanding the error in height calculation, is the height as measured to the underside of the view cone supportable?
- **Massing:** Does the massing respond well to its immediate context, its relationship to the waterfront and the broader context of the downtown? Should modelling of the upper massing be explored to achieve a slimmer form and less shadow impacts on the adjacent public realm?
- **Expression & Materiality:** General comments on the proposed expression are requested. It is of sufficient high quality and strength for this important site to justify the proposed heights and density?

Ms. Hoesé and Mr. Morgan took questions from the Panel.

Applicant's Introductory Comments: Graham McGarva, Architect, further described the proposal noting that the key part of the context is the Central Waterfront Hub that has identified an approximate floor area and height for the site. He added that the building will be a catalyst for a very key aspect of animating the regional transportation hub. They want to be able to effect a reconnection from Cordova Street up through Granville Street to the Granville Mall. There is a commitment to provide job space and as well a Bicycle Station that will provide bike parking and repair as well as bike rental. Mr. McGarva described the architectural plans for the site noting that it is about being part of a community of buildings. They are focusing on a building that is warm and welcoming. They want it to be a building that will be fun to pass through. They are planning to open up the pedestrian crossing at the corner both visually and functionally. They have tapered the building back for access into the Bicycle Station and they plan on giving the building a sense of turning away from its neighbours. Mr. McGarva noted that they have held back on the landscape treatment because it is important and will need to be integrated with rest of the design as well as the streetscape. He added that they are looking at a high performance building with triple glazing and a full energy modeling will be undertaken.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to have the density driven by the massing;
- Design development to strengthen the corner and to create a better connection to the Canada Line Station;
- Design development on the south and east elevation to improve the relationship to the neighbouring buildings both at the ground plane and in the tower;
- Consider a richer expression with respect to the materials and colour palette;
- Explore transparency and opacity in relationship with the neighbours as well as the degree of reflectivity;
- Develop the public realm in a detailed manner and further the concept;

- Design development at the lobby with respect creating a permeable space and to the transition at grade;
- Consider further sustainable measures including marine heat exchange and to review the glazing ratios.

Related Commentary: The Panel did not support the proposal as they felt the project was not earning the FSR proposed.

The Panel noted that this was a critical site and the design of the building needed to be done right. A number of Panel members felt the expression wasn't living up to the story of the design. They felt the expression could be stronger as it was not resolved well enough. One Panel member noted that the story promises bold moves through the twisting skirt and mesh bent forms but ends up being a slightly articulated square box.

Some of the Panel thought the FSR might be accomplishable on the site but would have to be earned with respect to excellence of design. They felt the density should be driven by the massing and that currently it felt too constrained. The Panel supported the height of the tower and had no concerns with it reaching up to the underside of the view cone. However some Panel members thought it needed a stronger response to its immediate context. They were particularly concerned with the way the building turned the corner, how the base of the tower was developed and the view from the front door. They thought it was important that there be a significant arrival point and that the relationship to the neighbouring building needed work. One Panel member noted that the way the building reads from the south was most successful. Several Panel members thought the pedestrian experience needed to be improved for better access from Granville Street to the Canada Line Station.

Most of the Panel felt the story of the pivots and the draping of the architectural form was a strong notion but thought the building wasn't dynamic enough to live up to that story. They noted the very thin elevational treatment that turns around the building and thought the design needed to be much stronger to earn the density. One Panel member had some concerns regarding the location of the core.

Expression and materiality and the notion of the twist was very well received along with the simplicity and the glass layering. They felt there were some promising ideas for the streetscape. Several Panel members noted that careful consideration needed to be given to the glass in considering privacy between the surrounding buildings. Some Panel members noted that public art is going to be an important component for the site.

Several Panel members were concerned about the viability of the Bicycle Station. A couple of Panel members noted that the street is hostile for cyclists and may be the wrong location for this amenity.

No comments were made regarding the landscape plans as they were not presented to the Panel.

Regarding sustainability, some Panel members thought the applicant should pursue LEED™ Platinum as the owner will be able to save money in the long term and would make for a good marketing tool. One Panel member thought there was an opportunity to go further in terms of energy given there is so much glass on the building and suggested a marine heat exchange.

Applicant's Response: Mr. McGarva thanked the Panel for their comments. He said that as it was a rezoning they had pulled back on the expression on the envelope. The tower will be around 40% vision glass. He added that they will work with the comments to make a successful building.

* * * * *

320 Granville Street
FORM OF DEVELOPMENT



Figure 1 - Aerial View from Waterfront of 320 Granville Street Proposal



Figure 2 - Building Entry at Corner of Granville and Cordova Streets



Figure 4 - Floor Plan Level 1

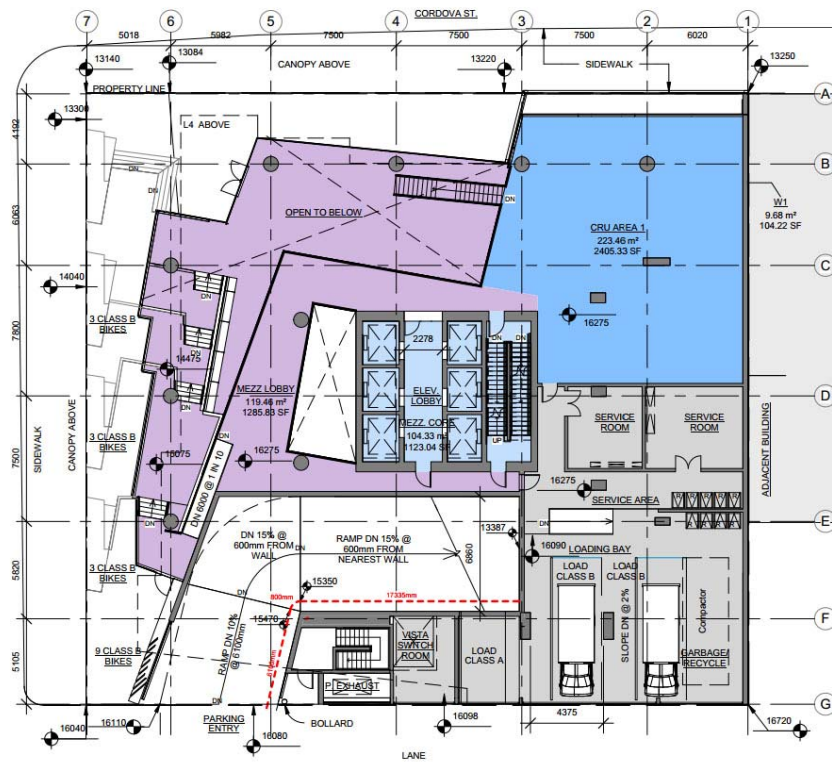


Figure 5 - Floor Plan Mezzanine Level



Figure 6 - Typical Floor Plan

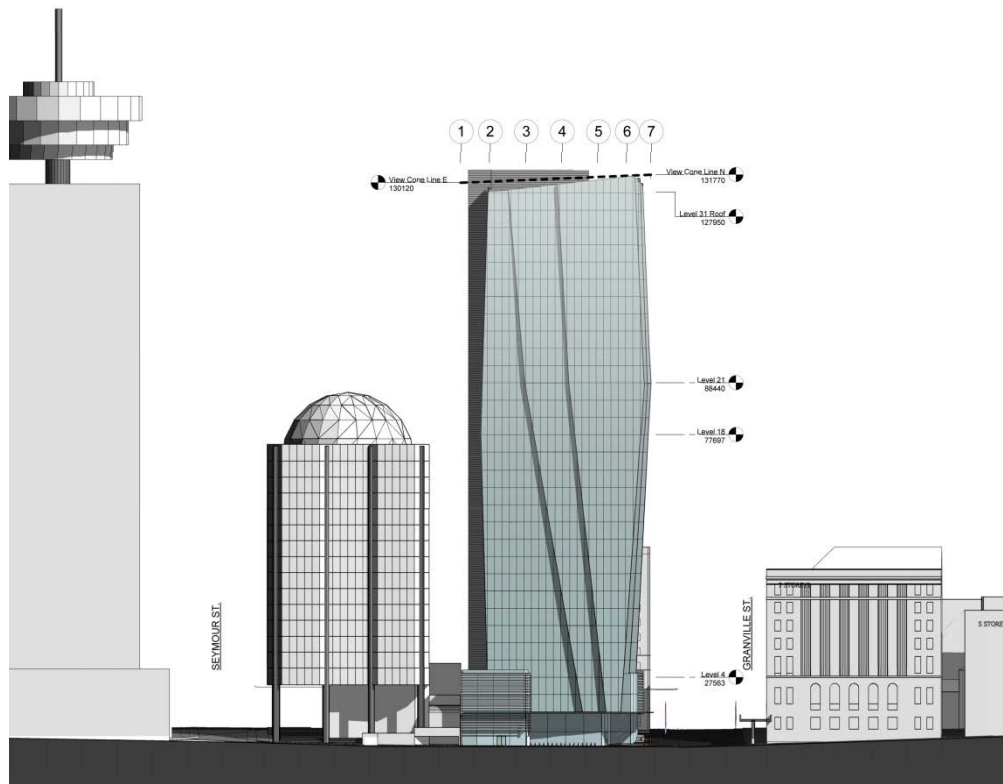


Figure 7 - North Elevation (Cordova Street)

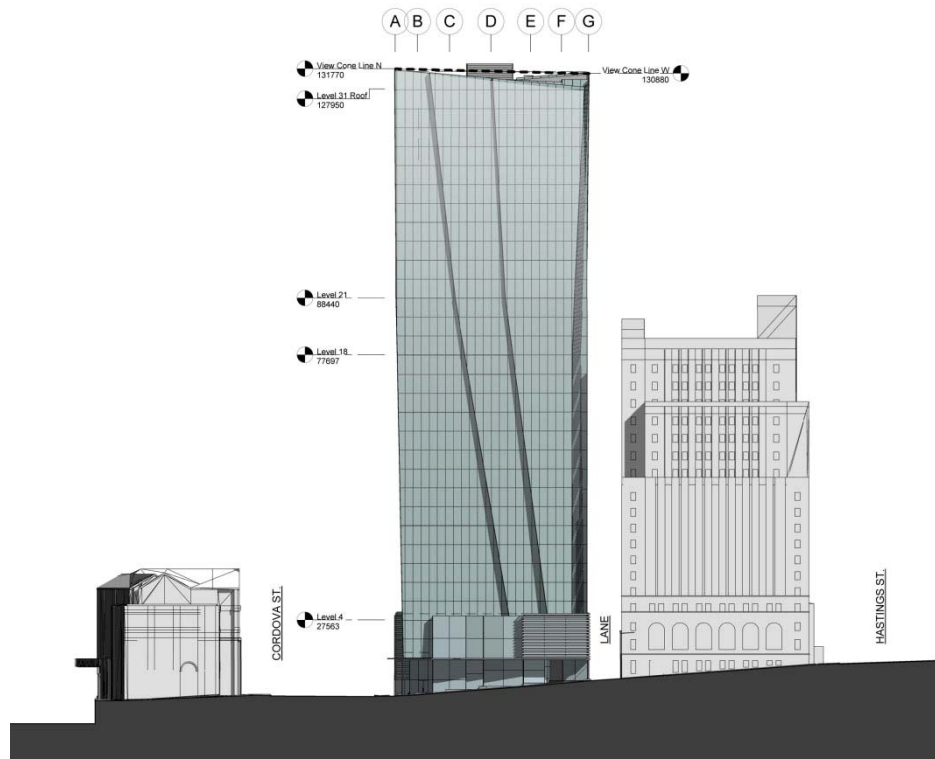


Figure 8 - West Elevation (Granville Street)

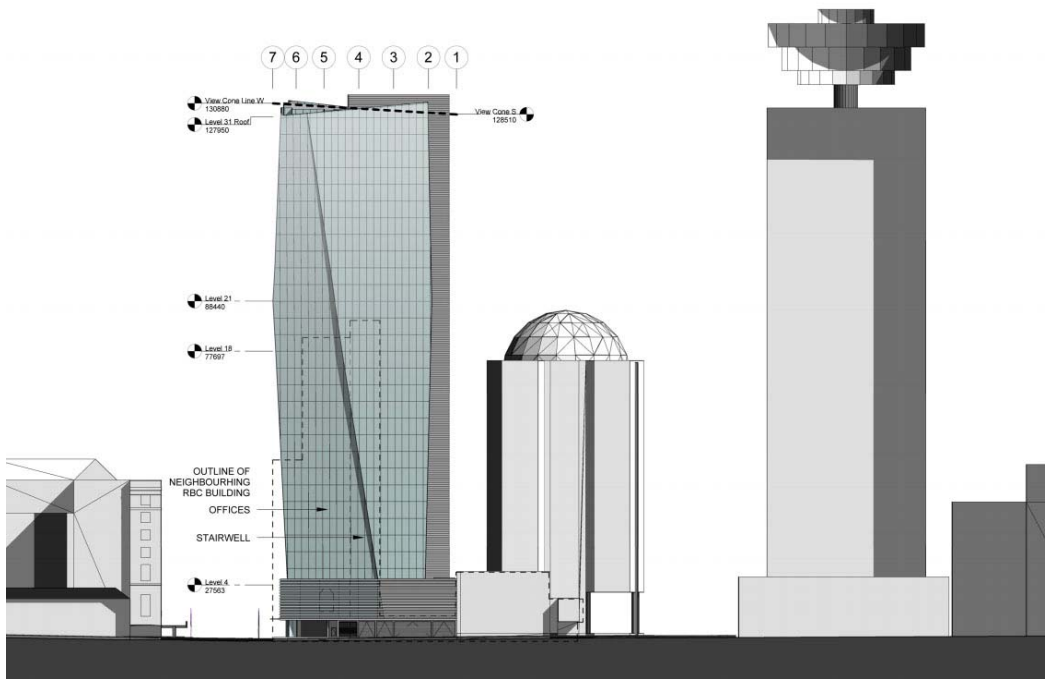


Figure 9 - South Elevation (Lane)

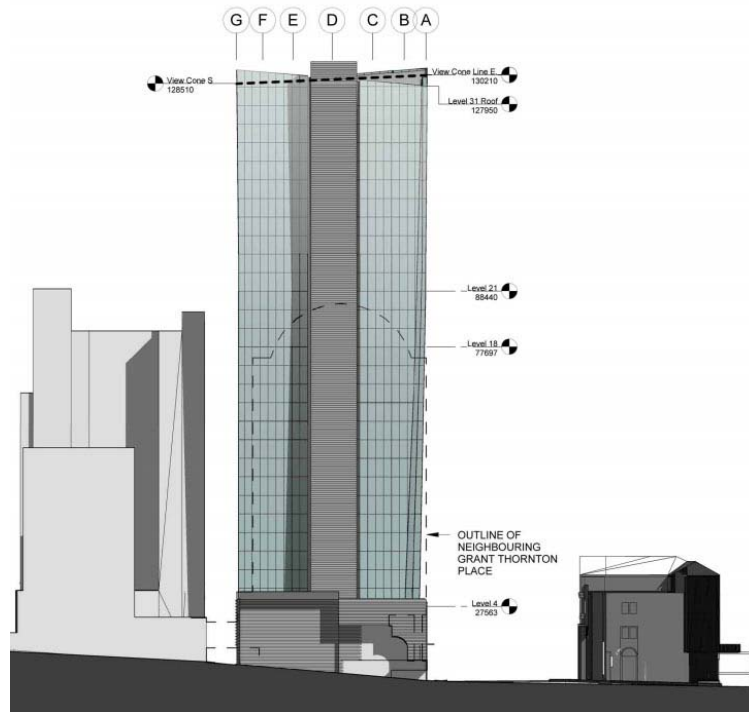


Figure 10 - East Elevation

* * * * *

320 Granville Street PUBLIC BENEFITS SUMMARY

Project Summary:

A 31-storey commercial building including office and retail/service uses.

Public Benefit Summary:

The project would result in a public art contribution, a DCL payment, and a cash contribution of \$3 million towards childcare.

		Current Zoning	Proposed Zoning
Zoning District		DD	CD-1
FSR (site area = 15,608 sq. ft.)		9.00	24.24
Buildable Floor Space (sq. ft.)		140,474 sq. ft.	378,396 sq. ft.
Land Use		Commercial	Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (\$12.67/sf)	\$1,779,806	\$4,794,277
	DCL (Area Specific)		
	Public Art (\$1.81/sf)		\$684,497
	20% Social Housing		
Other Benefits Offered	Heritage)(Note 1)		
	Childcare Facilities	N/A	\$3,000,000
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$1,779,806	\$8,478,774

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

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

320 Granville Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	320 Granville Street
Legal Description	Lots 1 to 5, Block 14, District Lot 541, Plan 210, PIDs:015-509-427, 015-509-443, 015-509-451, 015-509-478 and 015-509-486 respectively
Applicant/Architect	VIA Architecture
Developer/Property Owner	Granco Holdings Ltd. (Carrera Management Corporation)

SITE STATISTICS

Site Area	1,450 m ² (15,608 sq. ft.)
-----------	---------------------------------------

DEVELOPMENT STATISTICS

DEVELOPMENT STATISTICS				
	Permitted Under Existing Zoning		Proposed	Recommended (Other Than Proposed)
Zoning	DD (Downtown District)		CD-1 (Comprehensive Development) District	
Uses	Office, Retail, Service, Institutional, Cultural		Office, Retail, Service, Bicycle Mobility Centre	Add: Institutional, Cultural
Max. Floor Space Ratio	9.0 FSR		24.24 FSR	
Floor Area	13,050.0 m² (140,474 sf)		Bicycle Mobility Centre 452 m² (4,865 sf) Commercial 515 m² (5,544 sf) Office 34,186 m² (367,987 sf) Total 35,153 m² (378,396 sf)	
Maximum Height	DD 137.2 m (450 ft.) View Cone 113.7 m (373 ft.)		Overall height 118.4 m (389 ft.)	111.2 m (365 ft.) above base surface, to the roof parapet, which may be increased to a maximum of 114.8 m (377 ft.) for appurtenances only, not to exceed a geodetic elevation of 127.9 m (420 ft.).
Parking Spaces	Non-residential (min.) 242 Non-residential (max.) 306 Small car (max) 32 Disability (min) 15		Non-residential uses 122 Shared Vehicle 16 Total 138 Motorcycle 11 Small Car 69 Disability 11	- Substitution of shared vehicles/parking spaces for required non-residential parking spaces at 1:5, to a maximum of 5 shared vehicles/parking spaces. - Option of payment in lieu or off-site parking for parking deficiencies.
Loading	Cl. A Cl. B Retail/Restaurant 0 2 General Office 5 4 Total 5 6		Class A Class B Retail/Restaurant 0 1 General Office 5 1 Total 5 2	The lesser of 2 Class B and 5 Class A loading spaces or per Parking By-law.
Bicycle Spaces	Class A Class B Commercial 69 6		Class A Class B Commercial 136 12	

* * * * *