

---

725 GRANVILLE STREET (COMPLETE APPLICATION)  
DE416152 - ZONE CD-1

DM/BAB/CL/LH

---

**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
R. Thé, Engineering Services  
L. Gayman, Real Estate Services  
D. Naundorf, Housing Centre

**Also Present:**

D. Morgan, Urban Design & Development Planning  
B. Balantzyan, Development Services  
C. Lau, Development Services  
M. D'Agostini, Heritage

---

**APPLICANT:**

James KM Cheng Architects Inc.  
Attention: James Cheng  
200 - 77 West 8th Avenue  
Vancouver, BC  
V57 1MB

**PROPERTY OWNER:**

Pacific Center Ltd.  
20 Queen Street West, 4th Floor  
Toronto, Ontario  
M5H 3R4

---

**EXECUTIVE SUMMARY**

- **Proposal:** Interior and exterior alterations and to add approximately 2,515.0 sq. ft. to this existing seven-storey retail building (formerly Sears Department store) with two levels of underground parking, including the re-cladding of the exterior, retention of the Retail Store use from the ground through third floor levels and one underground level (mall), change the use of the fourth through seventh floors from Retail Store to General Office and a reduction of underground parking by 37 spaces to provide elevator lobbies and pits.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

Appendix F Statement of Significance

Appendix G Signage Proposal commentary

● **Issues:**

1. Massing and Expression
2. Public Realm
3. Sustainability

- **Urban Design Panel:** Support
-

**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE416152 submitted, the plans and information forming a part thereof, thereby permitting interior and exterior alterations and to add approximately 2,515.0 sq. ft. to this existing seven-storey retail building (formerly Sears Department store) with two levels of underground parking, including the re-cladding of the exterior, retention of the Retail Store use from the ground through third floor levels and one underground level (mall), change the use of the fourth through seventh floors from Retail Store to General Office and a reduction of underground parking by 37 spaces to provide elevator lobbies and pits, subject to the following conditions:

**1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**

**1.1 design development to the massing and expression to achieve the following:**

- 1.1.1 more vertical integration of the material elements along the Granville Street façade to reduce the façade's monolithic horizontality and introduce greater variety and finer grain of scale;

**Note to Applicant:** Working within the property line, introduce more verticality to further break up the block-long massing. Consider pulling the massing back at strategic locations to reveal the columnar structure and bring added articulation and emphasis, in a similar manner to the original façade at ground level and the proposed new Robson and Howe Street elevations.

- 1.1.2 greater prominence to the northeast retail entry at the intersection of Granville and Georgia Streets; and

**Note to Applicant:** More emphasis to this important entrance is warranted. Through shaping of building massing and material expression achieve a strong visual signifier of place, discernible from a distance along Granville and Georgia Streets.

- 1.1.3 general enhancement of the architecture, introducing further variety of expression to enliven the architecture and better respond to different solar orientations;

**Note to Applicant:** Notwithstanding future signage and the quieter character of Howe Street, the expression should be less institutional and more appropriate to the commercial vitality of Granville Street. Further consideration should be given to making the material expression more responsive to differing solar orientations.

**1.2 design development to improve transparency, connectivity and pedestrian interest at street level in the following manner:**

- 1.2.1 provide for clear glazed doors and windows along the Howe Street façade and opportunities for window displays where solid wall conditions occur at street level;

**Note to Applicant:** Provide opportunities for pedestrian connections and interest along Howe Street, reconciling the internal retail requirements with an excellent public realm. Maintain retail continuity and pedestrian interest at

grade providing window displays where solid wall conditions occur. Provide details.

- 1.2.2 greater emphasis to the office entry off of Howe Street; and

**Note to Applicant:** Through canopy expression, transparency and material expression give greater emphasis to this Howe Street connection.

- 1.2.3 consideration to provide more entrances and other related commercial uses compatible with retail uses along the Robson Street façade;

**Note to Applicant:** A small café, with a southern exposure would be a welcome addition to the Robson Street façade.

- 1.3 design development to enhance the public realm in the following manner:

- 1.3.1 provide additional trees and pedestrian amenities including an art feature to the northeast plaza, with consideration to remove the single-storey triangular addition to the TD Tower ground level;

**Note to Applicant:** See also Landscape Condition A.1.10. Consider how to further activate this plaza into a people oriented outdoor amenity. The triangular addition diminishes the size of the plaza and impedes pedestrian movement. In consultation with the City's public art program, establish an art budget and a selection process for an art feature.

- 1.3.2 improve the pedestrian realm on the west side of Granville Street relocating the transit station emergency stair exit, to inside of the building, unless proven unfeasible to the satisfaction of the Director of Planning and General Manager of Engineering Services;

**Note to Applicant:** Pursuant to Council policy for the Richmond/Vancouver rapid transit line for station integration and the Development Permit Board report relating to the City Centre Station and Canada Line construction (DE410872) stating that "the long term vision is to have the station entry integrated within an expanded Pacific Centre development". The exit stair located in the centre of the sidewalk impedes pedestrian movement along the sidewalk and in front of the store entry. The applicant has raised concern about the possibility of achieving this connection due to technical challenges of the building and below grade conflicts. Staff do not have any information that suggests this and therefore request the applicant to provide further information if they feel that a connection cannot be achieved. Consider also setting back the entries to provide more circulation space. Provide details and documentation. Design development should be in consultation with Translink. A Statutory Right-of-Way to secure the exit stair for the station within the existing building is also required. See also Engineering commentary, page 15 and Condition A.2.3.

- 1.3.3 arrangements to the satisfaction of the Director of Planning, the General Manager of Engineering Services and the Director of Legal Services for the removal of the parking entry access and drive aisle entering the site from Robson Street, including the construction of new public realm treatment;

**Note to Applicant:** The closure of the ramp is required prior to Occupancy.

- 1.3.4 mitigate the visual and physical obstructions of the remaining open parking ramp along Howe Street;

**Note to Applicant:** Consider how to increase transparency and visual connections to Robson Square across the street, softening edges and enhancing pedestrian appeal. Reduce and/or modify the steel balustrade, substituting glass where possible and repaint concrete walls to a more compatible colour. Add trees adjacent to the ramp opening to soften edge conditions. Consider a green wall treatment of the parking ramps. See Landscape Condition A.1.14.

- 1.3.5 clarification of the proposed soffit colour, materiality and lighting, arcaded walkway along Howe Street; and

**Note to Applicant:** The objective is to create a light, inviting pedestrian environment. Identify materials and colour choices and provide detailed sections. See also Appendix C, Processing Centre - Building comment 12.

- 1.3.6 provide more variety of weather protection and with greater emphasis at key entries;

**Note to Applicant:** Canopies should be a minimum of eight (8) feet in depth for a typical sidewalk condition and positioned at a height above sidewalk level to provide optimum weather protection. Provide details. See also Standard Condition A.2.18.

- 1.4 design development to the roof level to provide an interesting and engaging roofscape that expresses sustainable values and is well-integrated with the building's architecture.

**Note to Applicant:** Consider a low profile extensive green roof, urban agriculture, solar collectors and/or an open space accessible to members of the public.

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

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



• Technical Analysis:

	PERMITTED (MAXIMUM)	REQUIRED	EXISTING	PROPOSED
Site Size	-	-	Irregular	-
Site Area <sup>1</sup>	-	-	358,113.0 sq. ft.	-
Floor Area <sup>2</sup>	Total CD-1 site (Blocks 32, 42, & 52)  Max. 3,390,878.0 sq. ft. Sears building (Block 52)	-	Total CD-1 site Retail 1,153,461.0 sq. ft. Office 1,785,171.0 sq. ft. Hotel <u>382,246.0 sq. ft.</u> Total 3,320,878.0 sq. ft. Sears building Retail 632,132.0 sq. ft. Office <u>0.0 sq. ft.</u> Total 632,132.0 sq. ft.	Total CD-1 site Retail 828,978.0 sq. ft. Office 2,112,169.0 sq. ft. Hotel <u>382,246.0 sq. ft.</u> Total 3,323,393.0 sq. ft. Sears building Retail 307,649.0 sq. ft. Office <u>326,998.0 sq. ft.</u> Total 634,647.0 sq. ft.
FSR <sup>2</sup>	Total CD-1 site  Max. 9.47	-	Total CD-1 site Retail 3.22 Office 4.98 Hotel <u>1.07</u> Total 9.27	Total CD-1 site Retail 2.31 Office 5.90 Hotel <u>1.07</u> Total 9.28
Height	Max. 450.0 ft.	-	Mech. Parapet 140.91 ft.	Mech. Parapet 140.91 ft.
Parking <sup>3</sup>	-	Total CD-1 site All uses 2,002	Total CD-1 site All uses 2,000	Total CD-1 site All uses 1963
Loading <sup>4</sup>	-	Sears building Cl. A Cl. B Cl. C Retail 0 13 2 Office <u>5</u> <u>4</u> <u>0</u> Total <u>5</u> <u>17</u> <u>2</u>	Sears building Cl. A Cl. B Cl. C Retail 0 1 5 Office <u>0</u> <u>0</u> <u>0</u> Total <u>0</u> <u>1</u> <u>5</u>	Sears building Cl. A Cl. B Cl. C Retail 0 unknown Office <u>0</u> <u>unknown</u> Total <u>0</u> <u>1</u> <u>5</u>
Bicycle Parking <sup>5</sup>	-	Sears building Class A Class B Retail 57 6 Office <u>61</u> <u>6</u> Total 118 12	Sears building Class A Class B Retail unknown Office <u>unknown</u> Total unknown	Sears building Class A Class B Retail 0 unknown Office <u>0</u> <u>unknown</u> Total 0 unknown

<sup>1</sup> Note on Site Area: As per the CD-1 By-law (455), site area includes 3 city blocks bounded by Robson, Howe, West Pender and Granville Streets, being Blocks, 32, 42 and 52.

<sup>2</sup> Note on FSR and Floor Area: Existing floor areas are derived from the report to Council dated October 12, 2006. The CD-1 (455) By-law does not permit areas of mechanical rooms above base surface to be excluded from the computation of the FSR, and the applicant's figures have therefore been adjusted accordingly for purposes of this review. Storage rooms below base surface must also be included in the computation of the FSR, Standard Condition A.1.1 seeks further clarification and confirmation.

<sup>3</sup> Note on Parking: In addition to the proposed removal of 37 parking spaces to accommodate access to the new office and department store tenants, the new area generated by this proposal requires an additional 2 off-street parking spaces. However, Section 4.1.13 of the Parking By-law can be applied to allow for the exemption of having to provide these spaces.

<sup>4</sup> Note on Loading: Loading requirement is decreased for the retail store component of the proposed development, and together with the provisions of Section 5.1.8 of the Parking By-law, no additional Class B and Class C loading spaces are required. Staff are satisfied that existing loading spaces are adequate for the proposed development however Standard Condition A.1.6 seeks clarification of the

proposed loading spaces and Standard Engineering Condition A.2.7 requires a letter of commitment that the site will manage all of its loading operations internally.

<sup>5</sup> **Note on Bicycle Parking:** The proposal reduces Class A bicycle space requirement for the retail component of the proposed development and Section 6.1.2 of the Parking By-law can be applied to allow for the exemption of having to provide bicycle spaces. However, the proposed new office space generates a need for 61 Class A bicycle spaces, Standard Condition A.1.7 seeks compliance. The submitted drawings indicate provision of an indeterminate number of Class B bicycle spaces and clarification is sought also through Standard Condition A.1.7.

● **Legal Description**

Block: 52  
 Plan: 210  
 District Lot: 541

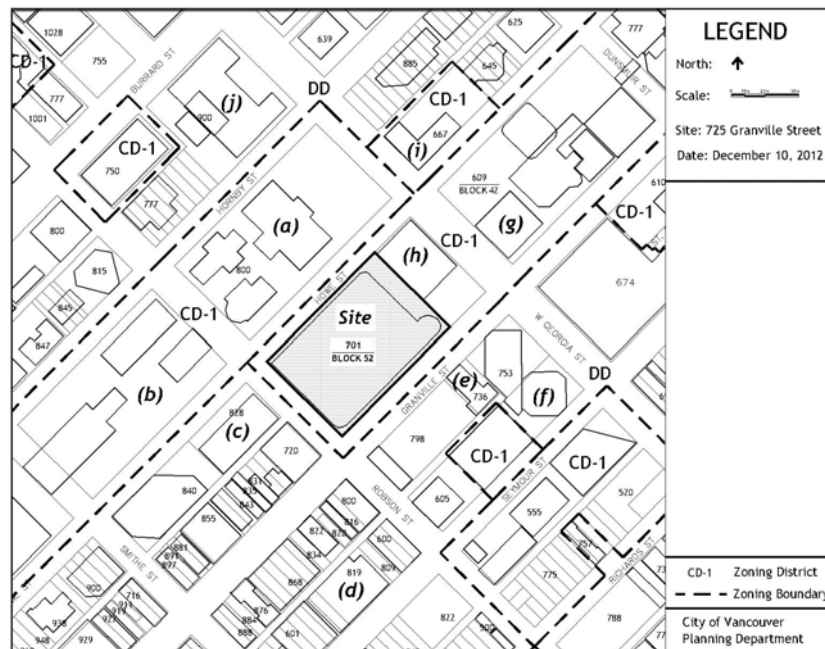
● **History of Application:**

12 09 12 Complete DE submitted  
 12 10 07 Urban Design Panel  
 12 11 21 Development Permit Staff Committee

● **Site:** The site is located within the shopping and entertainment district of downtown Vancouver occupying an entire city block (Block 52) with frontages bounded by Georgia, Robson, Granville and Howe Streets. The site is occupied by an existing seven-storey structure which will be retained and renovated. The former use was a retail department store, part of the Pacific Centre Mall complex that extends three city blocks from Robson Street northward to Pender Street. There is a two metre grade difference across the length of the site (Block 52), sloping downwards towards Georgia Street. Servicing and vehicular access is from Howe Street and a westerly approach along Robson Street that links into a second vehicular ramp off Howe Street. The site is shared with the TD Tower and the Canada Line City Centre Station at the northern end of the site.

● **Context:** The context is in the Downtown District Area "A". Each of the four streets that surround Block 52 are unique and important to Vancouver's downtown: Granville Street, the heart of the city's entertainment district and historic north-south corridor; Robson Street, predominate low rise to mid-rise retail uses with institutional uses directly west of the site; Howe Street, a busy vehicular arterial linking the downtown business district with flanking institutional uses and Georgia Street, a ceremonial east-west artery and gateway to the city. Significant adjacent development includes:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>(a) Vancouver Art Gallery,<br/>800 W Georgia Street (4 Storeys)</li> <li>(b) Robson Square, Law Courts,<br/>800 Robson Street (3 Storeys)</li> <li>(c) Chapters, 788 Robson Street (10 storeys)</li> <li>(d) Capital Residences,<br/>833 Seymour Street (43 storeys)</li> <li>(e) Vancouver Block,<br/>736 Granville Street (15 storeys)</li> </ul> | <ul style="list-style-type: none"> <li>(f) Scotia Tower,<br/>650 W Georgia Street (33 storeys)</li> <li>(g) Pacific Centre, IBM Tower, Block 42,<br/>701 W Georgia Street (19 storeys)</li> <li>(h) TD Tower, Block 52,<br/>700 W Georgia Street (30 stories)</li> <li>(i) Hotel Georgia,<br/>801 W Georgia Street (48 storeys)</li> <li>(j) Hotel Vancouver,<br/>900 W Georgia Street (17 storeys)</li> </ul> |
|--|--|



● **Background:** The existing building was designed by the notable architect César Pelli and completed in 1973, a purpose-built retail facility for the now defunct Eaton's store. Considered an iconic building for its time and place, staff has requested a Statement of Significance (SoS) to evaluate its historical importance. (See Appendix F)

In 2007, Blocks 32, 42 and 52 of the Pacific Centre Mall were rezoned from DD to CD-1 (455) principally to permit the location of the Canada Line City Centre Station at the northeast corner of the site. Design conditions for the approved form of development of this rezoning stressed exemplary architecture and public realm.

From a public realm perspective, the continuous blank walls have long been considered less than ideal and at odds with best practice as set out in city policy. Vehicular and service access from Howe and Robson Streets are also disruptive to pedestrian use and movement. At the enquiry stage, staff advised on the following three key aspects:

- to reduce the monolithic massing and blankness of the exterior walls with greater articulation and material expression;
- to provide greater transparency, connectivity and pedestrian interest at the street level; and
- to significantly enhance the public realm, including relocating the transit emergency exit stair, filling in the lay-by and parking ramp access off of Robson street and better resolution of grade conditions at the northeast plaza.

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

- 1) CD-1 (455) and approved Form of Development
- 2) Official Development Plan, Downtown (DODP)
- 3) Downtown Design Guidelines
- 4) Richmond/Airport - Vancouver Rapid transit Project (Council approved April 2003)
- 5) Design Plaza Guidelines
- 6) Granville Street Design Handbook

**1. CD-1 (455)**

**Use:** Both retail and office are permitted uses.

**Density:** The combined density for all uses not to exceed 9.47 FSR. A No-Development Covenant allows for small increases in density up to 5000 square feet in total.

**2. Official Development Plan, Downtown (DD):** The relevant aspects of the ODP to this development application are to provide good retail continuity at grade and excellent public realm.

**3. Downtown Design Guidelines:** In summary, the intent of these guidelines as they relate this development is to provide the following:

- varied, accessible and interconnected public open spaces;
- weather and wind protection of open spaces;
- landscaping and introduction of large trees where possible; and
- architecture to be of a high quality and to reflect sustainable principles.

**4. Richmond/Airport - Vancouver Rapid Transit Project (Council approved April 2003)**

Through this policy report Council provided recommendations to ensure that the City's interests are reflected in the design of the transit system. The relevant principles for new Rapid Transit Projects established and approved in this Council Report include:

*J. THAT the stations on the line be designed for maximum integration into the city's transit, pedestrian and cycling networks, as well as to complement and enhance the communities they will serve. Where underground stations are provided, efforts should be made in order that*

*pedestrians should not have to cross major streets to make frequently used connections. Opportunities to integrate stations into adjacent development should be pursued.*

**5. Plaza Design Guidelines:** The intent of the guidelines is to enhance the quality of city living and working environment of the city through sensitive and responsive urban design.

**6. Granville Street Design Handbook:** In summary the key design principles are:

- reinforcing Granville Street as a primary civic corridor;
- historical reference to older buildings and articulated massing;
- strengthen important corners;
- vibrant signage (see Appendix G); and
- pedestrian interest, access and security.

● **Response to Applicable By-laws and Guidelines**

**Use:** Retail uses at and near grade level and office uses at the higher floor levels are considered optimum for this part of the Downtown District. Retail uses occupy the lower level with an expansion of the mall southward from Georgia to Robson Street, three levels of a single retail tenancy and office uses from the fourth to seventh levels.

**Density:** The application is within the allowable density, with an increase in floor area of approximately 2500 square feet, less than the maximum allowable under the no development covenant of 5000 square feet in total. Further clarification of existing FSR calculations as noted under Standard Condition A.1.1.

**Massing and Expression:** The primary design objective is to break down the monolithic blankness of the original building, providing greater articulation and vibrancy of expression, appropriate to its location in the shopping and entertainment district of downtown Vancouver. In large part this has been achieved and the suggested improvements relatively minor.

Pushing and pulling of the building envelope is constrained by the zero lot line condition along Granville and Robson Streets with greater opportunities to reshape the exterior along Howe and Georgia Streets where there are existing building setbacks. Nevertheless, the Granville Street elevation remains too monolithic and horizontal in its expression that results in a disparity of scale with the finer grain development typical of Granville Street. Staff would recommend further study be given to address the issue of scale and expression for this Granville Street façade, as noted under Design Condition 1.1.1.

The northeast retail entry that faces the plaza and Georgia Street is a key entrance and should be easily identified. In the original building this was achieved by virtue of its iconic cylindrical shape and rotunda roof form. The proposed rectangular box-like projection that replaces the rounded form appears too understated by comparison, making entry identification less obvious. This condition is compounded by the Canada Line Station entry which obscures clear sightlines of the northeast entry from Georgia Street. Staff would recommend that greater emphasis be given to this important portal as covered under Design Condition 1.1.2.

Material choices are of high quality and well-resolved subject to a few minor improvements. The material expression is a tripartite layering of continuous glazing at grade, stone banding to the fourth floor level demarcating the change from retail to office use and vision glass extending above that to the roof level. The stone is brought down to grade at various points to visually punctuate and anchor the composition. The roof form is given special emphasis with a historical reference to the roof cap of the original building and the roof projection of the former Vancouver Library, two blocks to the west along Robson Street.

Signage is permitted separately and is not part of this application. For information purposes, the applicant has submitted a preliminary signage proposal so as to better understand the important role signage will play for this prominent commercial building and to ensure it reflects the intent and provisions of the Sign By-law. A key aspect of the Sign By-law as it applies to Granville Street is to encourage the use of neon lighting and vertical blade signs. Following further discussion with staff, the applicant is requested to prepare a detailed signage plan as noted under Standard Condition A.1.5 along with further commentary in Appendix G.

Notwithstanding the importance of signage to further vivify the architectural expression, commentary from the Urban Design Panel suggested the expression was too restrained and more material variety was advised, further noting material choice should be more responsive to solar orientation. Staff concur with this observation and recommend further study be given to improving the variety and interest of the material expression as covered under Design Condition 1.1.3.

**Transparency, Connectivity and Pedestrian Interest:** Good active retail frontage should have maximum transparency into the building, provide for multiple entries along the store's frontage and support pedestrian interest. Maintaining the primacy of the street environment for pedestrian use, particularly where back of house operations come into play, is a key concern.

Generally, excellent grade level transparency has been achieved along the Granville and Robson Streets. This is less so on the Georgia frontage and no improvements have been made along Howe Street in this regard. (To compare existing conditions to what is proposed please refer to drawings in Figure 1). Staff would recommend further consideration for additional pedestrian entries, much greater transparency including display windows/cases along Howe Street and elsewhere where solid walls are proposed. These concerns are covered under Design Condition 1.2.

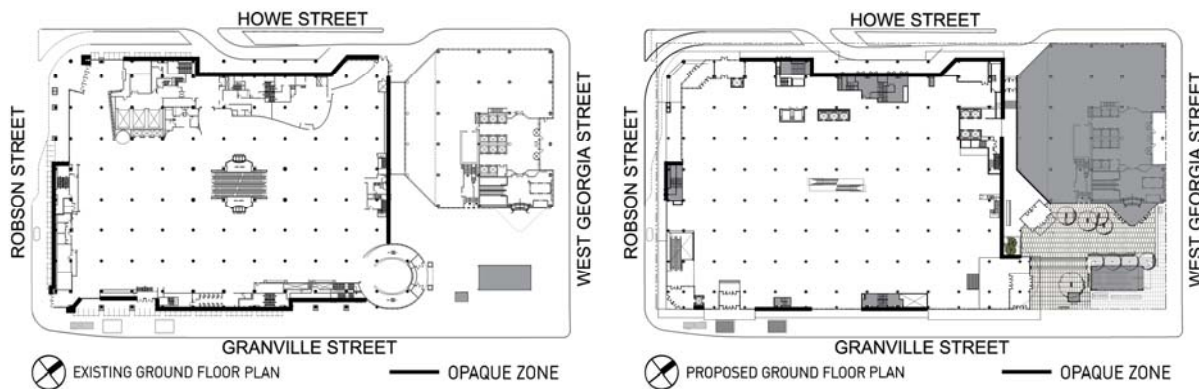


Figure 1. Level of transparency at ground level in existing condition and proposed development

**Public Realm and Landscape Treatment:** In summary, the existing conditions of the public realm surrounding Block 52 include the following:

- broken sidewalks that need to be replaced;
- narrow constricted sidewalks and physical and visual barriers that impede pedestrian movement and access;
- limited pedestrian amenities, including the northeast plaza;
- abrupt changes in grade at and near the northeast entry and plaza; and
- minimal landscaping and trees.

In large part this application has successfully addressed many of these concerns. All of the sidewalk paving will be replaced to current City standards as well as the northeast plaza. (Further clarification sought as per Landscape Condition A.1.13) The vehicular lay-by along Robson Street will be filled in and

the sidewalk widened. (See Design Condition 1.3.3) Sidewalk grades have been extended to the northeast entry and the grade transition to the lower level now occurs inside the store and mid plaza area office entry. New trees, bench seating, bike racks and ambient night lighting are proposed in the northeast plaza. Due to the parking substructure the soil depth in most cases occurs above grade level. (See Landscape Conditions A.1.15 and A.1.16, seeking further clarification on depth and type of growing medium.)

Staff recommend further design development to the northeast plaza, locating additional trees around the perimeter, more benches and related pedestrian amenities and the provision of an art feature to provide a focus. Staff would also recommend consideration of the demolition of the small single store triangular foyer attached to the TD Tower and projects into the plaza, as covered under Design Condition 1.3.1. and Landscape Condition A.1.12.

Canada Line Station Exit Stair: The existing emergency exit stair from the City Centre Station of the Canada Line is situated in the middle of the Granville Street sidewalk and within close proximity to two principal entries at Granville and Robson Streets, impeding good pedestrian flow. During the construction of the Canada Line Station, the City of Vancouver's objective was to internalize this stair within the building to ensure a clear unobstructed sidewalk. This however was not realized at the time, owing to lease obligations with the previous tenant that prevented this from otherwise being achieved. This narrow sidewalk condition is somewhat worsened by the proposed re-positioning of the Granville Street entry doors to the property line, previously set well back in the original building. To address pedestrian movement, minimize conflicts and enhance the visibility of the retail entrances along the Granville Street frontage, staff recommend reconfiguring and relocating the Canada Line exit stair within the building, secured through a statutory right of way. These recommendations are covered under Design Condition 1.3.2. and Engineering Condition A.2.3. See also Appendix C, Processing Centre - Building Comment 14.

Parkade Access on Robson Street: There are two vehicular ramps off of Howe Street that run parallel to one another, each a large void-like opening that present a physical and visual barrier between the sidewalk and the street and Robson Square on the opposite side, see Figure 2. Staff recommend closure of the Robson Street ramp. (See Design Condition 1.3.3.) The remaining ramp presents a harsh edge condition made more noticeable by the brightly painted orange concrete walls and heavy steel balustrades. There are no pedestrian connections or transparent windows into the store itself from Howe Street and the entry to the office tower is not well identified. Recommended improvements to the public realm along Howe Street are addressed under Design Conditions 1.3.4 and 1.3.5. Staff would also seek further clarification on the size, shape and placement of weather protection and their relationship to key entrances, as covered under Design Condition 1.3.6.



Figure 2. Parking Ramps along Howe Street ramp looking south

**Sustainability:** This application proposes to attain a LEED Gold designation for the core and shell. Integral to the earning is the retention and renovation of the existing structure and waste diversion during demolition. Two large atrium spaces have been added from the fourth to the seven floor office levels to provide natural light access and ventilation to the deep floor plates. Some of the passive strategies for the building envelope include a double skin at the southern corner, projecting roof overhangs, and 18 inch deep vertical mullions on parts of the west facing façade. Staff would recommend further study of additional passive strategies that will reduce heat load on the southern and western exposures and add to the expressive quality of the building. (See Design Condition 1.1.3)

The roof of the building is highly visible owing to its relative low building height and can be perceived in its entirety from surrounding vantage points of the adjacent towers, noting an earlier scheme of the original building had planned for roof gardens and a swimming pool. (See SoS, page 9, Appendix F) Given the roof's prominence, staff would recommend design development to the roof level to develop an interesting and engaging roofscape and to better reflect sustainable values, as covered under Design Condition 1.4.

● **Conclusion:** The extensive retrofitting of Block 52 is an opportunity to achieve significant urban repair to an entire city block in the downtown core. Earning of this conditional application has been achieved in the following manner:

- Well-resolved architecture with high quality materials subject to Design Condition 1.1;
- Excellent retail frontage, providing substantial transparency at grade and multiple opportunities for connectivity, subject to Design Condition 1.2;
- Substantial improvement to the public realm, including resolution of grades, northeast plaza, subject to Design Condition 1.3; and
- Achieving LEED Gold, subject to Design Condition 1.4.

On that basis staff would recommend approval of this application.

#### URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on November 7, 2012, and provided the following comments:

#### EVALUATION: SUPPORT (11-1)

- **Introduction:** Dale Morgan, Development Planner, introduced the proposal for an extensive retrofitting of the existing Sears building involving interior and exterior re-cladding of the existing department store from the basement to level seven. As well, the applicant is asking for a change of use from retail to office from levels four to seven and interior alterations include two atria on the office levels and the addition of elevators. Mr. Morgan described the site characteristics noting that the building is part of the Pacific Centre Mall which extends three city blocks from Robson Street northward to Pender Street. It connects with the TD Tower on the northwest corner of the site and the Canada Line Station on the plaza, with connections to the Expo Line at the lower mall level. He also described the context for the area, noting that four streets surrounding the site are important and unique streets in the downtown district.

Mr. Morgan described the history of the building. The architect for the site was César Pelli and was built in 1973 as an iconic building for its time and place. In 2007, Pacific Centre Mall was rezoned to CD-1 when the Canada Line Station was added to increase the permitted density. For this proposal staff have advised the applicant on the following key aspects: transparency and connectivity; public realm repair and enhancements including grade resolution; pedestrian scale



and greater articulation and expression to reduce monolithic massing and blankness of the expression.

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

1. **Urban Design:** The block long site occupies a key location at the city's centre surrounded by four important streets, each with its own unique character that the building needs to respond to. Is the urban fit in this context a good one and what suggestions if any could improve it?
2. **Massing and Expression:** Does the proposed massing and material expression break down the monolithic blankness of the existing building on all four sides?
3. **Public Realm/ Urban Repair:** The existing state of the public realm that surrounds Block 52 is one of dysfunction and disrepair, lacking pedestrian amenity and interest, transparency and connectivity from the street as well as numerous physical and visual barriers that impede ease of pedestrian movement. Have these negative conditions been successfully addressed? What other aspects of the public realm could be improved?
4. **Sustainability:** The application is proposing to achieve LEED Gold. Panel comments are requested with particular regard to the proposed glazing systems and opportunities for a green roof.

Mr. Morgan took questions from the Panel.

- **Applicant's Introductory Comments:** James Cheng, Architect, further described the proposal. He noted that it was a unique project and they see it as an opportunity to do urban repair. The building is in an important location and for fifty years it has been an important façade. He said they believe that all four sides need four different responses. There are existing stairs from the parking garage that cannot be changed, so they tried to strip away everything they could on the ground floor to make it more transparent. He said they feel the most sustainable part is the structure, so they are rehabilitating the building into new uses. They are keeping the existing structure as is, and replacing the skin.

Mr. Cheng noted that every street brings a different challenge to the project. Georgia Street has a lot of haphazard insertions into the plaza, so they worked with the landscape architect to help improve the plaza. The first thing they tried to do was to expand the public realm which helped them create a new entrance. The second thing they tried to do was to make an upper and lower plaza. Part of the reason for changing the rotunda was to respond to the plaza changes and to create a way to address the new office entrance and the retail space. Granville Street has a long façade and so at the corner of Robson and Granville Streets, which is a high profile corner, they created a corner piece that announces the entrance to Nordstrom's. A lot of work was done along Robson Street which will be completely transparent, other than one existing exit stair. They were able to create another entrance into Nordstrom's on the corner. Along Howe Street will be a restaurant that will be a prominent feature with a great view across to the Robson Square. Mr. Cheng said they wanted to use the interventions along Howe Street to break up the big scale of the building and express the office component. The roof will have two light wells for natural daylighting so no internal space is more than 45 feet to the glass, reducing the amount of artificial lighting. He added that they did not touch the roof other than to repair it. They investigated adding a green roof but felt that the added weight could not be supported. Mr. Cheng described the material palette noting the colours were picked to complement the existing TD Tower.

Chris Phillips, Landscape Architect, described the landscape plans noting that the Granville and Georgia Streets corner is an important space. It has great sun access but has poor pedestrian access and poor use right now. Putting the retail entry at Granville Street makes for a huge change to the nature of the plaza. The lower plaza will have seating at the edges with vegetation. Around the perimeter of the site they will be improving the paving and pulling out the driving lane on Robson Street to make a more generous size sidewalk.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - design development to further improve the public realm, in particular the northeast plaza and Howe Street;
  - design development to improve transparency along the Howe Street façade;
  - design development to bring added prominence to key entries;
  - design development to the massing along Granville Street to add more vertical emphasis to offset the monolithic and horizontal massing;
  - design development to provide more variety of expression to enliven the composition;
  - design development to develop the roofscape in a manner consistent with sustainability objectives;
  - design development to the north plaza in terms of the office entry and the façade component;
  - design development to the plaza area and landscaping;
  - consider adding a lighting element in the plaza to help animate the facades;
  - consider reviewing the bike rack location;
  - consider the façade system in order to meet energy goals;
  - design development to improve the roofscape;
  - design development to increase the greenery on the Howe Street façade.
- **Related Commentary:** The Panel supported the proposal and thought it was an interesting and challenging project.

The Panel agreed that it is a very important project and supported the notion of retaining and revitalizing the building. They also supported the applicant's approach and thought the shell and envelope of the building was a total transformation. The Panel also supported the re-skinning of the building from level two up as it will enrich the building and respond to the different urban contexts.

The Panel found that there were some challenges with the ground plane. They realized that there were some things that cannot be changed but could be improved. They thought that the Howe Street and Granville Street corners had been very much improved with the amount of transparency.

The plaza at the corner of West Georgia Street and Granville Street was a bit of a concern for the Panel. Although the applicant has tried to resolve the grade change it was still not an exciting and successful corner. A number of Panel members thought there could be more done with respect to public art and lighting. One Panel member wondered if the bike racks were in too prominent a location and suggested the applicant take another look. Another Panel member suggested recycling the existing cladding and creating a piece of public art that would involve lighting.

The Panel thought the office entry was a bit of a concern. It seems that the building does not have a good place to enter as it is not easily identifiable. They wanted to see a stronger emphasis on the entry. For the most part the Panel did not object to the rotunda element disappearing but thought the vertical element that replaces it could be stronger. One Panel member suggested finding a Canadian stone rather than importing it from Portugal. Another suggestion from the Panel was with respect to the canopies. They thought they were an important element but lacked excitement and significance.

The Panel felt that a lot more could be done in the public realm along Howe Street. They thought more transparency could be done as well as improving the massing expression. One Panel member thought it could be dressed up with a coffee shop. Another Panel member suggested there were opportunities to use light and art to make it more exciting. One Panel member noted the difficult office entrance and department store entrance off West Georgia Street and their relationship to

the plaza and thought they set up a geometry that did not relate to anything else. He noted that there is a long walk to the elevators, and that Howe Street is almost the better entrance.

The Panel was disappointed with the sustainability strategy and felt that the energy modeling might be falling short. Although there are vertical extensions and solar shading devices on the building which will make for interesting patterning and texture, the Panel thought they would have modest effect on energy performance. They would also like to see more greenery on the building with one Panel member suggested adding planting to the terrace at the restaurant level. A number of Panel members suggested adding a green roof or at least some interesting patterning and also adding solar panels. As well, some of the Panel thought there needed to be research done to find the right glass type for the building. One Panel member suggested using a heat recovery system considering the amount of retail and office on the site.

- **Applicant's Response:** Mr. Cheng said the Panel had given them a good perspective for the building. He said that they originally thought it should be a background building but they could push it more at the Granville Street and West Georgia Street corner.

## ENGINEERING SERVICES

### Robson Street Entry Closure

Robson Street is one of the City's busiest pedestrian corridors. One of three Pacific Centre parkade vehicle entrances is provided off Robson Street in close proximity to the northeast corner of the Robson and Howe Street intersection, a location where large volumes of pedestrians tend to accumulate. Redevelopment of the Sears building and the proposal to convert four floors to General Office provides an opportunity to reconfigure the public realm to improve the pedestrian experience, reflecting current City policy.

On November 28, 2012, Council approved the re-opening of the 800 block of Robson Street to vehicle traffic. Council also directed staff to report back on the impacts, challenges and opportunities for potentially creating a permanent public square in the future. Similarly, the *Transportation 2040 Plan* identifies Robson Square as a potential location for a permanent public square and that the adjacent blocks of Robson Street, from Jarvis Street to Seymour Street, are identified as pedestrian-priority streets that consider transformation to a car-free or shared space design.

A traffic study was completed by the applicant to assess the demand for the Robson Street entry and any potential impacts if it were to close. It concluded that the Robson Street entry accommodated less than 18% of the total vehicles accessing the parkade while the other two entries off Howe Street took the bulk of the volumes. Steady flows of pedestrians were also observed at this location which created conflicts resulting in vehicle queues on Robson Street. The study also identified some potential circulation challenges if drivers were unaware of the closure.

Staff have concluded that the benefits of improving the pedestrian realm on Robson St are significant and are worth the expected impacts of the access closure. Design Condition 1.3.3 requires the closure of the Robson Street Entry and reconstruction of the public realm to the satisfaction of the General Manager of Engineering Services.

### Canada Line Emergency Exit Relocation

The relocation of the emergency exit for the Vancouver City Centre Station situated at the southerly end of the 700 block of Granville Street allows for a greatly improved public realm at the intersection of two major pedestrian corridors. During the construction of the Canada Line there was Council direction to look for opportunities to incorporate stations into adjacent development. This particular emergency exit was not able to be integrated into the Sears building at the time of the station's construction however the Development Permit Board Report for Vancouver City Centre Station

references provisions for the future integration of the emergent exit into adjacent buildings when opportunities are presented through redevelopment.

Staff see great benefit in opening this encumbered space along Granville Street based on the nature of the two pedestrian prioritized streets of Granville and Robson and the visual prominence of this retail corner. While the applicant appeared willing to explore concepts to provide a flush 'hatch' treatment that was not supported by Translink, they expressed concern of the feasibility to achieve a below grade connection to the building. Design Condition 1.3.2 seeks the relocation of the emergency exit into the building unless proven unfeasible to the satisfaction of the Director of Planning and General Manager of Engineering Services.

#### Parking and Loading

The application proposes the removal of 37 parking spaces to accommodate access and structural additions for the new office and department store tenants however there is no bicycle parking provided. The original construction of Pacific Centre predates bicycle requirements within the Parking By-law, however the CD-1(455) By-law requires bicycle parking. Staff would expect any new development on the site to comply with Section 6 - Off-Street Bicycle Space Regulations of the Parking By-law.

Staff support the use of existing loading facilities on-site to accommodate the demands of the new development however Standard Engineering Condition A.2.8 requires a letter of commitment from the owner confirming that all loading activities will be managed on-site.

A bike centre or 'Bikeade' feasibility study was completed in 2008 that studied the viability of its operations in the Vancouver context and more specifically on the Pacific Centre site. The bike centre concept, also known as a bike station or a bike depot, is based on similar facilities in Europe, Asia, and the United States. Bike centres are: *attended, centralized locations used for secure short and long-term bicycles parking that usually also feature an extensive range of bike-related services including: bike retail, rentals, repairs, accessory sales, food vending, shower and change facilities, and travel information.*

The study concluded that: "The preferred location is an at-grade facility developed as part of a future redevelopment of the Sears building, which will maximize street exposure and interaction and provide the most accessible facility to cycling and transit facilities."

The application does not include a bike centre or space dedicated for a future bike centre. Staff are seeking clarification on the current intent to deliver a bike centre on this site or at another location, demonstrate how it will function, and determine how to 'future-proof' the space. The previous report was finalized in 2008 - since that time the downtown bike network has changed significantly and the report should be updated to reflect those changes (See Standard Engineering Condition A.2.6)

#### Servicing

The City's By-laws generally permit a single set of sewer connections (one storm and one sanitary) for each legal lot, however the Pacific Centre site has numerous connections due its age, size and it being 'grandfathered' in. There are several sewer mains that surround the site and staff are concerned that if redevelopment incurs alterations to its internal servicing there could be too much demand on a particular connection potentially resulting in surcharge of the associated downstream City mains. Staff attached a condition to a previous rezoning application to require an extensive review of the site's internal servicing to adequately assess the need and demand of each municipal connection. As that particular rezoning has not yet been acted upon, Standard Engineering Condition A.2.5 requires a commitment to address these requirements for the portion of the site that is currently being redeveloped.

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

## LANDSCAPE

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

## HERITAGE PLANNING

### Heritage Value

The (former Eaton's/Sears) building at 701 Granville is identified in the Recent Landmarks Inventory of post 1940 buildings, but is not listed on the Vancouver Heritage Register. As part of the current development permit application the applicant team was requested to prepare a Statement of Significance (SoS) to identify the heritage values and character defining elements of the building. The draft SoS identified the key heritage values for the building such as its association with urban renewal plans that spread across North America in the mid-twentieth century. In this case it was part of a major redevelopment plan for downtown Vancouver in the 1960s which was intended to bolster the downtown in the face of competition from suburban shopping centres. The department store building is part of the larger Pacific Centre complex that includes an office tower, hotel and shopping mall. Also of value is the building's affiliation with the development consortium of Cadillac Fairview, Toronto Dominion Bank and T. Eaton Company. Further value is found in the connection to the architects I. M. Pei and Vincent Ponte who first designed plans for the site and later César Pelli in association with local architects McCarter Nairne and Partners who modified the original design.

The key character defining elements of the building are as follows:

- location in the centre of Vancouver's downtown core;
- continuous commercial use for the past four decades;
- relationship to the adjacent skyscraper, notably the store's glazed bay and horizontal orientation of a similar geometric form;
- commercial form, scale and massing as expressed through its rectangular plan, flat roof and storefront entrances along the ground level;
- construction to property lines along Granville, Robson and Howe Streets; and
- design features such as the semicircular glazed bay on the north elevation and the articulation between horizontal glazed openings and opaque wall sections on the ground floor.

The draft SoS was reviewed by the Vancouver Heritage Commission on November 19, 2012 at which time it was supported noting further refinement of the heritage value section would be required.

### Proposed Alterations and Heritage Value

The proposed alterations will impact some of the heritage values and character defining elements of the building, particularly some of the design features that will be altered with the re-cladding of the building exterior. Many of the social and cultural heritage values will remain such as the continuation of commercial use, the relationship with the other buildings in the Pacific Centre complex and the overall form, volume and massing of the building. However the architectural value will be significantly altered with the proposed changes. Nevertheless, the building could still be added to the Vancouver Heritage Register as the majority of the heritage values and character defining elements will remain. Condition A.1.18 requests the owner to consider adding the building to the Vancouver Heritage Register.

### PROCESSING CENTRE - BUILDING

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

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

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

### NOTIFICATION

On November 6, 2012, 817 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

No response was received by the close of the notification on November 20, 2012.

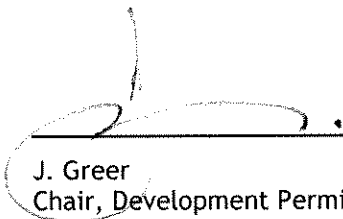
**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

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

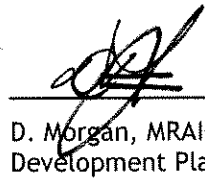
Decisions by the Director of Planning are required with respect to Section of the By-law.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it does not seek a relaxation of the By-law provisions.



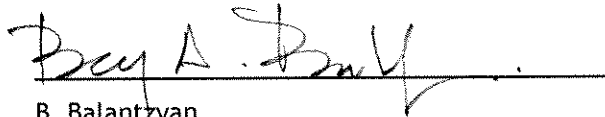
---

J. Greer  
Chair, Development Permit Staff Committee



---

D. Morgan, MRAIC  
Development Planner



---

B. Balantzyan  
Project Coordinator

Project Facilitator: C. Lau

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

### A.1 Standard Conditions

A.1.1 clarification and confirmation of existing and proposed floor area, and the Floor Space Ratio (FSR), noting the following:

- i. the area of mechanical/service rooms above base surface, and escalators must be included in the computation of the FSR; and
- ii. the area of storage rooms at the mall level and underground parking levels must also be included in the computation of the FSR;

A.1.2 detailed floor and roof elevations for each floor and roof level in the building, as related to the existing grades on site;

A.1.3 provision of vertical vent space to accommodate future proposed restaurant exhaust from the commercial levels;

**Note to Applicant:** The intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.

A.1.4 notation/clarification of the uses of all rooms/spaces;

**Note to Applicant:** Uses should be specified according to permitted uses in the CD-1 (455) By-law in connection with uses defined in Section 2 - Definitions, of the Zoning and Development By-law.

A.1.5 design development to provide a signage plan, noting the following:

- i. the signage plan is for information purposes only as signage is administered under the Vancouver Sign By-law and separate sign permits will be required;
- ii. proposed signage should be developed using the design principles identified in the Handbook for Building Frontages on Granville Street;
- iii. under the Sign By-law, the Director of Licenses and Inspections may permit an increase in projecting sign size for projecting signs that fall within the Schedule G1, and any other non-conformances with the Sign By-law will require approval by the Board of Variance; and
- iv. notation shall be provided on the plans stating that, "All signage is shown for reference only and is not approved under this Development Permit. The owner(s) assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits";

**Note to Applicant:** The Sign By-law Coordinator should be contacted at 604.871.6714 and refer to Appendix G, Singange proposal commentary for further information.

A.1.6 clarification of the proposed type of loading spaces;

**Note to Applicant:** Proposed class type of each loading space should be noted on the plans, in accordance with Section 5 - Off-Street Loading Space Regulations of the Parking By-law.

---



- A.1.7 provision of bicycle parking in accordance with Section 6 of the Parking By-law, noting the following:
- i. a minimum of sixty-one (61) Class A bicycle spaces is required for the General Office component of the proposed development;  
  
**Note to Applicant:** A minimum of forty-three (43) clothing lockers for each gender is also required, in accordance with Section 6.5 - Clothing Lockers, of the Parking By-law.
  - ii. proposed number and location of all Class B bicycle spaces should be identified on the Site Plan;
  - iii. a minimum of six (6) Class B bicycle spaces, in accordance with Section 6 of the Parking By-law, is required for each of the retail and office components of the proposed development; and
  - iv. provision of the following notations is required on the submitted plans:
    - a. "The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law"; and
    - b. " A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces";
- A.1.8 design development to locate, integrate and fully screen any emergency generator, exhaust ventilation, electrical substation and gas meter; in a manner that minimizes their impact on the building's open space and the public realm; including the following:
- i. in order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways and parking or loading areas; and
  - ii. notation shall be provided on the plans stating that, "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555";
- A.1.9 an additional fee of \$690.00 for address change is required to complete the processing of the development application;
- A.1.10 clarification of existing and proposed encroachments over the 7' wide Building Line along Robson Street;
- A.1.11 the applicant can and does obtain the approval of the Board of Variance for the existing and proposed encroachments over the 7' wide Building Line along Robson Street;

#### Standard Landscape Conditions

- A.1.12 design development to provide additional interest and articulation at the corner of Georgia and Granville;

**Note to Applicant:** This could be achieved by relocating the bicycle racks closer to the Granville Street public sidewalk and providing a row of three trees between the bicycle racks and the Canada Line building.

---

A.1.13 design development to enrich the ground plane at the corner of Georgia and Granville Streets, with special paving around the Canada Line entrance and around the corner to Granville Street;

A.1.14 design development to increase the greenery along Howe Street;

**Note to Applicant:** This could be achieved by providing a green wall on the Howe Street façade.

A.1.15 provision of soil cells with adequate soil volumes to ensure that the plaza trees planted on slab and under paving will be healthy and vigorous;

**Note to Applicant:** The minimum soil depth should be three feet. The soil volume per tree should be 28 to 34 cubic meters.

A.1.16 illustration of the soil depths and underground structures for all of the trees to be planted in the plaza on the landscape sections;

**Note to Applicant:** The planting depth for the single specimen tree beside the Canada Line elevator should be illustrated on Section 4. The depth of the soil for the trees grown in an open planter shown on Section B should be increased from two to three feet in depth. The slab underneath this open planter and the specimen tree should be illustrated on the sections.

#### Standard Heritage Conditions

A.1.17 that the Statement of Significance be revised to address comments from the Vancouver Heritage Commission review of November 19, 2012; and

A.1.18 that the owner considers providing a letter which supports the addition of the building at 701 Granville Street to the Vancouver Heritage Register.

#### A.2 Standard Engineering Conditions

A.2.1 arrangements are to be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for the modification of the Statutory Right-of-Way Agreement (SRW) A66511 (Explanatory Plan 11893) for public pedestrian use due to changes to the store's southwest corner entrance and potential changes to the Robson Street curblin. Prior to issuance of any Occupancy Permit a post-construction topographic survey is required to confirm the location of the renovated building in relation to the property line, the building line and the SRW;

**Note to Applicant:** The new surround for the southwest corner entry doors appears to be encroaching into the current SRW area.

A.2.2 provision of written confirmation from Translink, prior to Development Permit issuance, that they have no objection to the proposed works within the Canada Line station Construction SRW area. Pursuant to the SRW/Covenant registered as BB57669-4, arrangements are to be made for the release of the Construction SRW and its replacement with the Permanent SRW document as per Article 6.8 and Schedule E of the above-noted agreement;

A.2.3 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a SRW agreement for the portions of the development that will accommodate the emergency egress of the Vancouver City Centre Station;

---

**Note to Applicant:** The statutory right of way agreement is to be in favour of the City but is to contain provisions such that it can be assigned to a transit operator.

A.2.4 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services are required for a standard encroachment agreement to address:

- i. the portion of metal-clad roof canopy over Granville Street;
- ii. the vertical extended cap window frame projections over Granville Street; and
- iii. the portion of double-skinned glazing over Granville Street;

**Note to Applicant:** An application to the City Surveyor is required to initiate this process.

A.2.5 provision of a commitment to address the obligations set out in Recital C(c)(ii)-(iii) of the No Development Covenant BB385886 relating to the redevelopment of Block 52 prior to occupancy;

**Note to Applicant:** A number of sewer mains provide service to the Pacific Centre site and staff are concerned that alterations to its internal servicing could place too much demand on a particular connection, potentially resulting in surcharge of the associated downstream City mains. Development Covenant BB385886 requires investigation of the entire site's internal servicing however it relates to a rezoning approval that has not yet been acted upon. Investigation is required solely relating to the redevelopment of Block 52 to ensure that the development is well served by its surrounding City infrastructure.

A.2.6 provision of an updated Bike Centre (Bikeade) Study to clearly identify a preferred location that provides street-level frontage and access, potential operational model and plan and high-level functional design for a future bike centre to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** The application does not include a bike centre or space dedicated for a future bike centre. The *Bike Centre PC Feasibility Study* completed in 2008 concluded that "The preferred location is an at-grade facility developed as part of a future redevelopment of the Sears building, which will maximize street exposure and interaction and provide the most accessible facility to cycling and transit facilities." Staff are seeking clarification on the current intent to deliver a bike centre on this site or at another location, demonstrate how it will function and determine how to "future-proof" the space. The previous report was finalized in 2008 - since that time the downtown bike network has changed significantly and the report should be updated to reflect those changes.

A.2.7 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision a Public Bike Share (PBS) Station dimensioned 15m x 7.5m on this site immediately adjacent to the east side of the Canada Line Station on Granville Street. Arrangements are to include rights of way to allow public access and provision of an electrical service to the PBS location;

A.2.8 confirmation of all loading activities will be entirely contained on site;

**Note to Applicant:** A letter of commitment from the owner stating that all loading activities will be managed on-site without the reliance of city street will fulfill this condition.

A.2.9 provision of a canopy application is required;

**Note to Applicant:** Canopies must be demountable and meet the requirements of the Building By-law.

---

A.2.10 provision of correct building grades;

**Note to Applicant:** A building grade at the corner of Robson Street and Granville Street, should be 101.05' not 100.05'.

A.2.11 the General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but 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 facilities. 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 is required to show details of how the site will be provided with all services being underground. We strongly recommend very early consultation with BC Hydro to address any potential servicing concerns.

---

**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building contained in the Staff Committee Report dated November 21, 2012. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **July 15, 2013**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.6 The Addressing Coordinator advises that an additional address will be required for the store on Levels 1 to 3 prior to issuance of the Building Permit. A floor layout plan, including addressing and unit numbers, is to be submitted prior to Building Permit issuance and shown on drawings submitted with the Building Permit application. Bonnie Lee should be contacted at 604.873.7986 for information.

**B.2 Conditions of Development Permit:**

- B.2.1 All services, including telephone, television cables and electricity, shall be completely underground.
  - B.2.2 No exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
  - B.2.3 If the development is phased and construction is interrupted, the project will require an amendment, to the satisfaction of the Director of Planning, to address how the incomplete portions of the development will be treated.
  - B.2.4 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
  - B.2.5 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
  - B.2.6 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
-

- B.2.7 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.8 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health & Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the Health Acts necessitate changes to this permit and/or approved plans the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.9 This site will be affected by a Development Cost Levy By-law. Levies will be required to be paid prior-to issuance of Building Permits. For more information, please refer to the Development Cost Levies Information Bulletin, available at the Planning Department Reception Counter, or online at [vancouver.ca/financegrowth](http://vancouver.ca/financegrowth). The next increase is scheduled for September 30, 2011; projects without a Building Permit in process will be charged at a higher rate. Additional information about the increase can be found at [vancouver.ca/commsvcs/planning/infobul1.pdf](http://vancouver.ca/commsvcs/planning/infobul1.pdf).
-

### Processing Centre - Building comments

The following comments are based on the preliminary drawings prepared by James Cheng Architects Inc. dated Sep. 12, 2012 for the proposed development permit. This is a preliminary review in order to identify issues which do not comply with the Vancouver Building Bylaw #9419 as amended (VBBL), and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

1. Building safety facilities such as central alarm and control facility, firefighter's elevator, and stairwells equipped with standpipe connections shall be coordinated with the location of the firefighter's entrance.
2. \* Principle entrance is not within 15 m of the fire access route.
3. The building is required to provide access to persons with disabilities to all public areas, common areas, storage, amenity, meeting rooms, and to areas where work functions could reasonably be expected to be performed by persons with disabilities.
4. \* Fire protection, structural capacity, and accessibility of the existing building is required to be upgraded per Part 10 of the VBBL. This is considered to be a Reconstruction project with a corresponding level of upgrade of F4, S4, and A4.
  - a. This level of upgrade may require seismic upgrade to up to 100% of the current provisions.
5. Spatial separation requirements on the north elevation may not comply. The addition of the office lobby is required to be separated from the existing TD Tower with a fire-resistance rating and non-combustible construction and cladding.
6. Building construction is required to be non-combustible.
7. High-rise building and VBBL 3.2.6. requirements for high buildings apply to the entire building.
8. \* All entrances, exits, drive aisles and other access to off-street disability parking spaces, and egress therefrom must have a minimum vertical clearance of 2.3 m, as required by the Parking By-law.
9. \* The fire alarm and smoke control systems are required to be connected to the adjacent buildings' fire alarm system, including the TD Tower and the Mall.
10. Accessible universal toilet room is required in the office levels.
11. \* Cross-over floors are required.
12. \* Use of wood in the cladding and soffit is not permitted.
13. Future Kitchen Discharge Path. The restaurant at the 3<sup>rd</sup> floor, and each CRU in a new or fully upgraded building is to have a route shown on the plans for future kitchen ventilation system exhausts AT THE BASE BUILDING stage. Mid-rise buildings are to be provided with an interior shaft(s) to enable future kitchen ductwork to reach the highest roof. Buildings without a shaft to the highest roof are to show a route for ductwork to reach a lane through an ecology unit, except where there is no lane and another discharge location is approved by the Chief Building Official and Director of Planning.

For all buildings regardless of height, an ecology unit for a commercial kitchen ventilation system is required for:

- a. horizontal discharges,
-

- b. vertical discharges that are below and near proposed or existing openable windows such that there is an impact on liveability, including on an adjacent property, and
  - c. situations required by the Director of Planning to reduce negative impacts on liveability or on amenity areas.
14. \*The flush hatch cover proposed over the existing Canada Line emergency exit stairs on Granville Street replacing the current above-ground structure) does not meet the intent of the VBBL.
- a. the door swing must be in the direction of travel,
  - b. the access must be readily openable without special instructions,
  - c. pedestrian safety must be ensured.

\*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

---

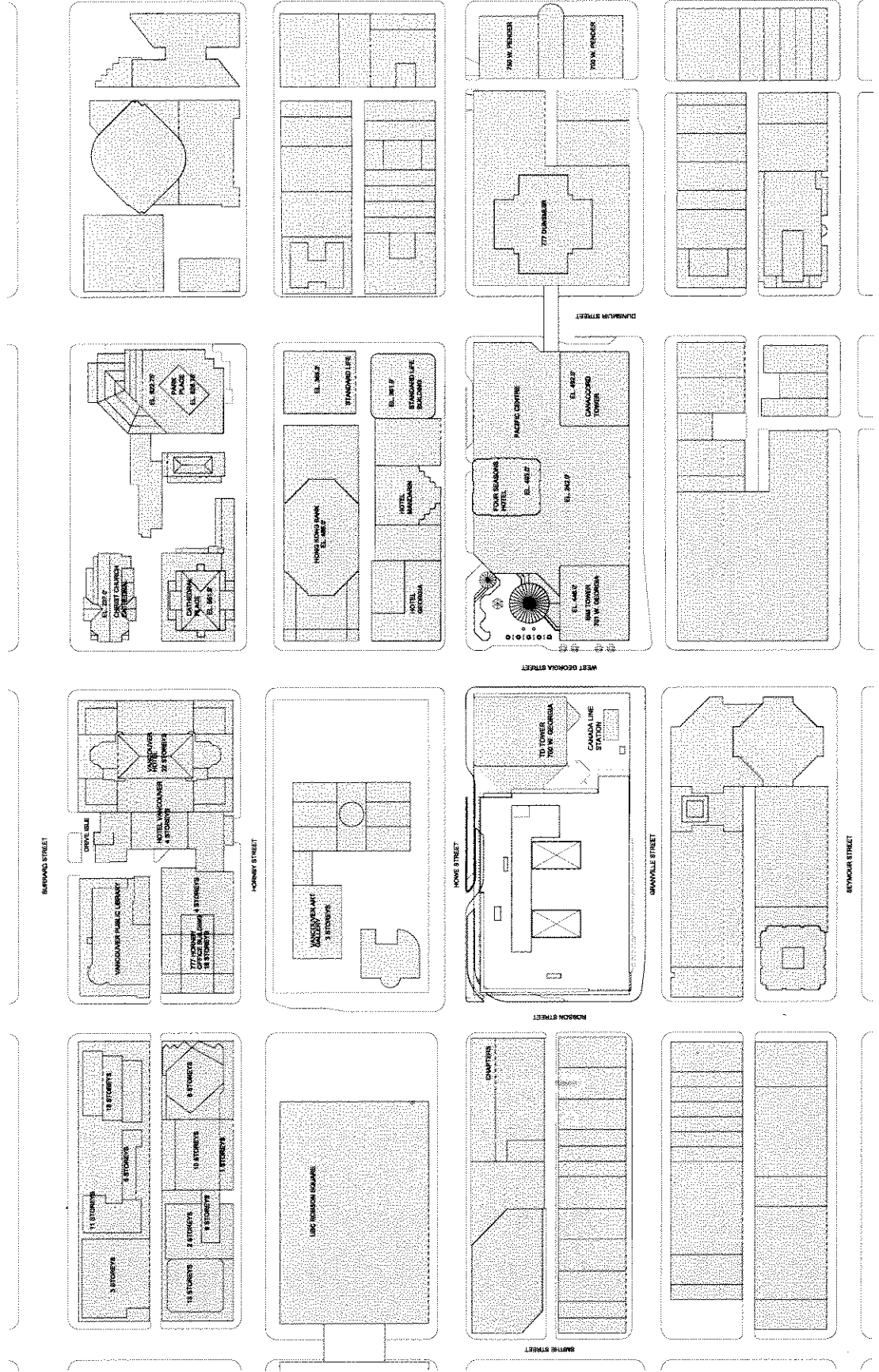




SEPT 12, 12 DP SUBMISSION

JAMES CHONG ARCHITECTS  
1000 WEST END AVENUE  
VANCOUVER, BC V6E 2E6  
TEL: 604-681-1111  
WWW.JAMESCHONGARCHITECTS.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC  
CONTEXT PLAN  
SCALE: 1/8" = 1'-0"  
DATE: 12-2002  
PROJECT: A1.01  
SHEET: 0077.12.12

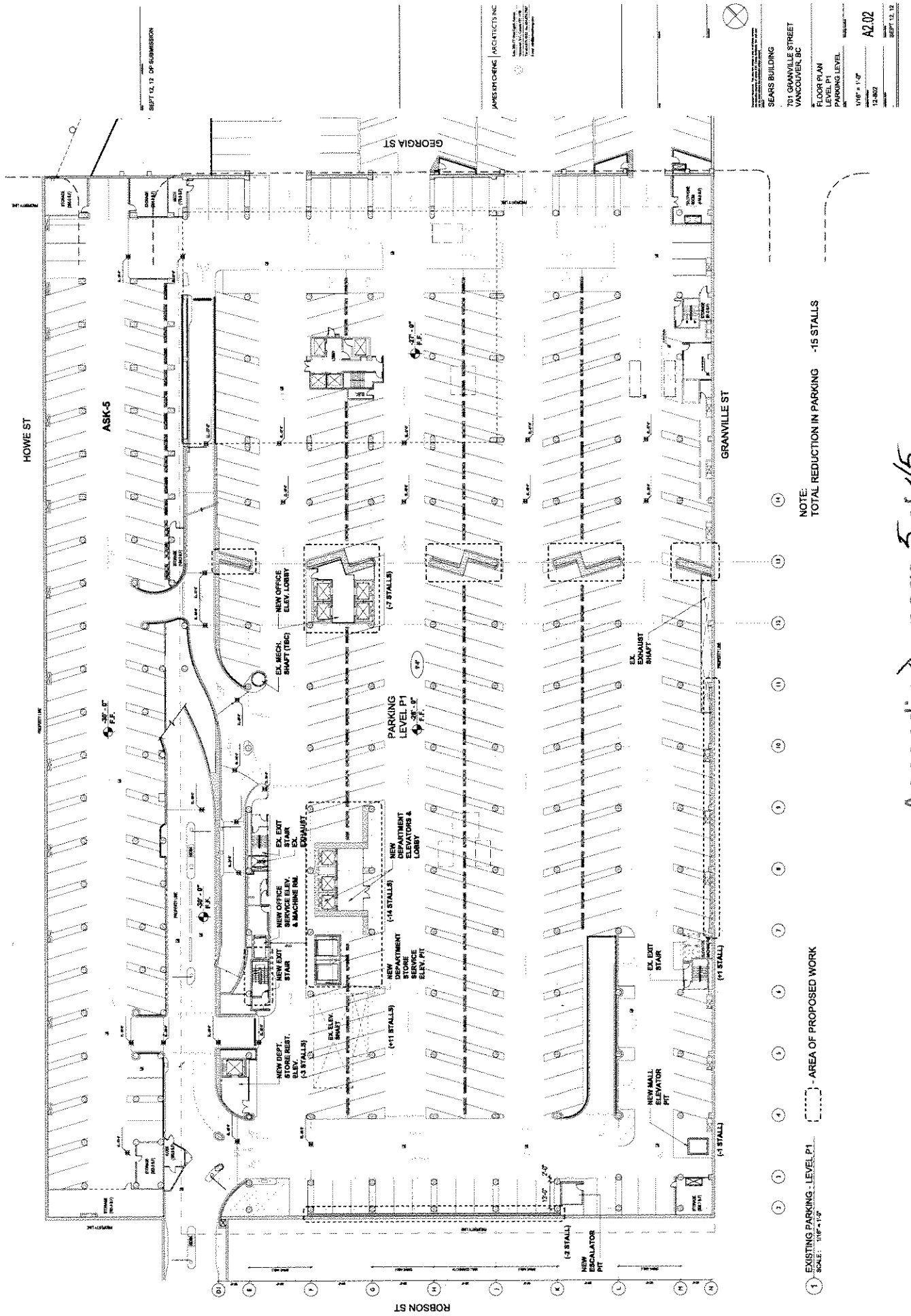


1 CONTEXT PLAN  
SCALE: 1/8" = 1'-0"

Appendix 2 ; page 2 of 45







SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
PARKING LEVEL

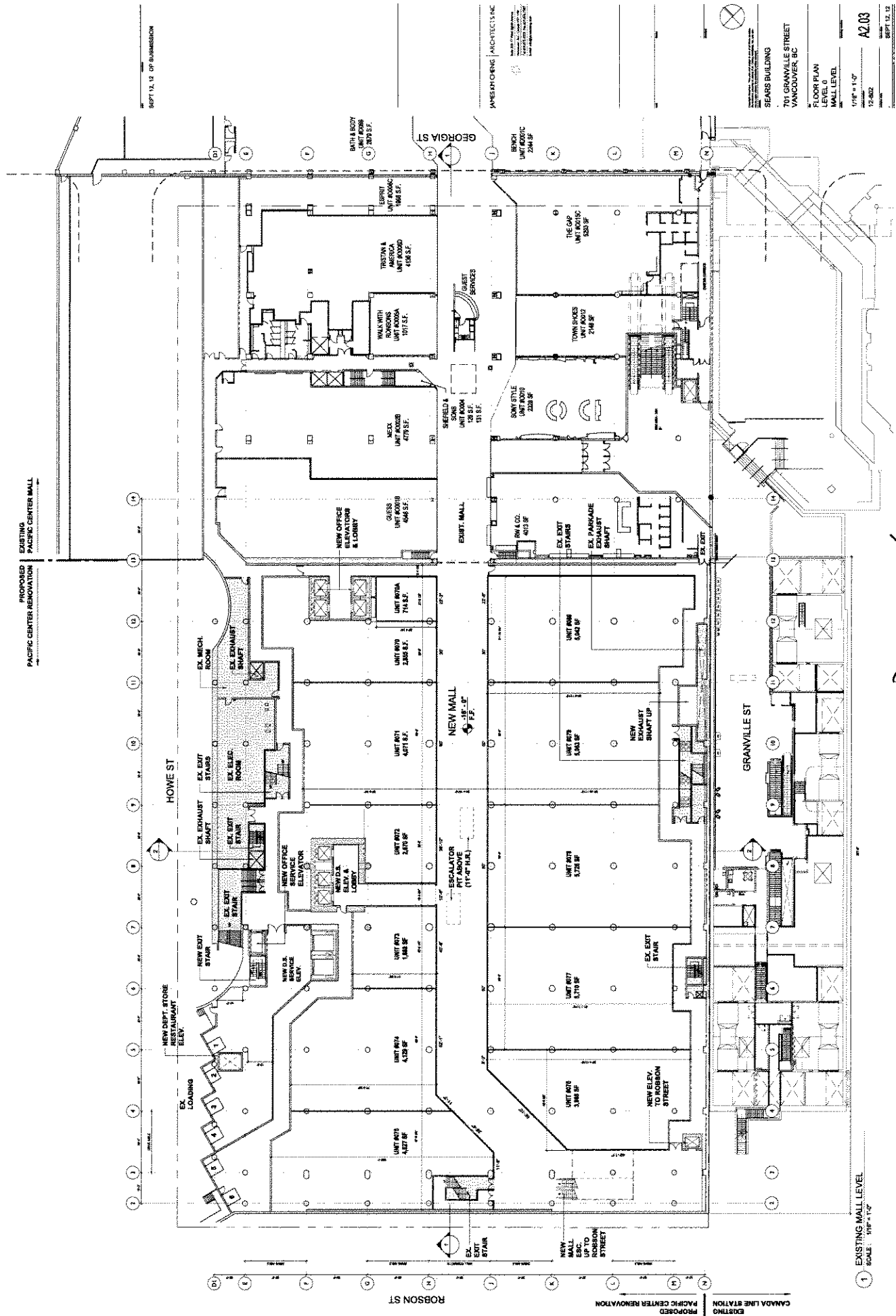
1/8" = 1'-0"  
12-802  
SEPT. 13, 07

A2.02

NOTE:  
TOTAL REDUCTION IN PARKING - 15 STALLS

1 - AREA OF PROPOSED WORK  
EXISTING PARKING - LEVEL P1  
SCALE: 1/8" = 1'-0"

Appendix D: page 5 of 45



EXISTING PACIFIC CENTER MALL  
PROPOSED PACIFIC CENTER RENOVATION

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
LEVEL 0  
MALL LEVEL

1/8" = 1'-0"  
12-8022

A2.03  
DATE: SEPT 12, 12

Appendix D: page 6 of 45

EXISTING MALL LEVEL  
SCALE: 1/8" = 1'-0"



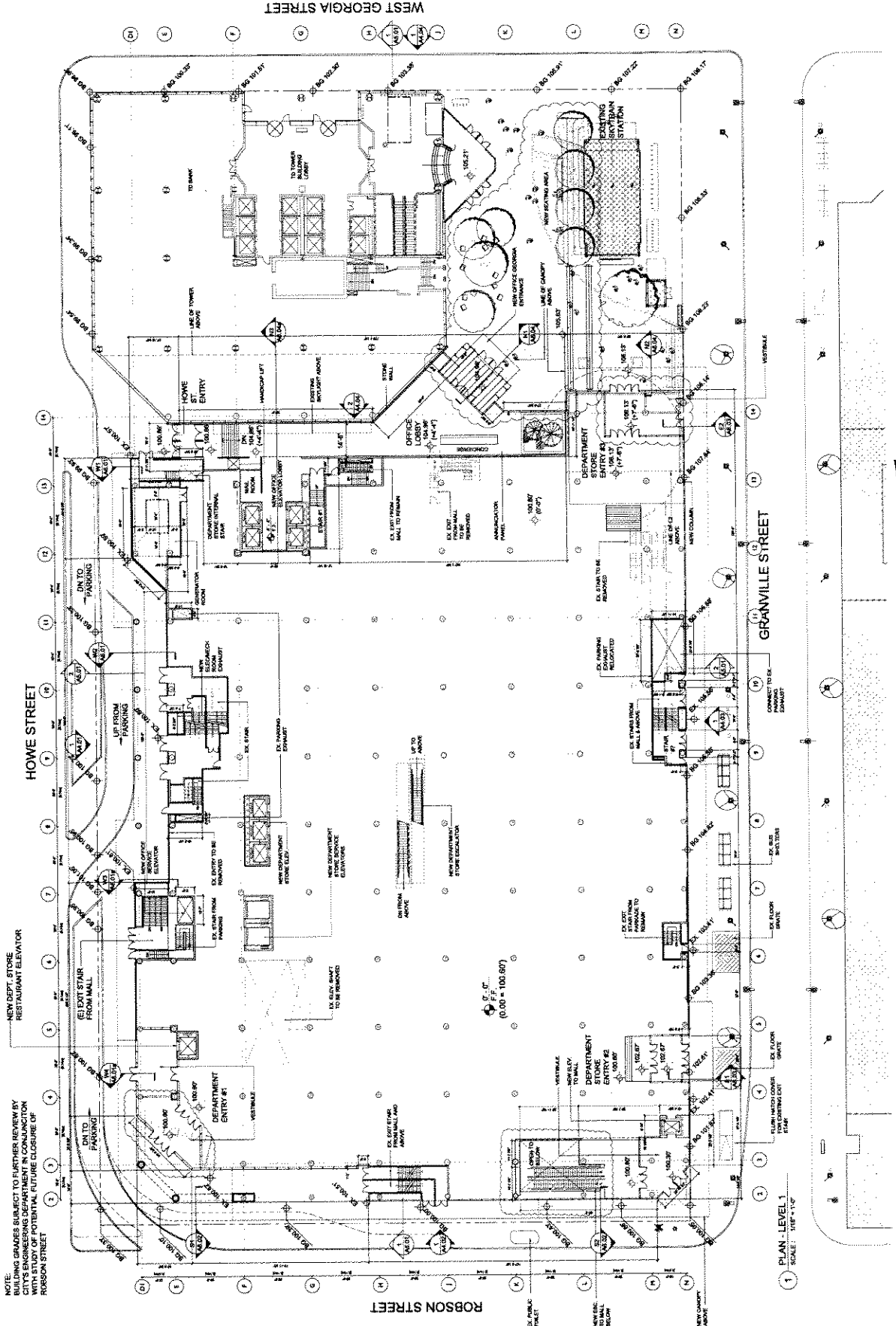
SEPT 12, 12 - CP SUBMISSION  
 OCT 16, 12 - CP SUBMITTANT

AMERPHOBIC ARCHITECTS INC.  
 1000 WEST 10TH AVENUE  
 VANCOUVER, BC V6H 1T1  
 TEL: 604-681-1111  
 FAX: 604-681-1112  
 WWW.AMERPHOBIC.COM

SEARS BUILDING  
 701 GRANVILLE STREET  
 VANCOUVER, BC

FLOOR PLAN  
 LEVEL 1 - GROUND FLOOR  
 DEPARTMENT STORE LEVEL

15'0" - 14'0"  
 12-802  
 A3.01  
 SEPT 12, 12



NOTE:  
 BUILDING GRADES SUBJECT TO FURTHER REVIEW BY  
 CITY'S ENGINEERING DEPARTMENT IN CONJUNCTION  
 WITH A STUDY OF POTENTIAL FUTURE CLOSURE OF  
 ROBSON STREET

Appendix D; page 7 of 45





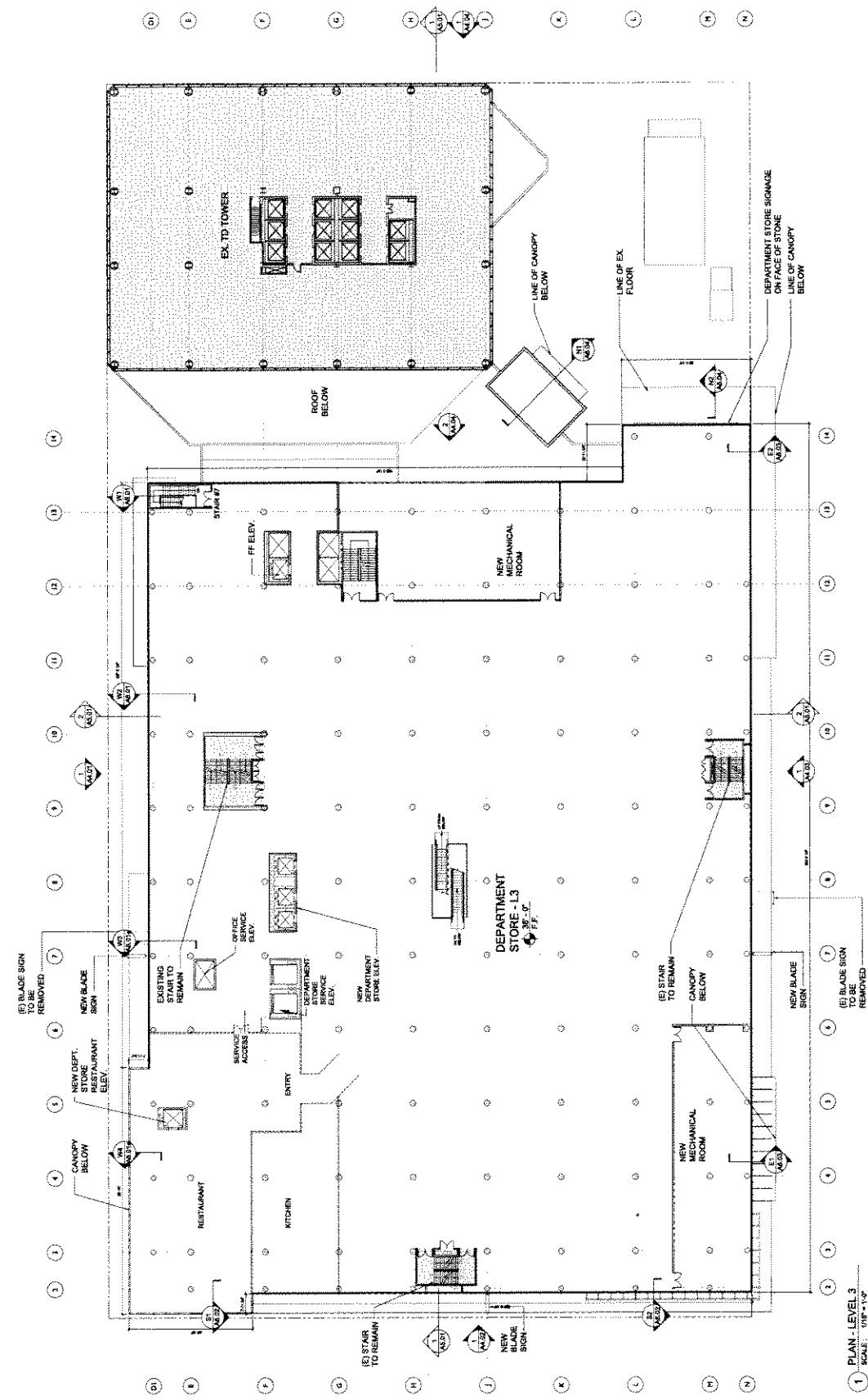
SEPT 12, 13 BY SUBMISSION

JAMES HENNING ARCHITECTS



SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
LEVEL 3  
DEPARTMENT STORE LEVEL  
1/16" = 1'-0"  
12-862  
A3.03  
DATE: SEPT 12, 13



Appendix D: page 9 of 45



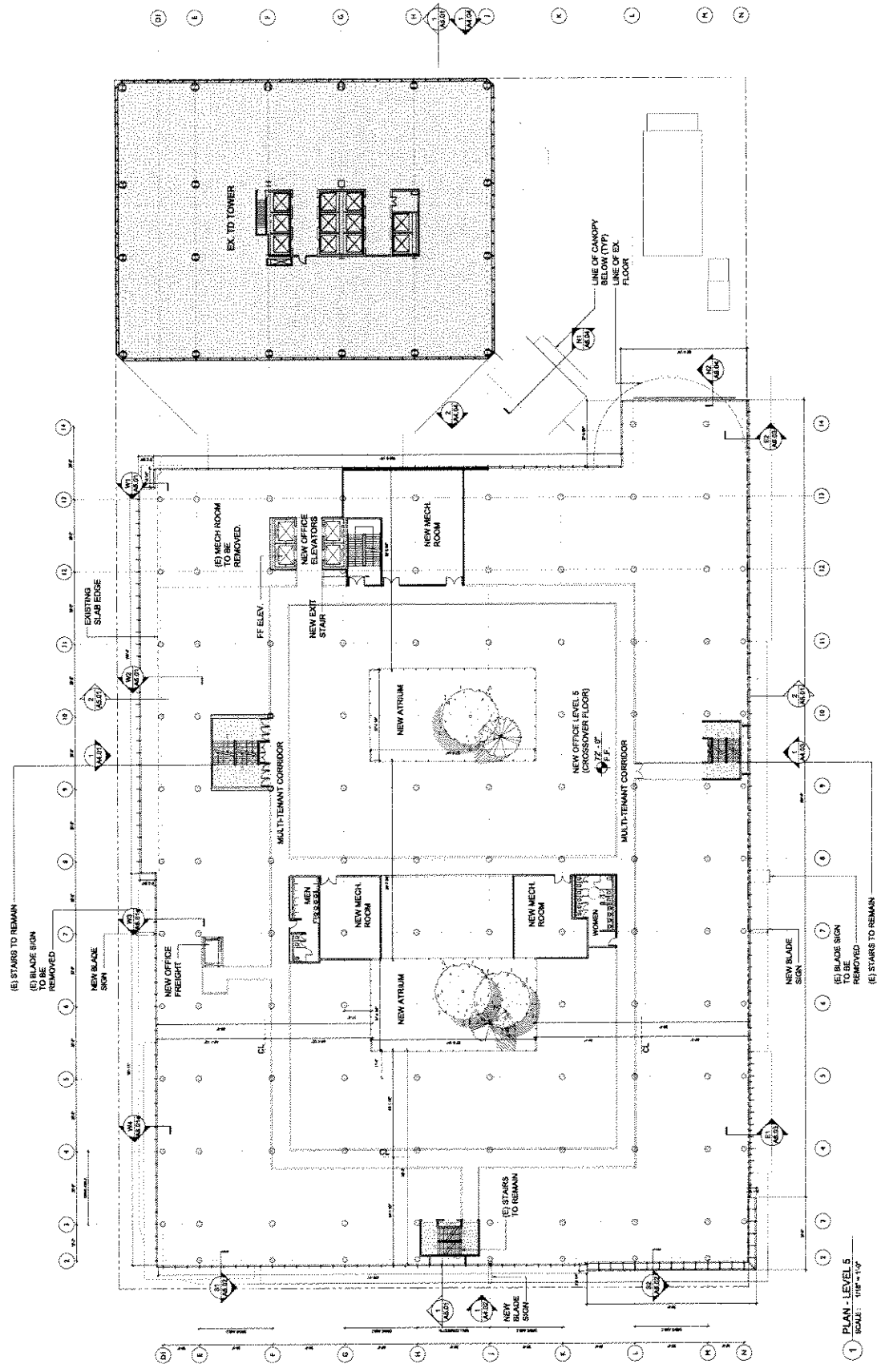
SEPT. 12, 12 DP SUBMISSION

JAMES HENNING ARCHITECTS INC  
1000 WEST 10TH AVENUE  
VANCOUVER, BC V6H 2G6  
TEL: 604-681-1111  
WWW.JHARCHITECTS.COM

SEARS BUILDING  
707 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
OFFICE LEVEL (GROSS OVER)

1/8" = 1'-0"  
12-8622  
A3.05  
SEPT. 12, 12



1 PLAN - LEVEL 5  
SCALE: 1/8" = 1'-0"

Appendix D; page 11 of 45



SEPT 12, 12 DP SUBMISSION

JAMES HICKS ARCHITECTS  
1000 10th Street, Suite 100  
Vancouver, BC V6Z 1G6  
Tel: 604.681.1111  
Fax: 604.681.1112  
www.jameshicks.com



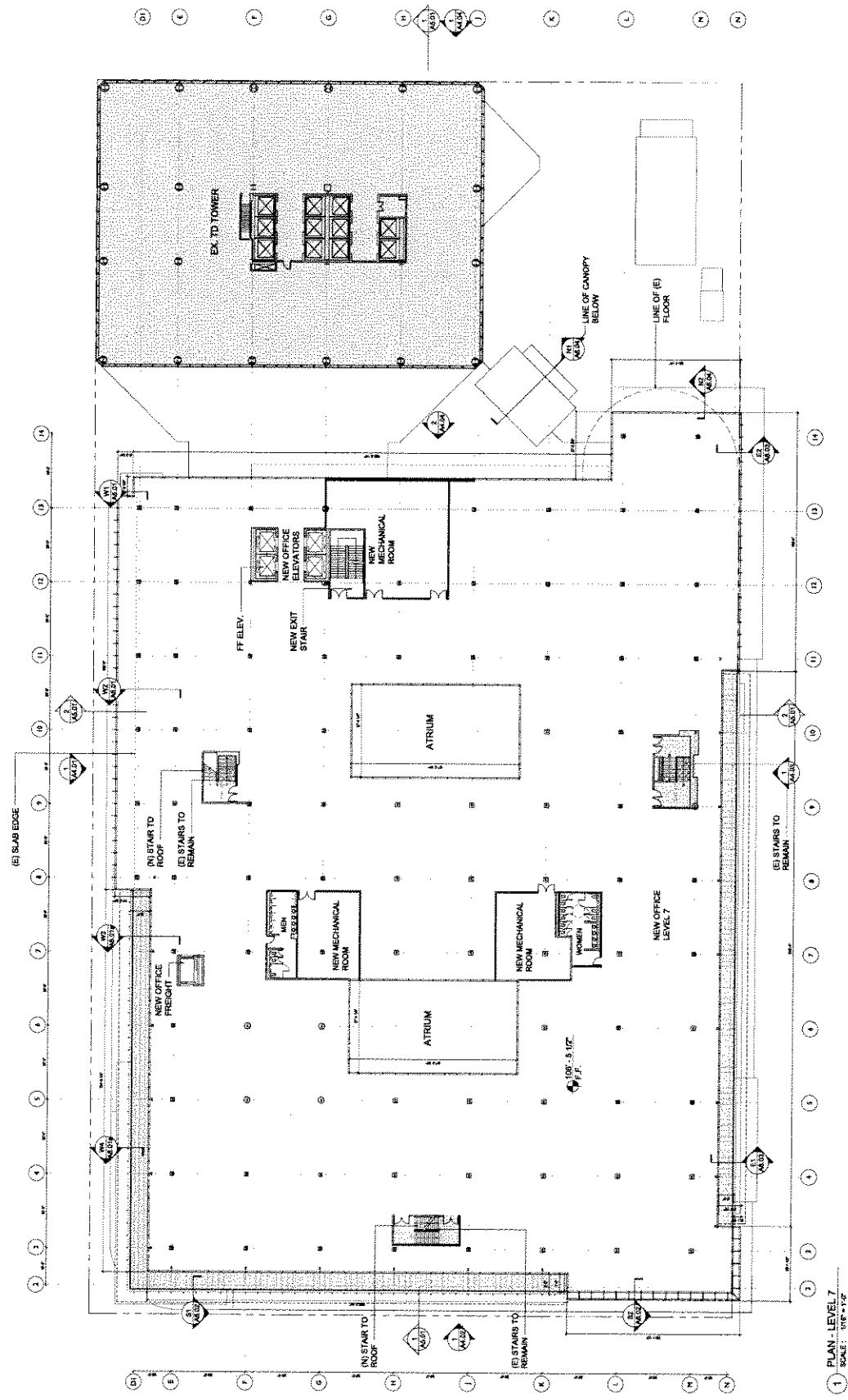
SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
LEVEL 7  
OFFICE LEVEL

1/8" = 1'-0"  
12.8002

A3.07

SEPT 12, 12



1 PLAN - LEVEL 7  
SCALE: 1/8" = 1'-0"

Appendix D; page 3 of 45

SEPT 12, 12 OF SUBMISSION

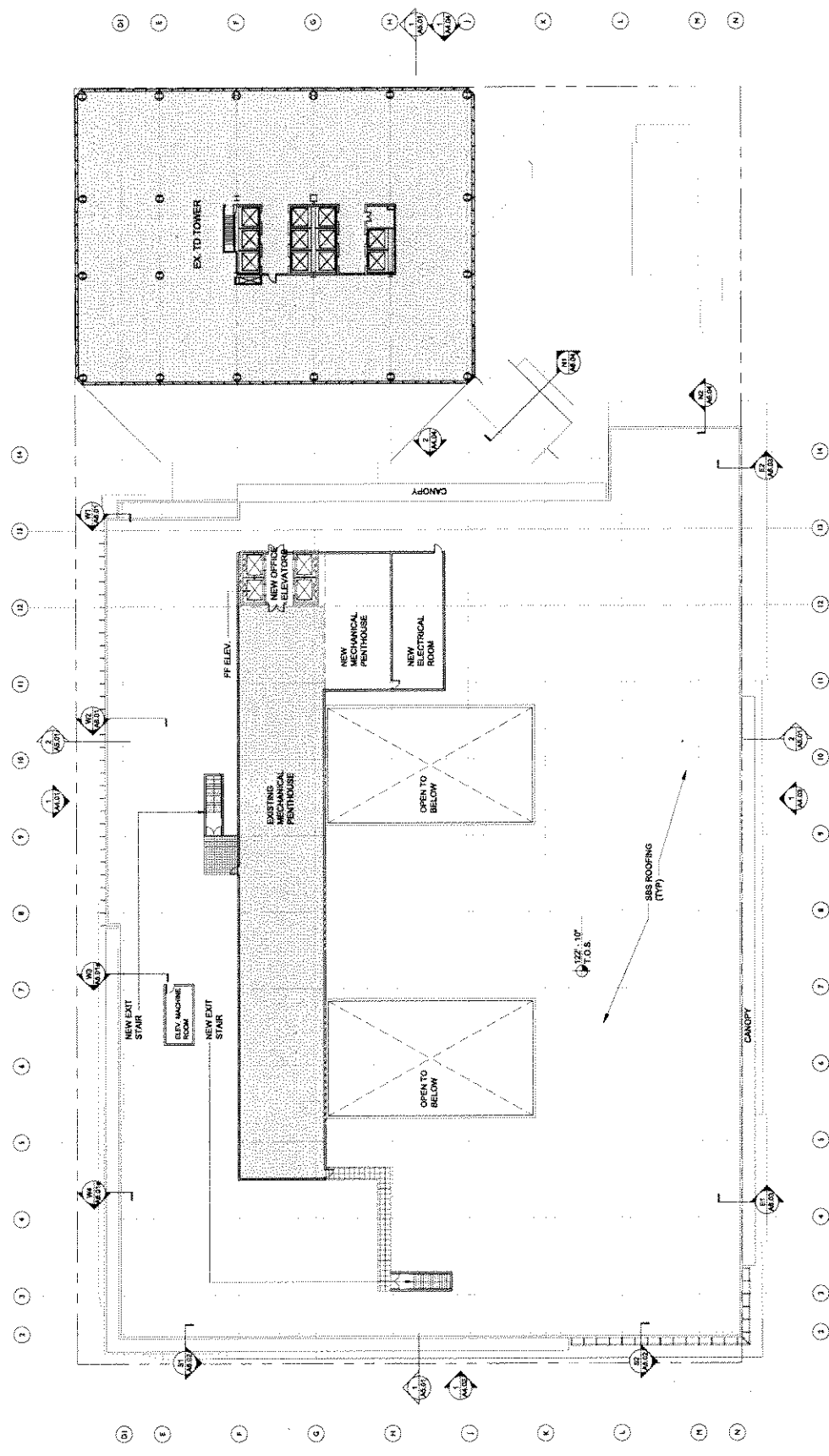
AMERSONG ARCHITECTS INC



SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
LOWER ROOF LEVEL  
OFFICE LEVEL

1/16" = 1'-0"  
12-3022  
A3.08  
DATE: 08/13/12



1 PLAN - LOWER ROOF LEVEL  
SCALE: 1/16" = 1'-0"

Appendix D ; page 4 of 45

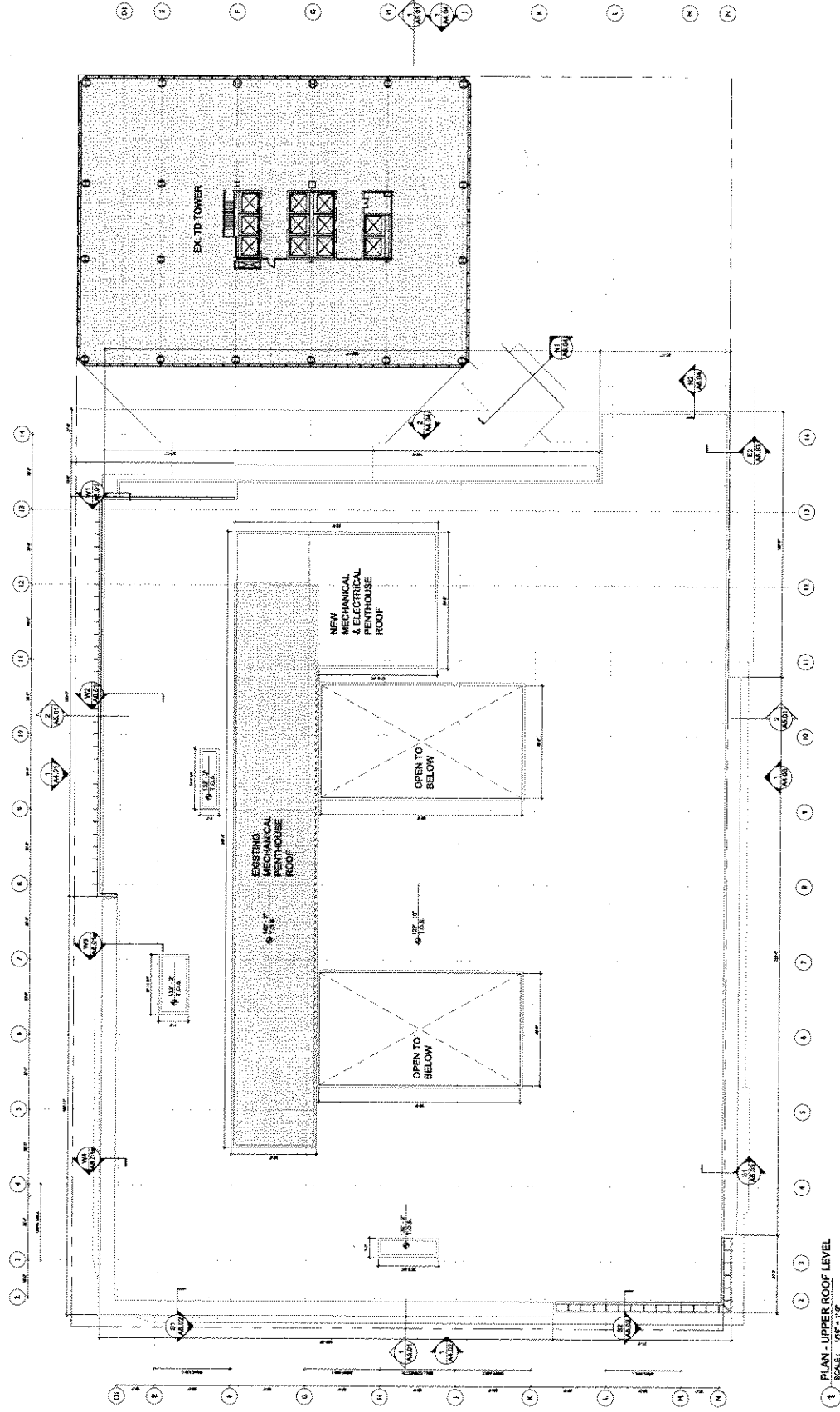
SEPT 12, 09 BURMINSON

AMSKITCHING ARCHITECTS  
1000 WEST 10TH AVENUE  
VANCOUVER, BC V6H 2G6  
TEL: 604-681-1111  
WWW.AMSKITCHINGARCHITECTS.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

FLOOR PLAN  
UPPER ROOF LEVEL  
OFFICE LEVEL

DATE: SEPT 12, 09  
SCALE: 1/8" = 1'-0"  
DRAWING NO.: A3.09  
PROJECT NO.: 09-001





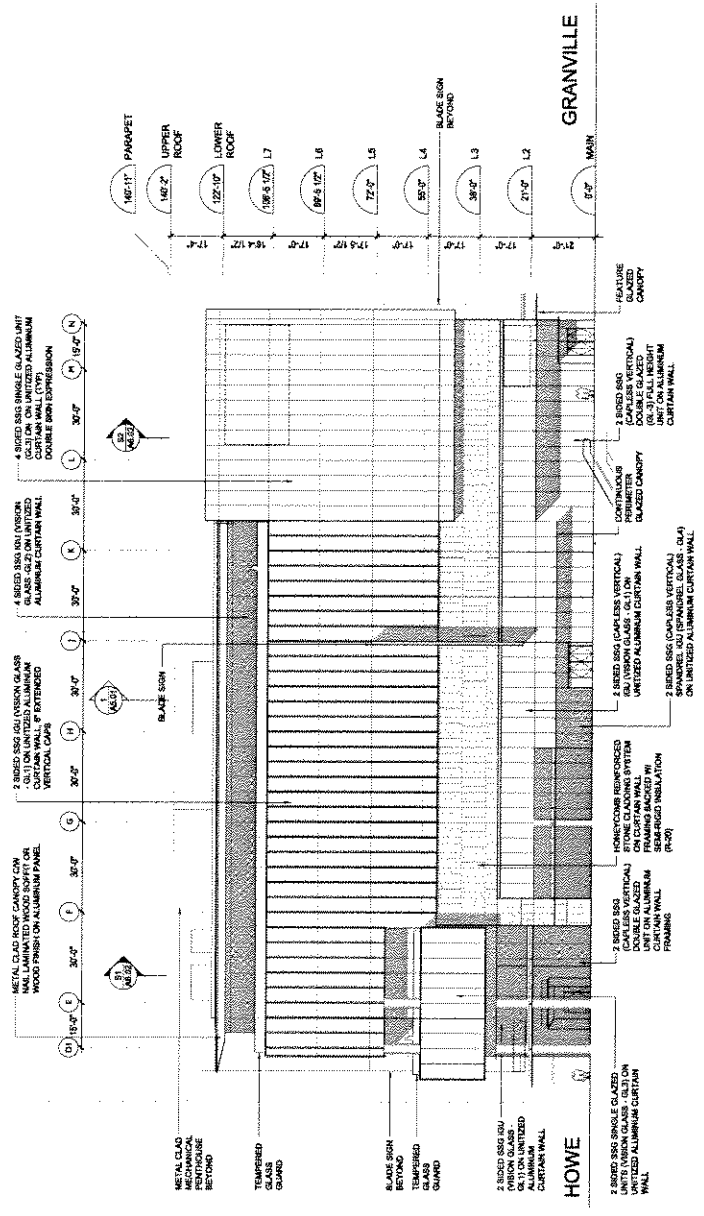
1 PLAN - UPPER ROOF LEVEL  
SCALE: 1/8" = 1'-0"

Appendix D: page 5 of 45

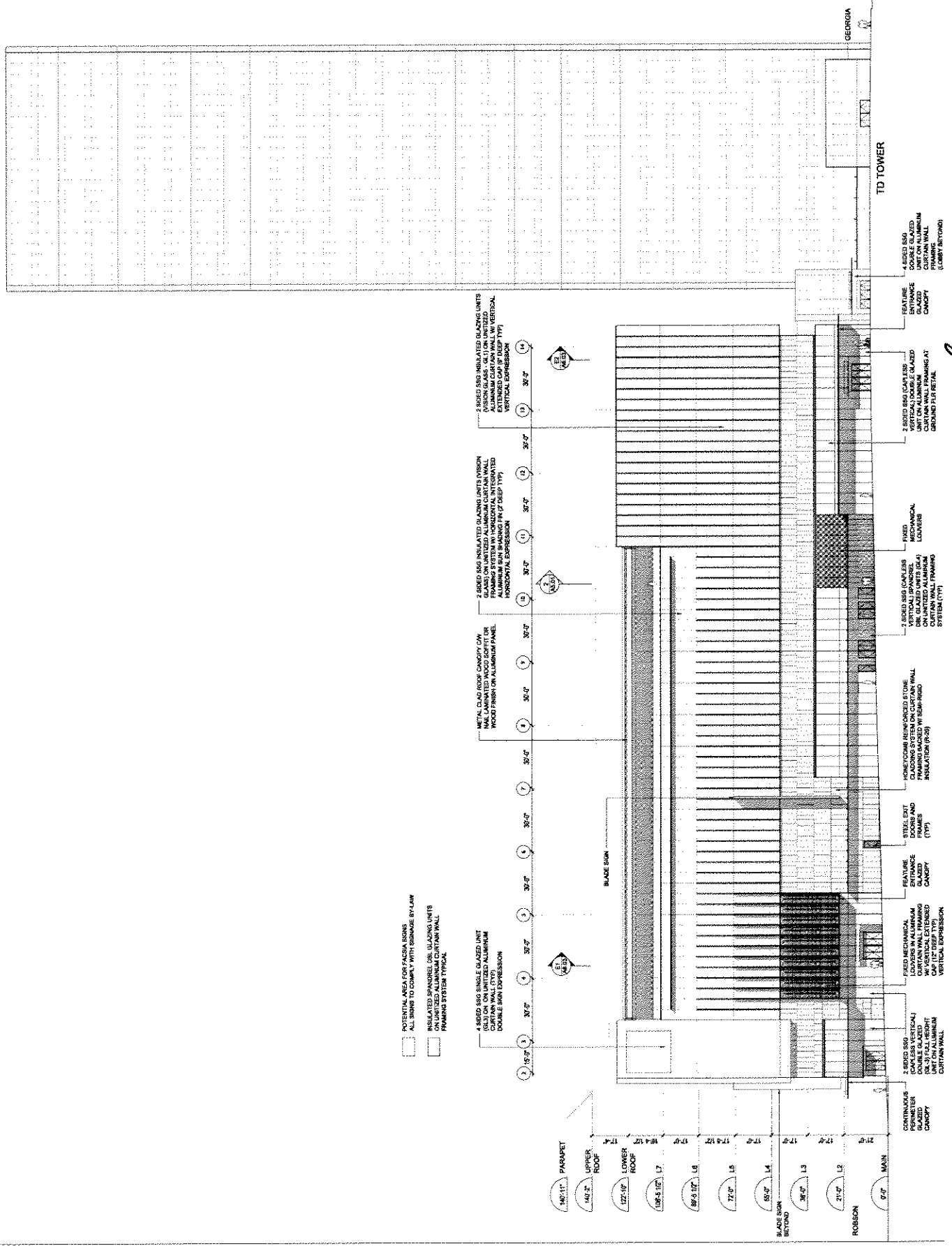




-  POTENTIAL AREA FOR FURINA STONE  
ALL STONE TO COMPLY WITH BRONZE BY-LAW
-  INSULATED SPANREL GLE ALUMINUM UNITS  
FRAMING SYSTEM TYPICAL

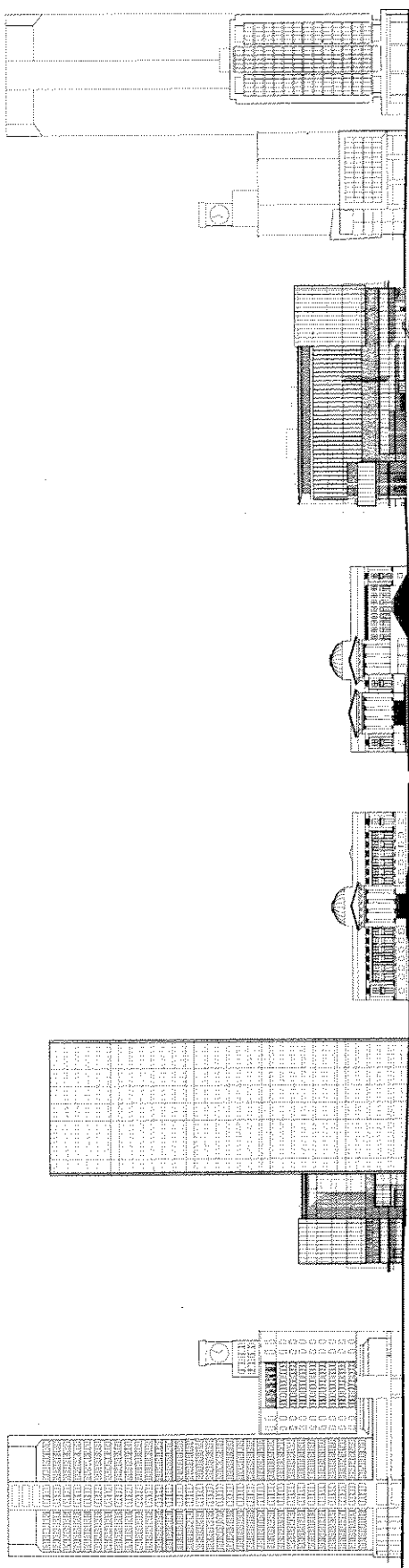


Appendix D; page 17 of 45



Appendix 3 : page 18 of 45

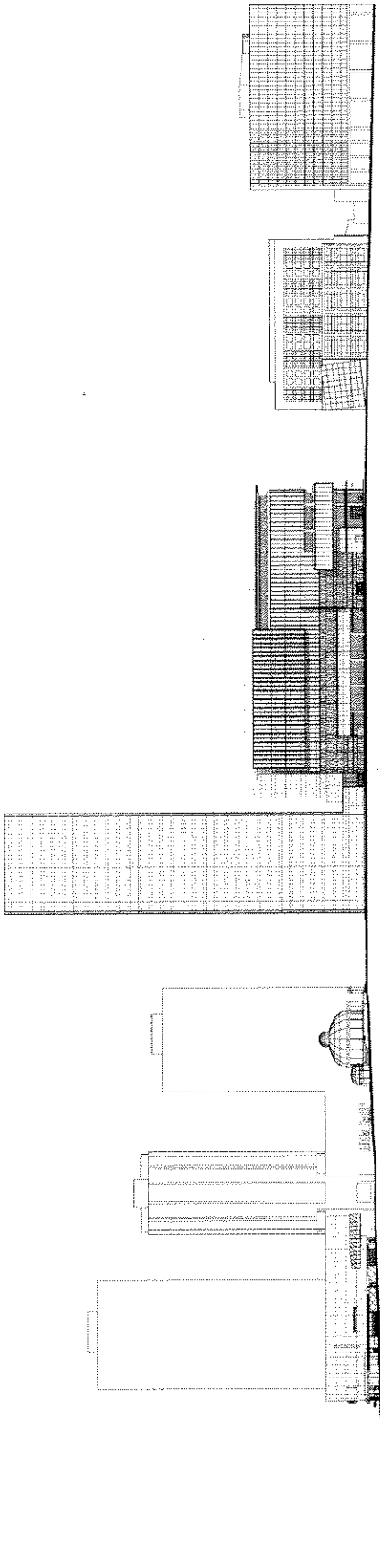




3 GEORGIA STREETSCAPE ELEVATION

4 ROBSON STREETSCAPE ELEVATION

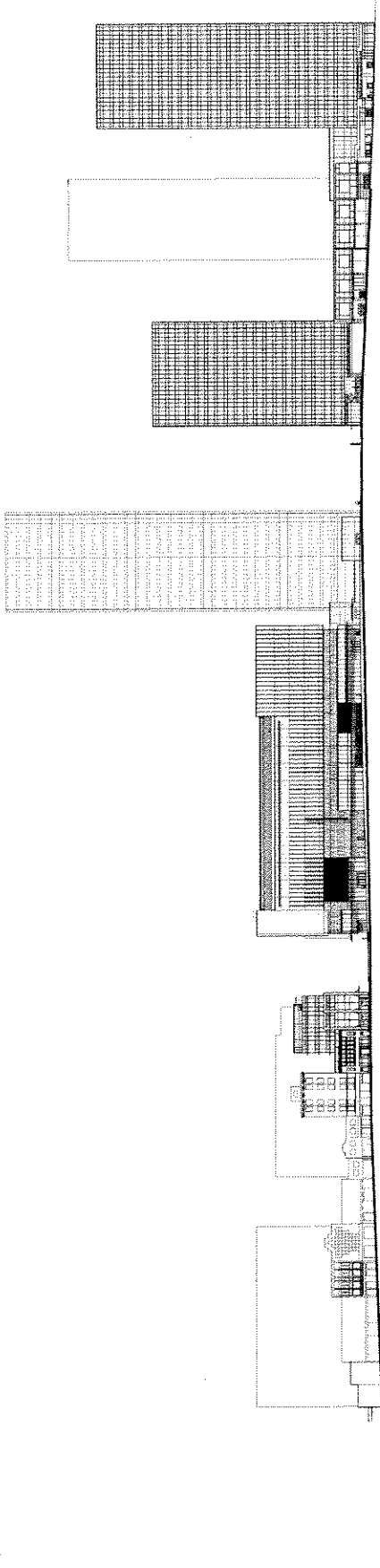
SEPT 12, 07 SUBMISSION



2 HOWE STREETSCAPE ELEVATION

JAMES CHONG ARCHITECTS INC  
 1100 WEST 10TH AVENUE  
 VANCOUVER, BC V6H 1T1  
 TEL: 604-681-1111  
 FAX: 604-681-1112

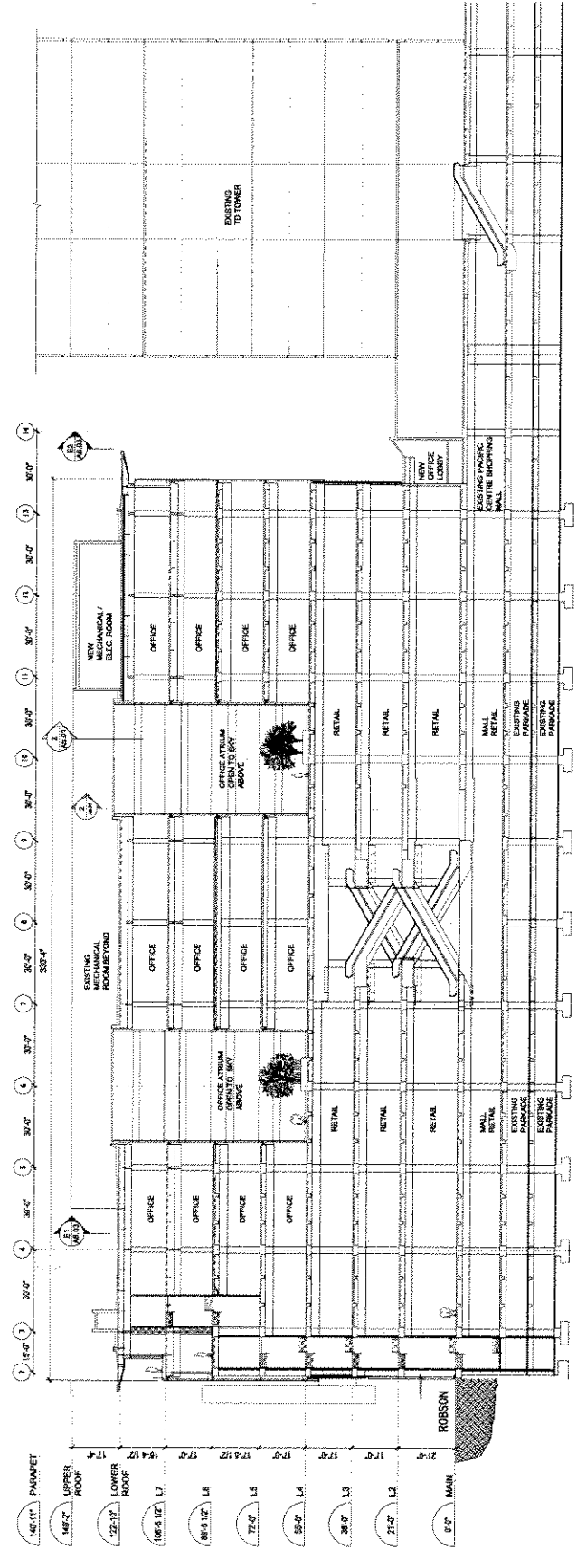
Scale: 1" = 20' 0"



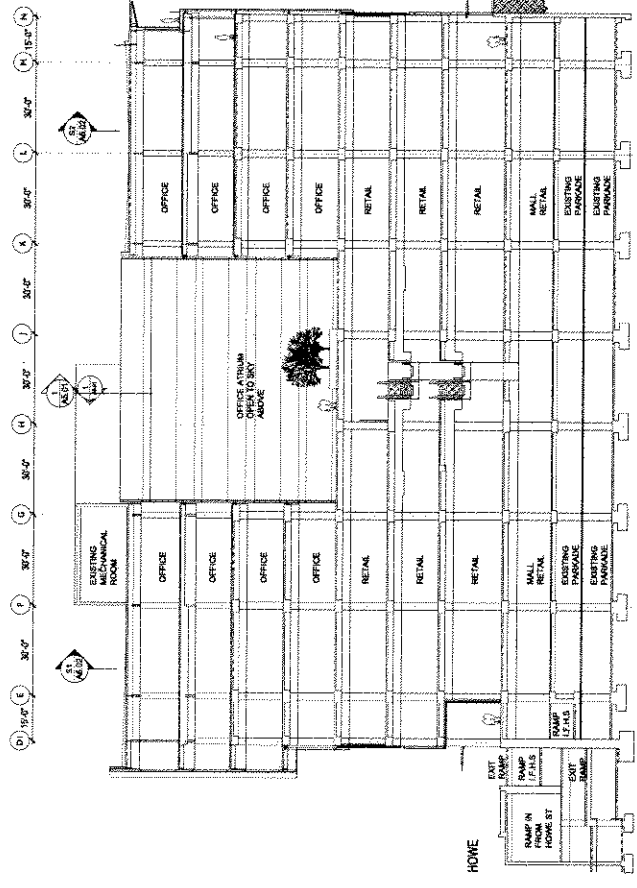
1 GRANVILLE STREETSCAPE ELEVATION

SEARS BUILDING  
 701 GRANVILLE STREET  
 VANCOUVER BC  
 STREETS CAPES  
 1" = 20' 0"  
 12-802  
 A4.05  
 SEPT 12, 07

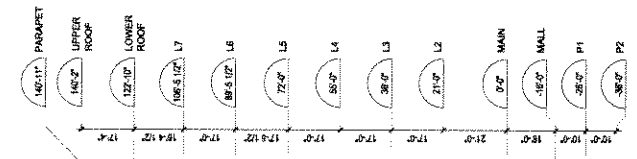
Scale: 1" = 20' 0"



1 LONG SECTION  
SCALE: 1/8" = 1'-0"



2 CROSS SECTION  
SCALE: 1/8" = 1'-0"



3 CROSS SECTION  
SCALE: 1/8" = 1'-0"

SEPT 12, 12 OF SUBMISSION

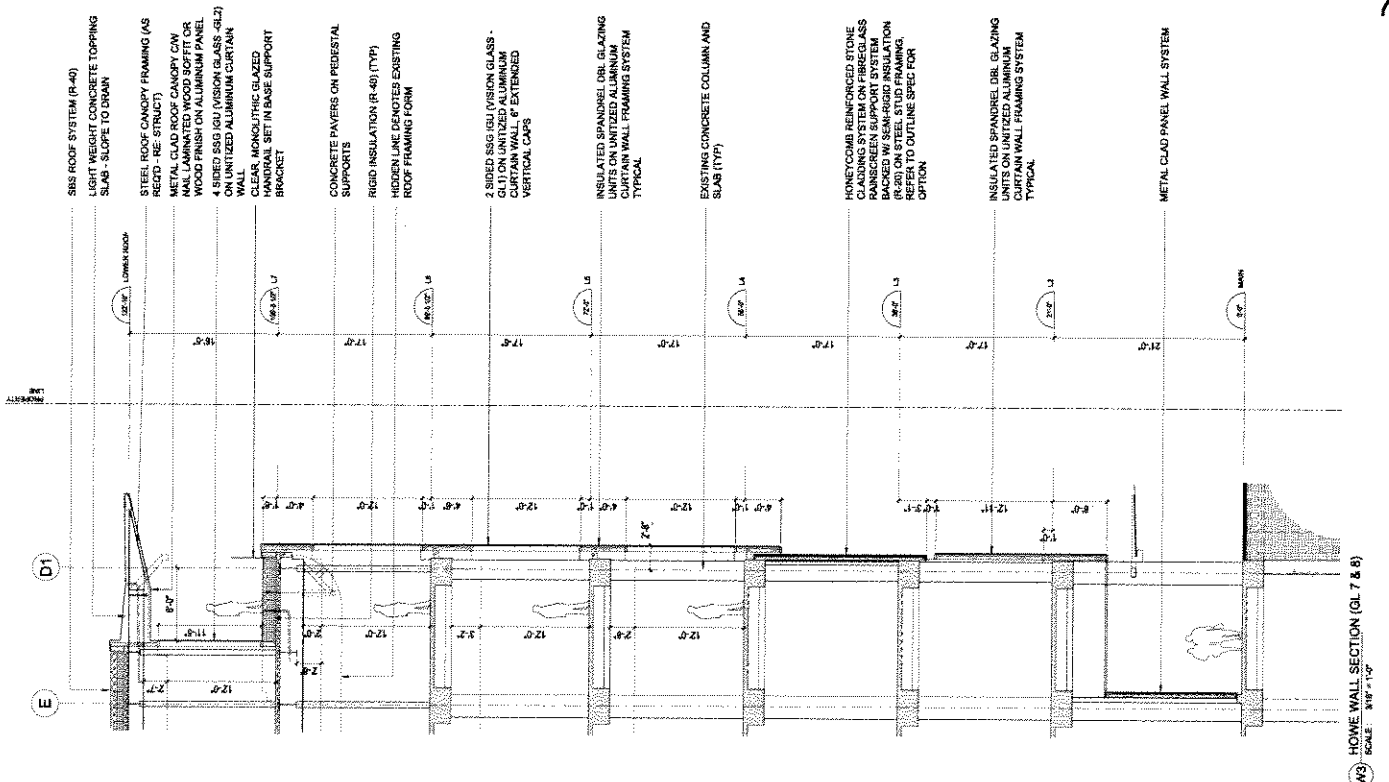
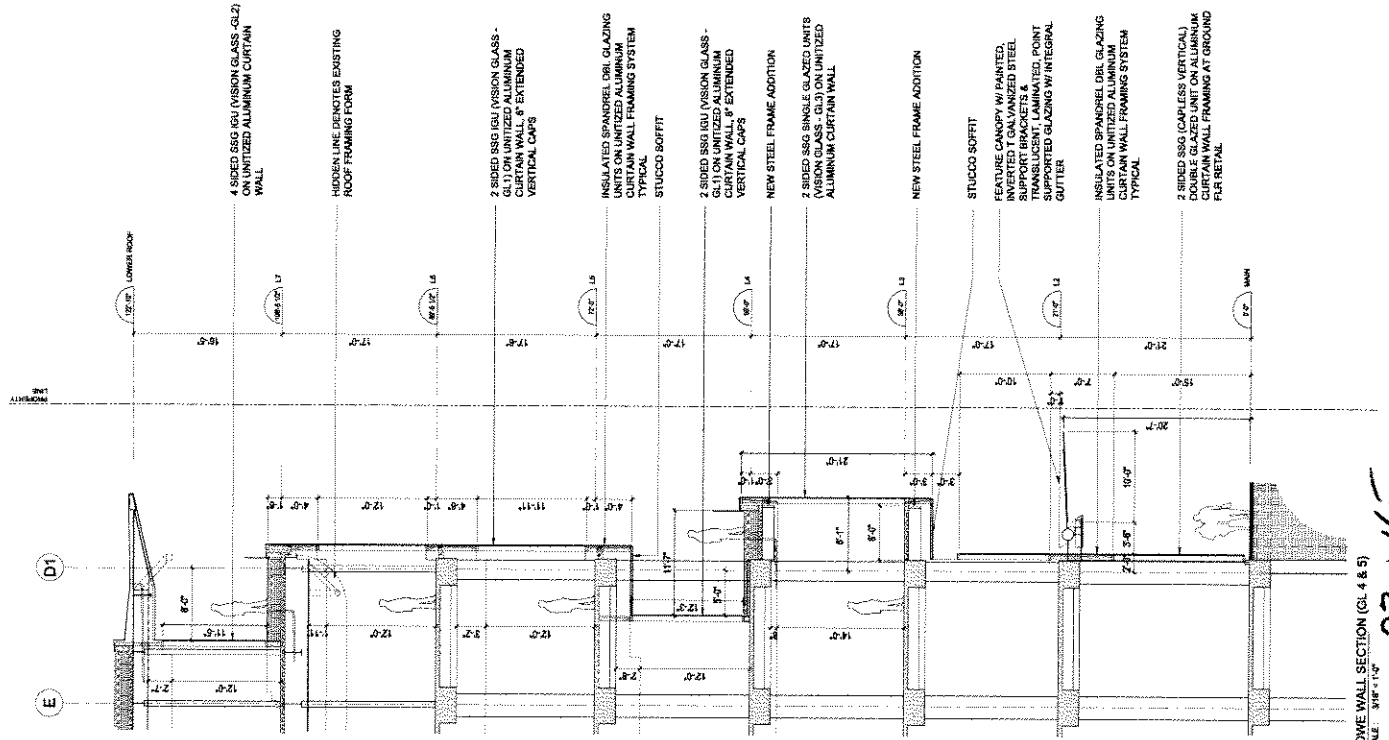
JAMES SPENCING ARCHITECTS INC  
1000 WEST 10TH AVENUE  
VANCOUVER, BC V6H 2Y6  
TEL: 604-681-1111  
WWW.JSPENCING.COM

SEARS BUILDING  
711 GRANVILLE STREET  
VANCOUVER, BC  
BUILDING SECTION 1

1/8" = 1'-0"  
DATE: SEPT 12, 12  
DRAWN BY: A5.01

Appendix D ; page 2 of 45

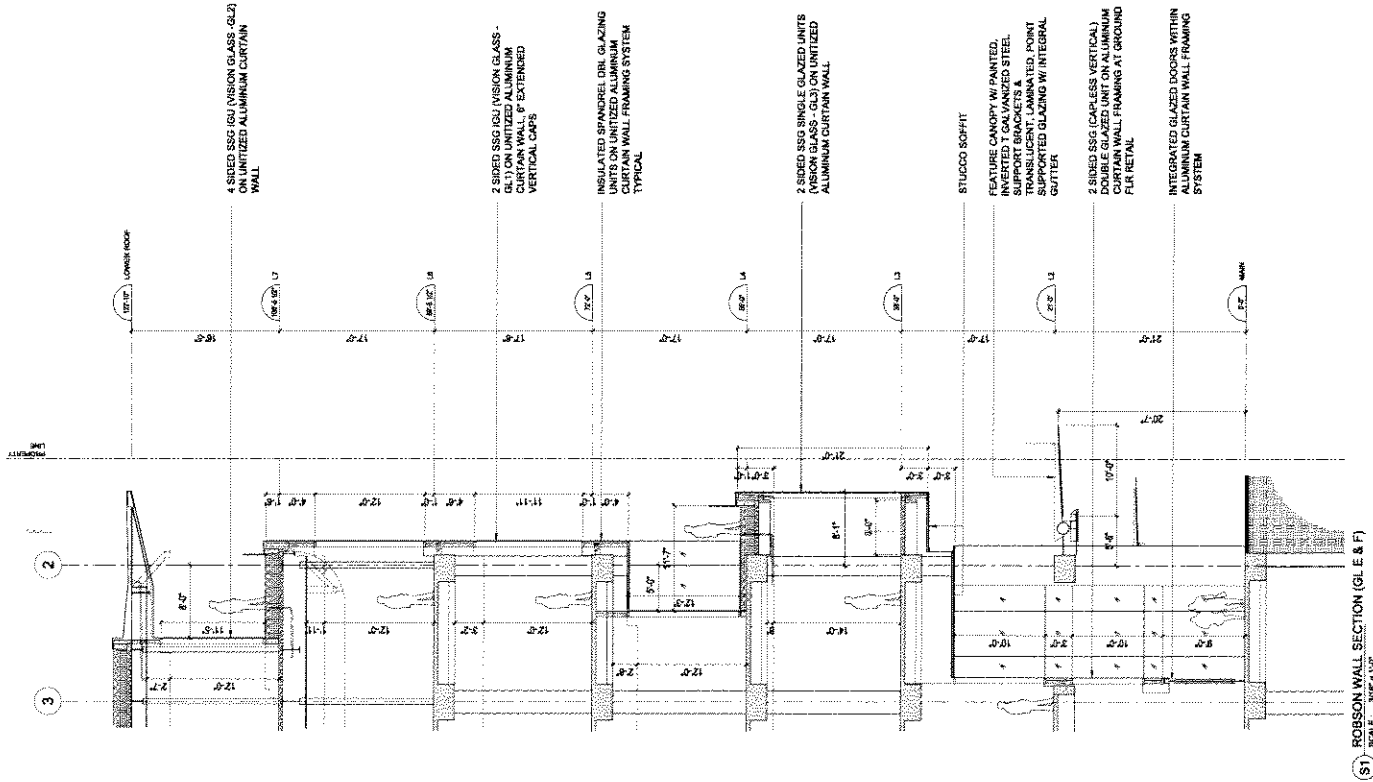




Appendix D ; page 23 of 45

(W3) HOME WALL SECTION (GL 7 & 8)  
SCALE: 3/16" = 1'-0"

(W4) HOME WALL SECTION (GL 4 & 5)  
SCALE: 3/16" = 1'-0"



4 SIDED SSG (GU VISION GLASS - GL2) ON UNITIZED ALUMINUM CURTAIN WALL

2 SIDED SSG (GU VISION GLASS - GL1) ON UNITIZED ALUMINUM CURTAIN WALL, F EXTENDED VERTICAL CAPS

INSULATED SPANDREL DRIL GLAZING UNITS ON UNITIZED ALUMINUM CURTAIN WALL FRAMING SYSTEM TYPICAL

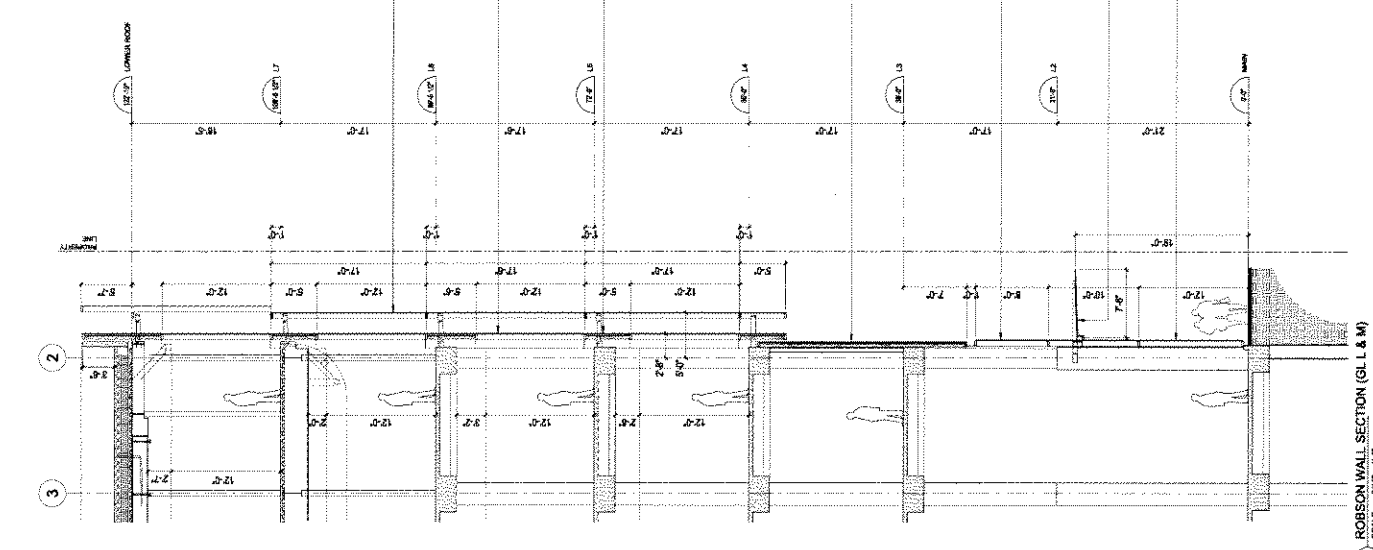
2 SIDED SSG (GU VISION GLASS - GL3) ON UNITIZED ALUMINUM CURTAIN WALL

STUCCO SOFFIT  
FIXTURE CANOPY (W/ PAINTED, INVERTED T GALVANIZED STEEL SUPPORT BRACKETS & TRANSLUCENT, LAMINATED, POINT SUPPORTED GLAZING W/ INTEGRAL GUTTER)

2 SIDED SSG (CAPLESS VERTICAL) (GU VISION GLASS - GL1) ON UNITIZED ALUMINUM CURTAIN WALL FRAMING AT GROUND FLOOR RETAIL

INTEGRATED GLAZED DOORS WITHIN ALUMINUM CURTAIN WALL FRAMING SYSTEM

S1 ROBSON WALL SECTION (GL E & F)  
SCALE: 3/8" = 1'-0"



4 SIDED SSG (GU VISION GLASS - GL2) ON UNITIZED ALUMINUM CURTAIN WALL, F EXTENDED VERTICAL CAPS

2 SIDED SSG (GU VISION GLASS - GL3) ON UNITIZED ALUMINUM CURTAIN WALL, F EXTENDED VERTICAL CAPS

INSULATED SPANDREL DRIL GLAZING UNITS ON UNITIZED ALUMINUM CURTAIN WALL FRAMING SYSTEM TYPICAL

HONEYCOMB REINFORCED STONE MASONRY WITH 2" MINIMUM AIR SPACE AND 1" MINIMUM WEATHER RESISTANT BACKING W/ SEM-RIGID INSULATION (R-20) ON STEEL STUD FRAMING, REFER TO OUTLINE SPEC FOR OPTION

2 SIDED SSG (CAPLESS VERTICAL) (GU VISION GLASS - GL1) ON UNITIZED ALUMINUM CURTAIN WALL

CANOPY W/ PAINTED, INVERTED T BRACKETS & TRANSLUCENT, LAMINATED, POINT SUPPORTED GLAZING W/ INTEGRAL GUTTER

2 SIDED SSG (CAPLESS VERTICAL) DOUBLE GLAZED (GL-3) FULL HEIGHT UNIT ON ALUMINUM CURTAIN WALL

S2 ROBSON WALL SECTION (GL L & M)  
SCALE: 3/8" = 1'-0"

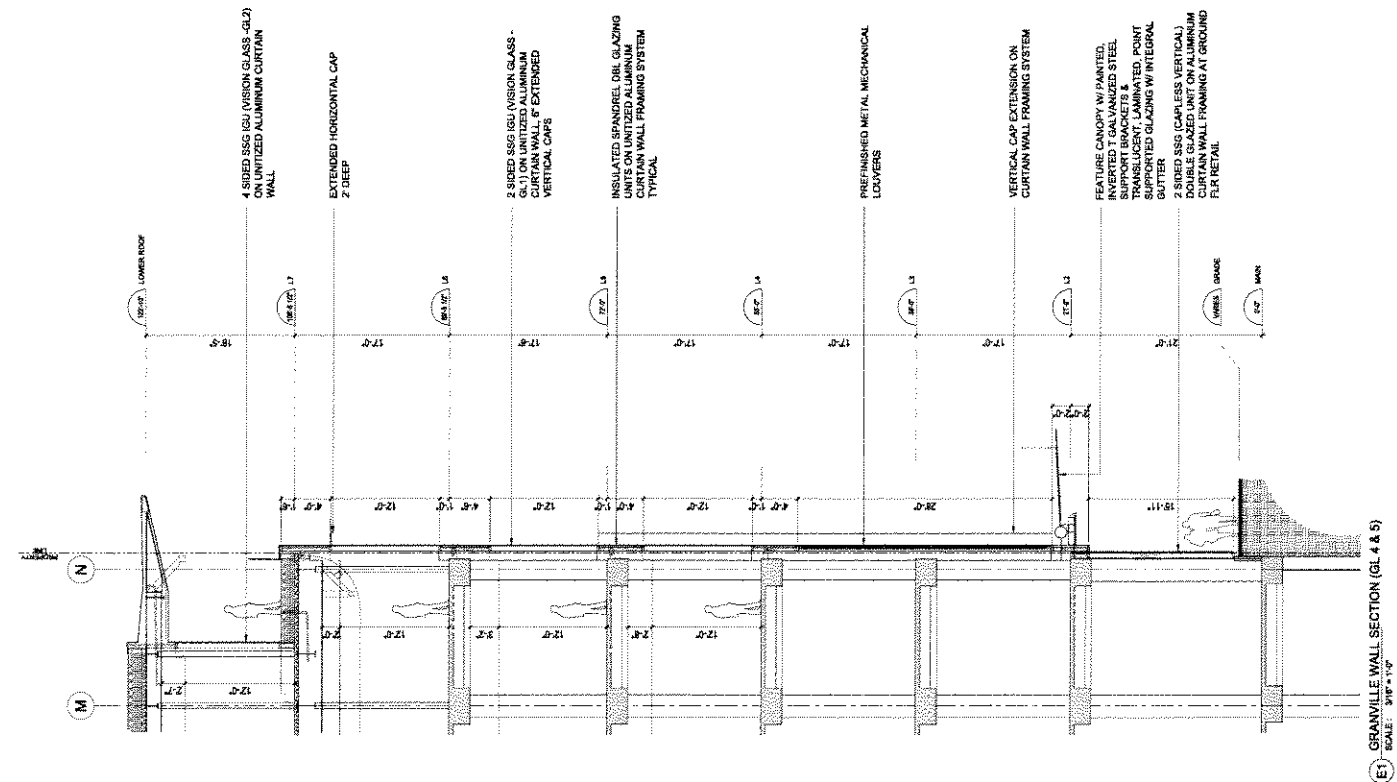
SEPT 15, 12, DP SUBMISSION

JAMES HING BANG ARCHITECTS INC  
1000 WEST 10TH AVENUE, SUITE 100  
VANCOUVER, BC V6H 2Y6  
TEL: 604-681-1111  
WWW.JHBARCHITECTS.COM

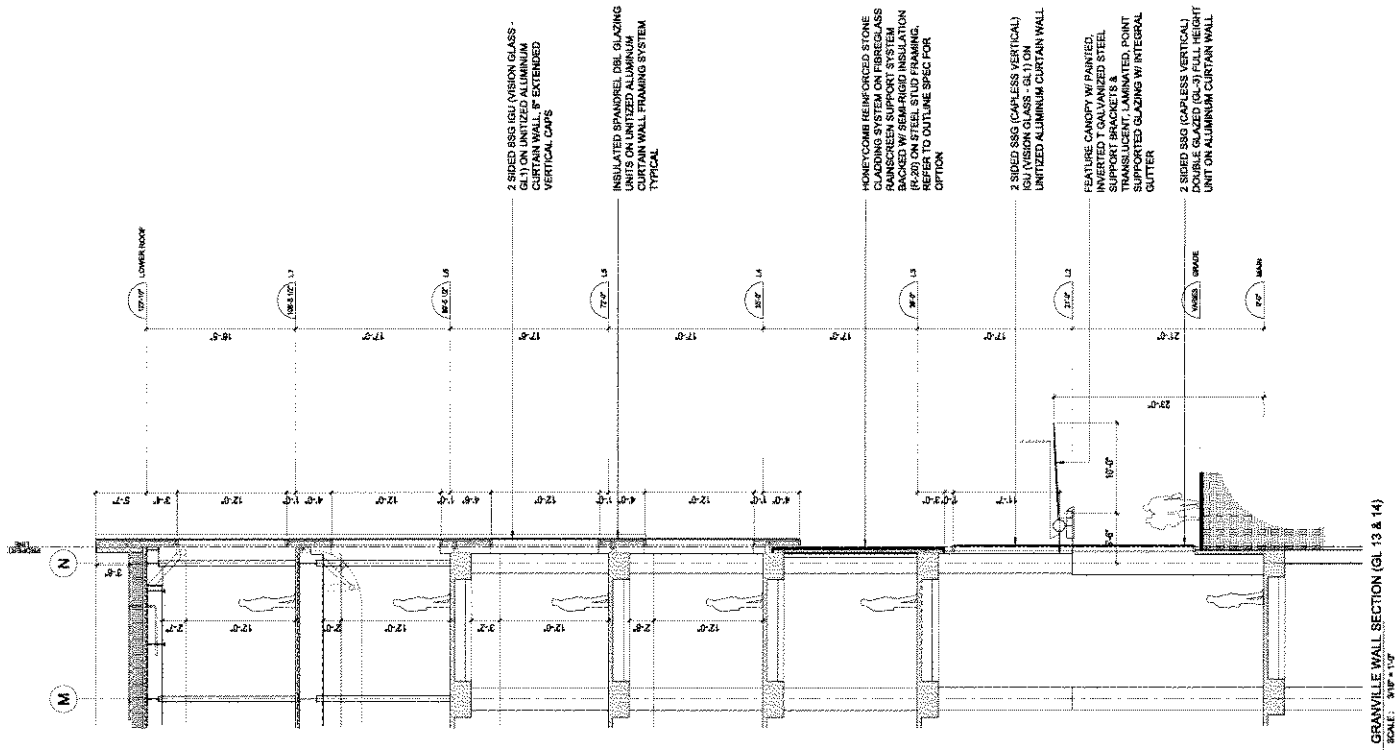
SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC  
WALL SECTION  
SOUTH  
ROBSON STREET  
21'0" x 1'-0"  
12.802  
A6.02  
DATE: SEPT 12, 12

Appendix D; page 24 of 45





(E1) GRANVILLE WALL SECTION (GL 4 & 5)  
SCALE: 3/8" = 1'-0"



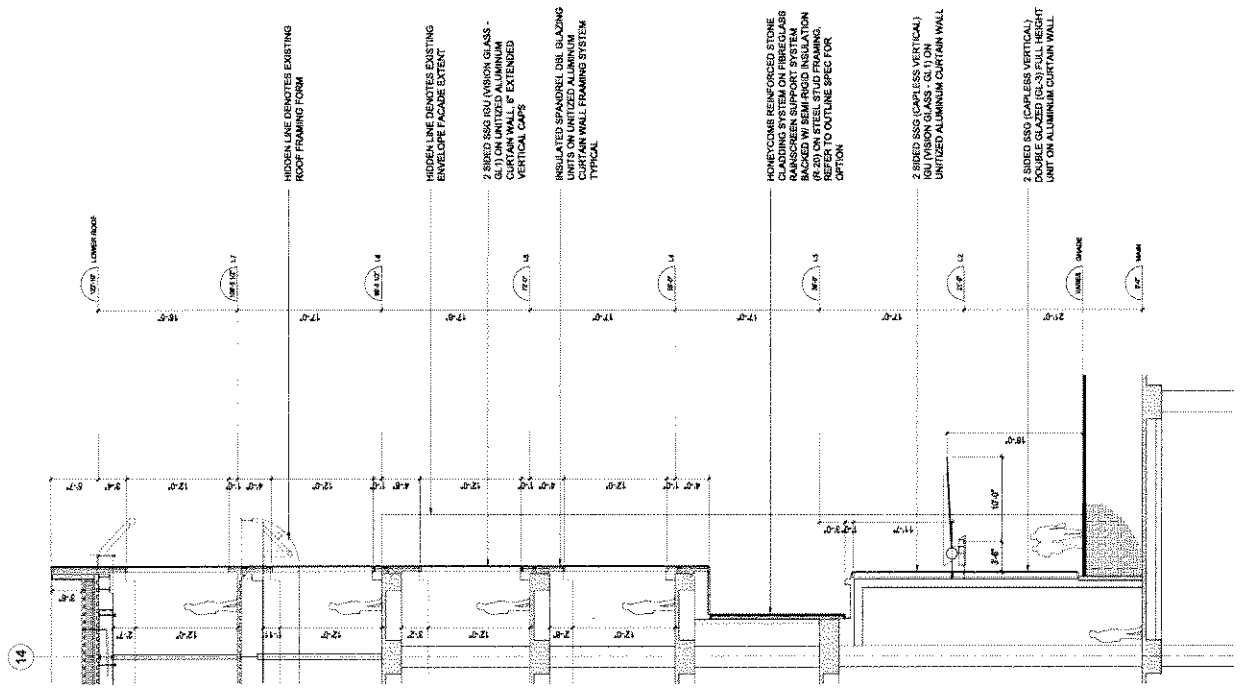
(E2) GRANVILLE WALL SECTION (GL 13 & 14)  
SCALE: 3/8" = 1'-0"

SEPT 13, 12 OF SUBMISSION

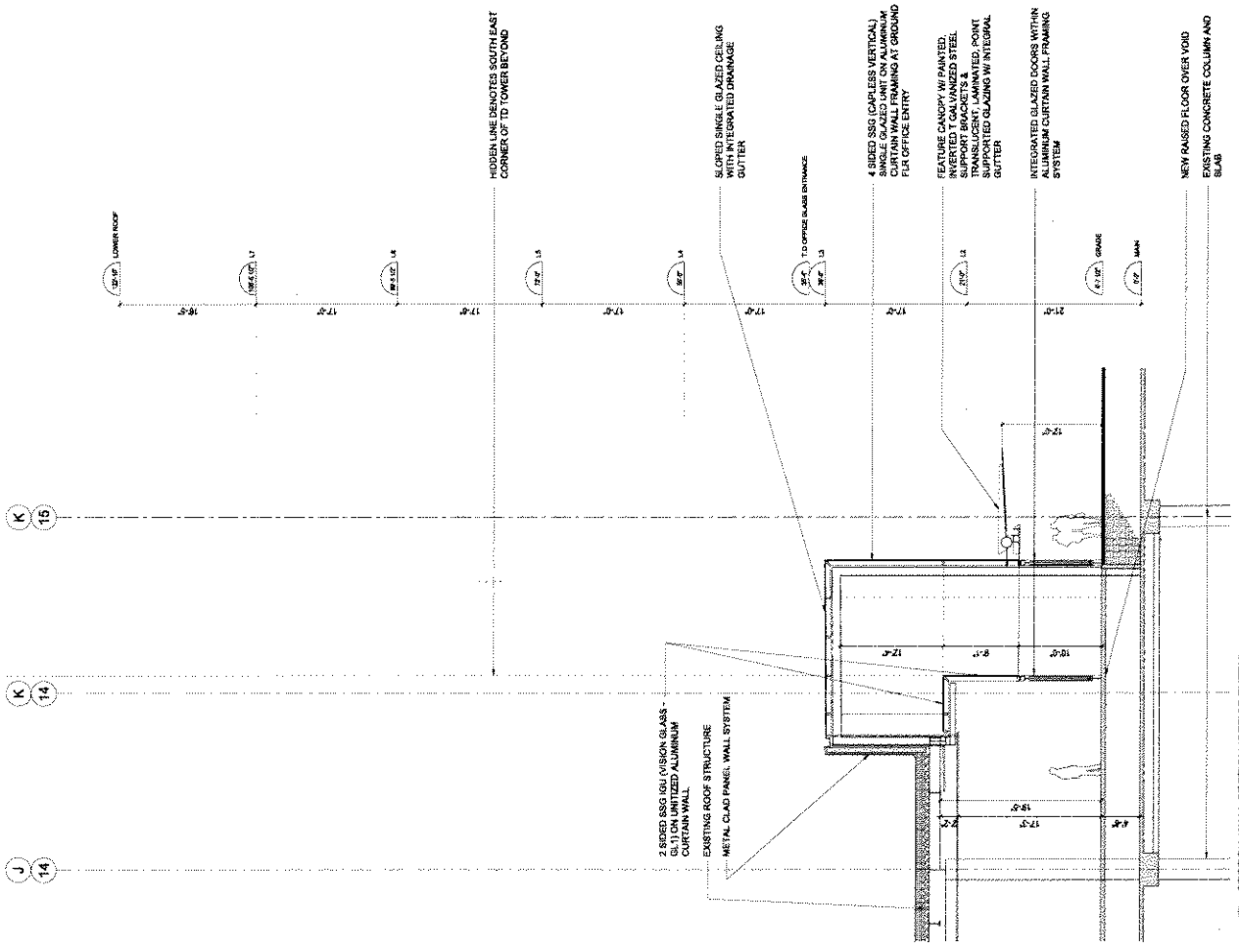
JAMES CHONG ARCHITECTS INC.  
1000 WEST 10TH AVENUE, SUITE 100  
VANCOUVER, BC V6H 2Y6  
TEL: 604.681.1111  
WWW.JAMESCHONGARCHITECTS.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC  
WALL SECTION  
EAST  
GRANVILLE STREET  
3/16" = 1'-0"  
A6.03  
12-802  
SEPT 12, 12

Appendix D : page 25 of 45

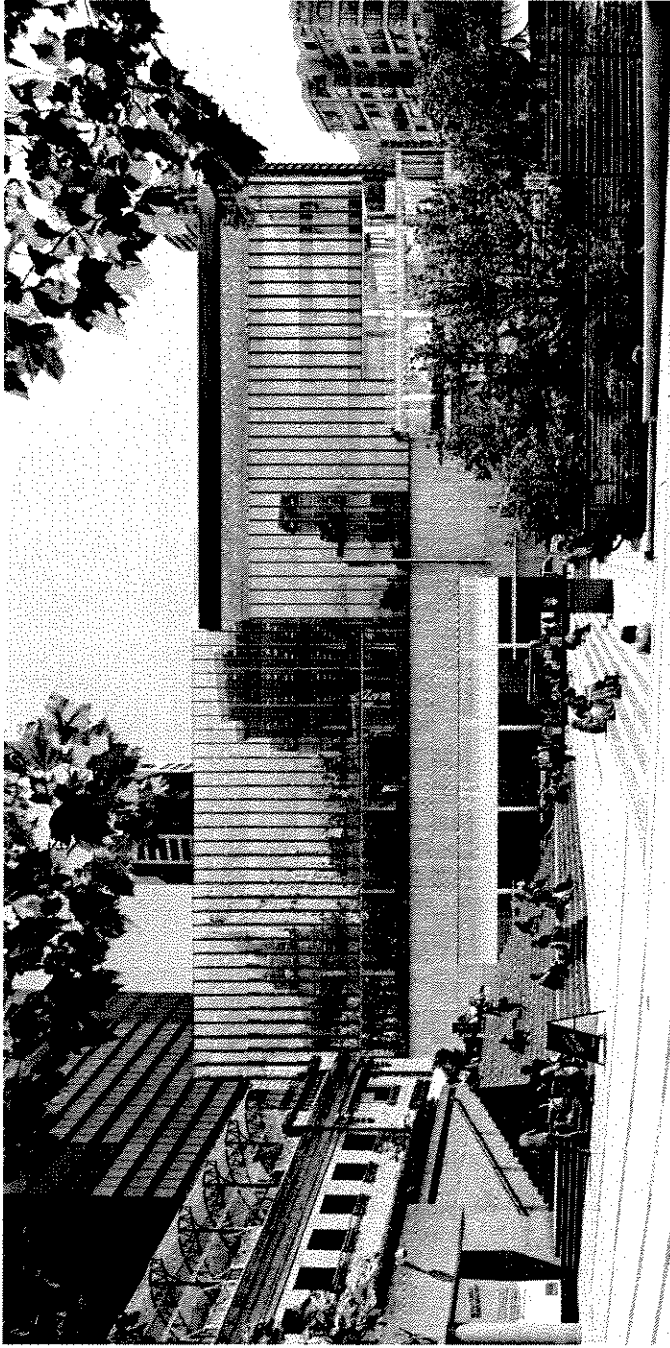


(N2) GEORGIA WALL SECTION (GL L & M)  
 SCALE: 3/16" = 1'-0"

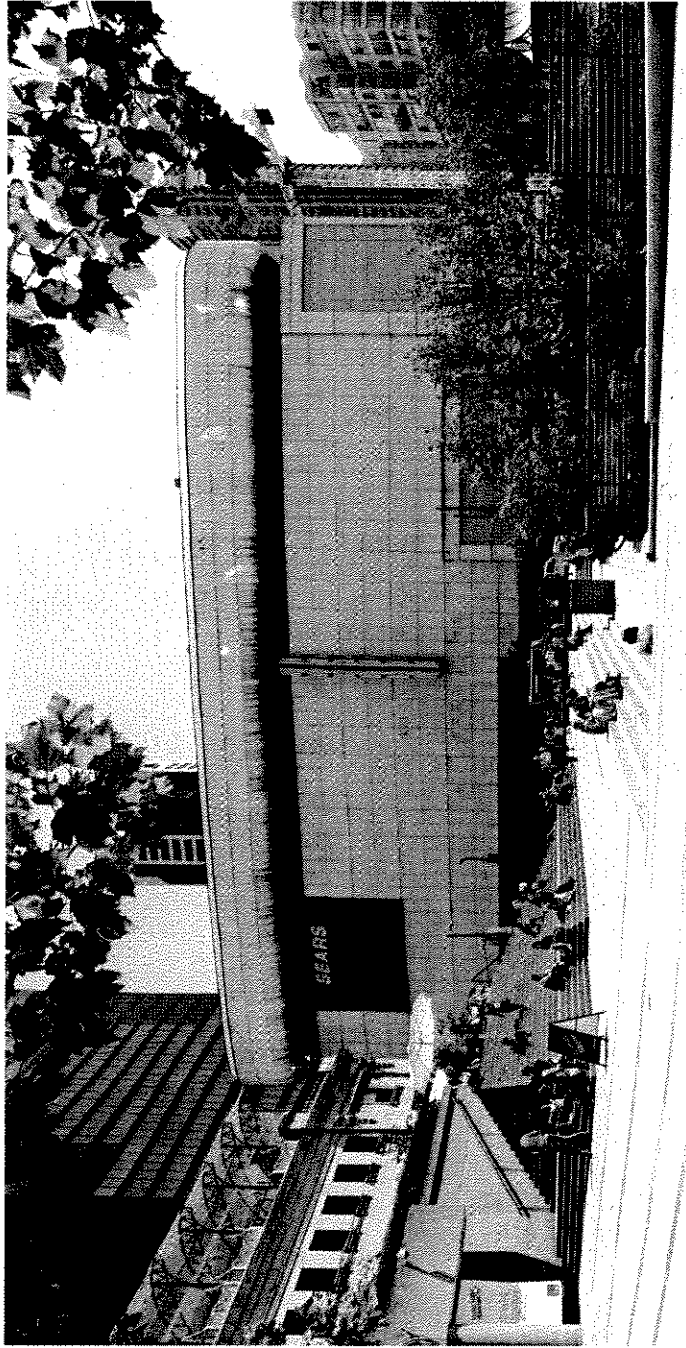


(N1) GEORGIA WALL SECTION (OFFICE ENTRY)  
 SCALE: 3/16" = 1'-0"

Appendix D, page 26 of 45



SEPT 12, 12 OF SUBMISSION

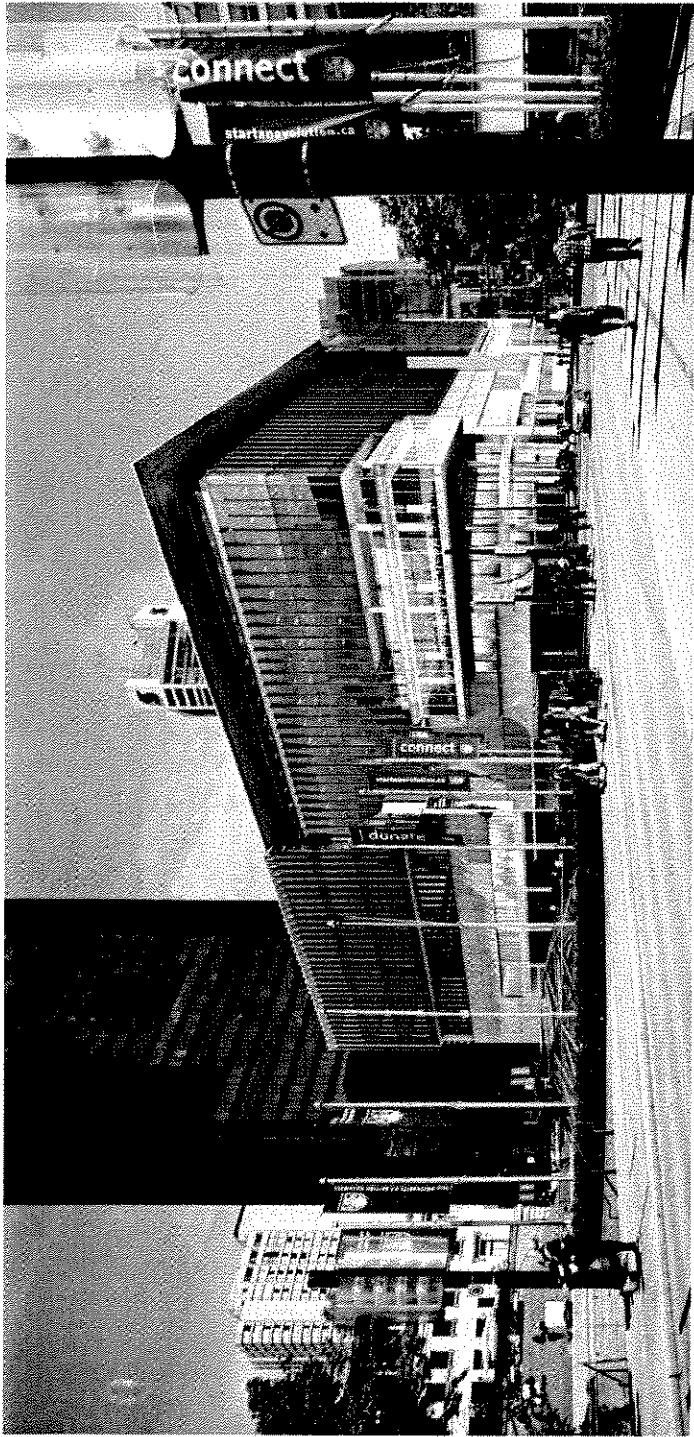


JAMES HONG ARCHITECTS INC.  
1000 WESTERN AVENUE  
VANCOUVER, BC V6C 3R8  
TEL: 604-681-1111  
WWW.JHARCHITECTS.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC  
VISUALIZATIONS  
VIEW FROM GALLERY  
DATE: 12-8-02  
SCALE: A7.01  
BY: [Signature]  
SEPT 12, 12

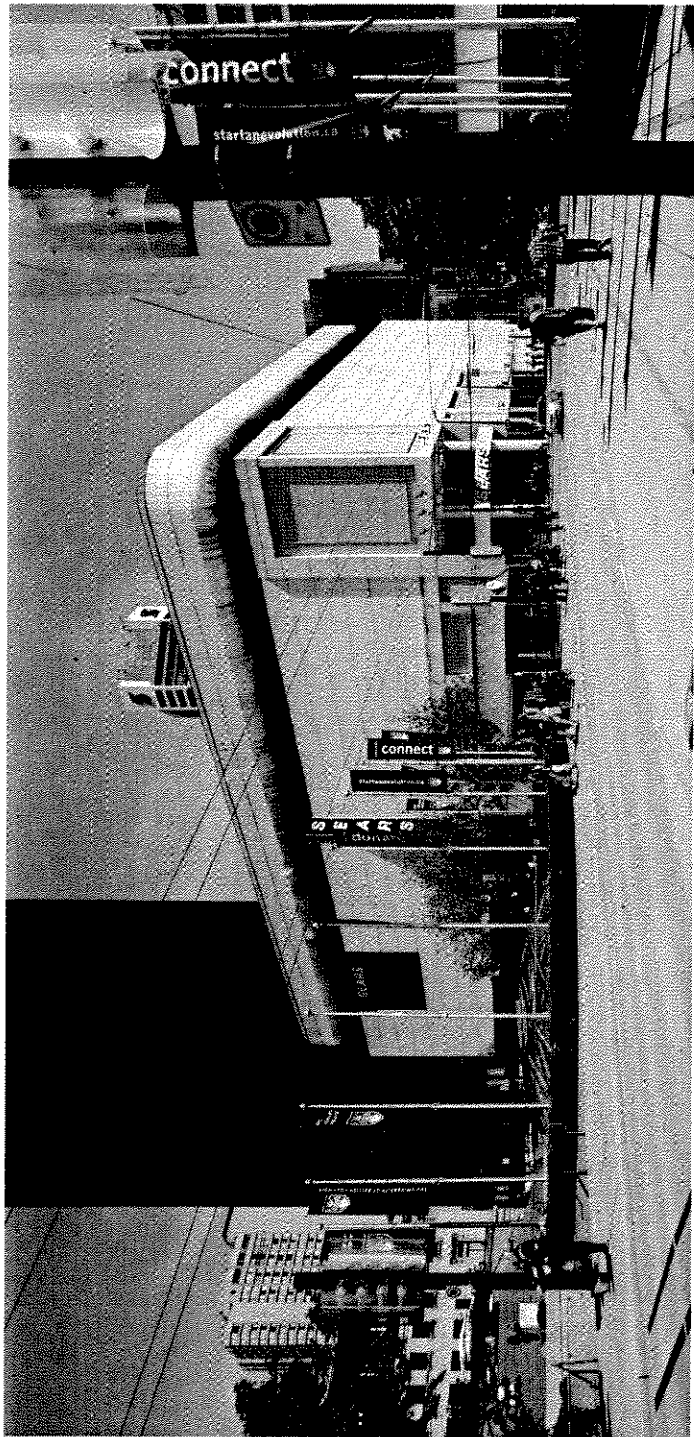
Appendix D ; page 7 of 45

SEPT 12, 12 SUBMISSION

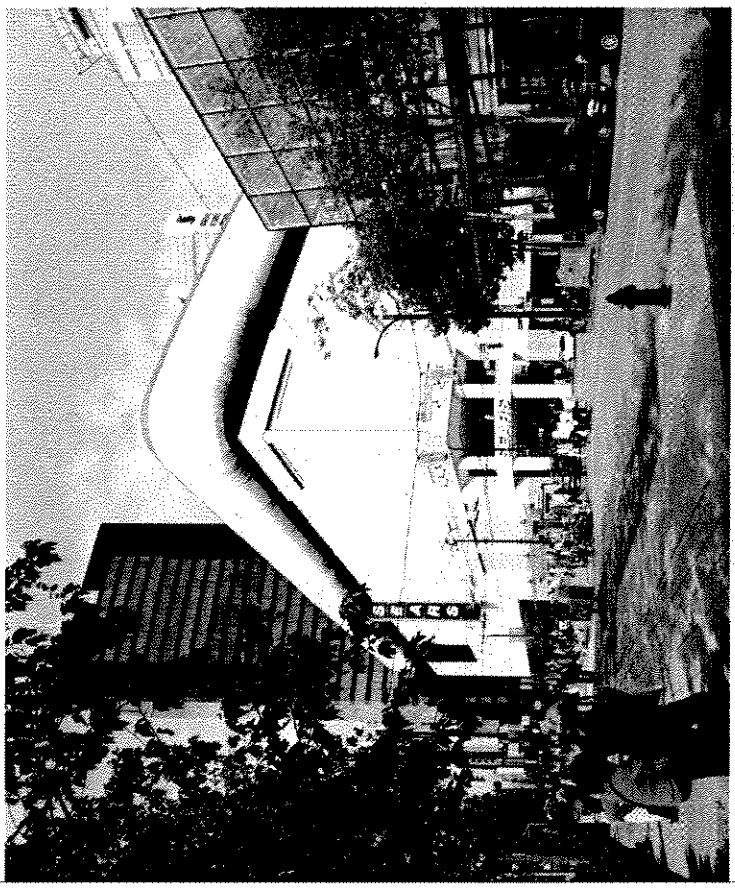
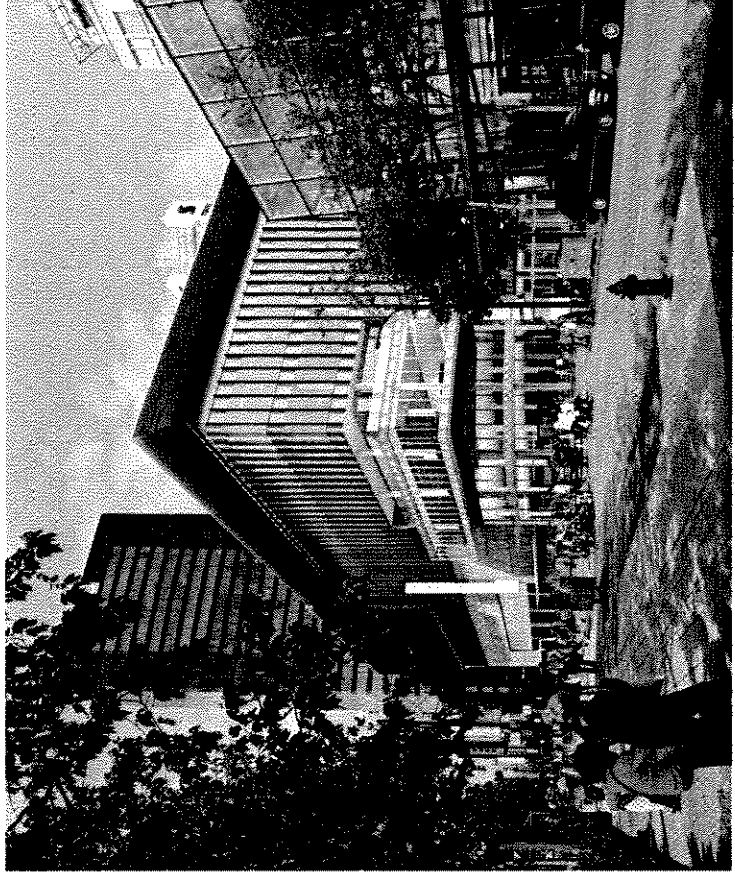


JANBUCKING ARCHITECTS INC.  
 1000 WEST 10TH AVENUE  
 VANCOUVER, BC V6H 1A1  
 TEL: 604-681-1111  
 FAX: 604-681-1112

SEARS BUILDING  
 701 GRANVILLE STREET  
 VANCOUVER, BC  
 VISUALIZATIONS  
 VIEW FROM ROBSON  
 N.T.S.  
 12.802  
 A7.02  
 SEPT 12, 12



Appendix D : page 28 of 45



SEPT 12, 12 SUBMISSION

JAMES H. CHENG ARCHITECTS INC.  
 1000 - 1000 Burrard Street  
 Vancouver, BC V6Z 1G6  
 Tel: 604.681.1111  
 Fax: 604.681.1112

SEARS BUILDING  
 701 GRANVILLE STREET  
 VANCOUVER, BC

VISUALIZATIONS  
 VIEW FROM ROBSON &  
 HOWE STREET CORNER

N.T.S.  
 12.30.12  
 A7.03  
 SEPT 12, 12

Appendix D: page 2 of 45





SEPT 12, 12 DP SUBMISSION

JINSHENG ARCHITECTS INC.

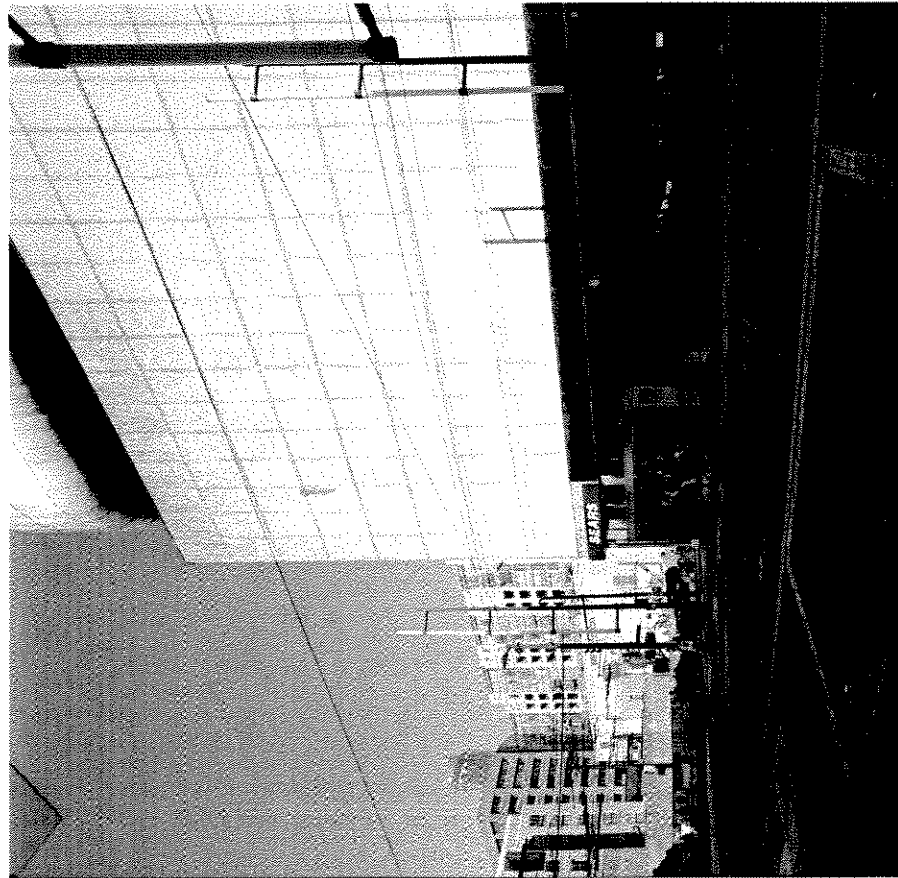
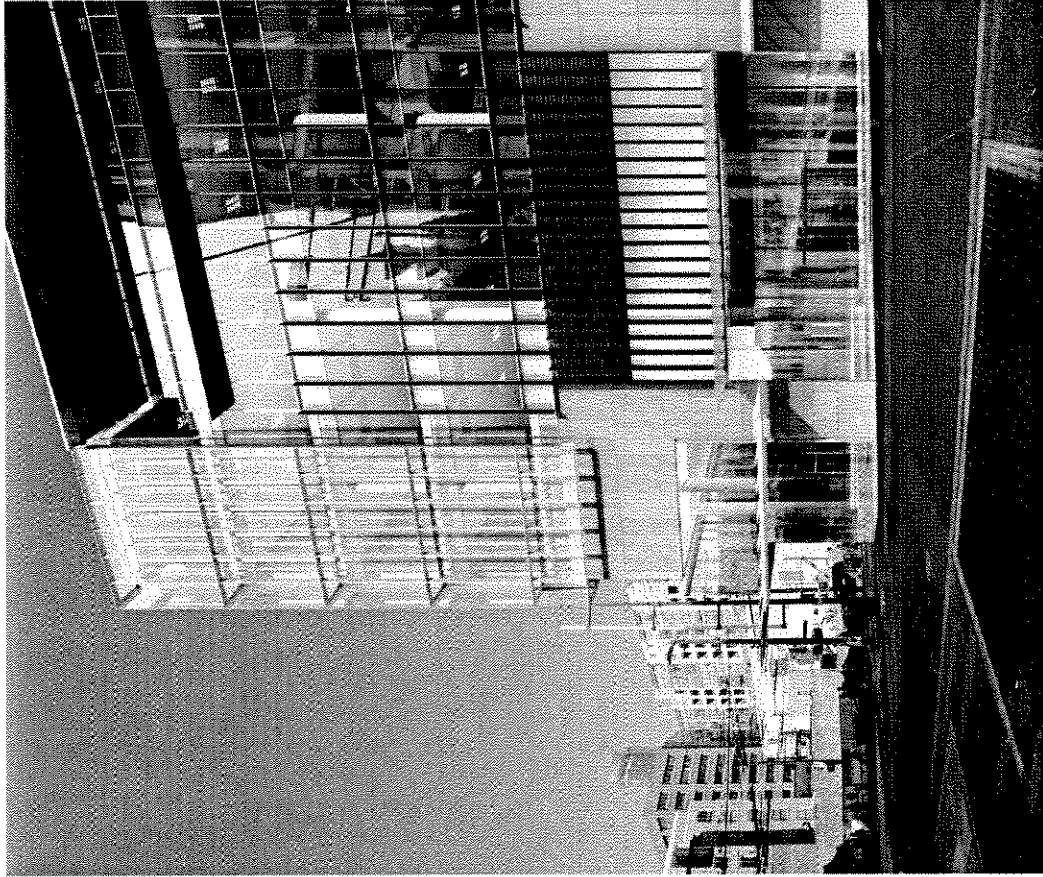
12-852

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

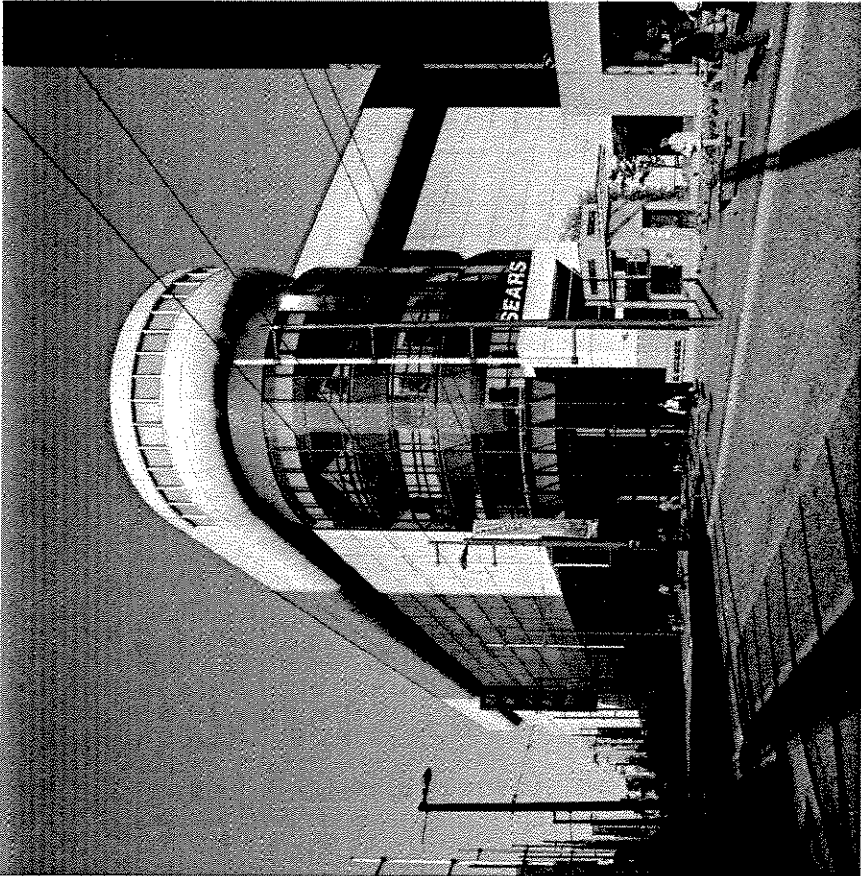
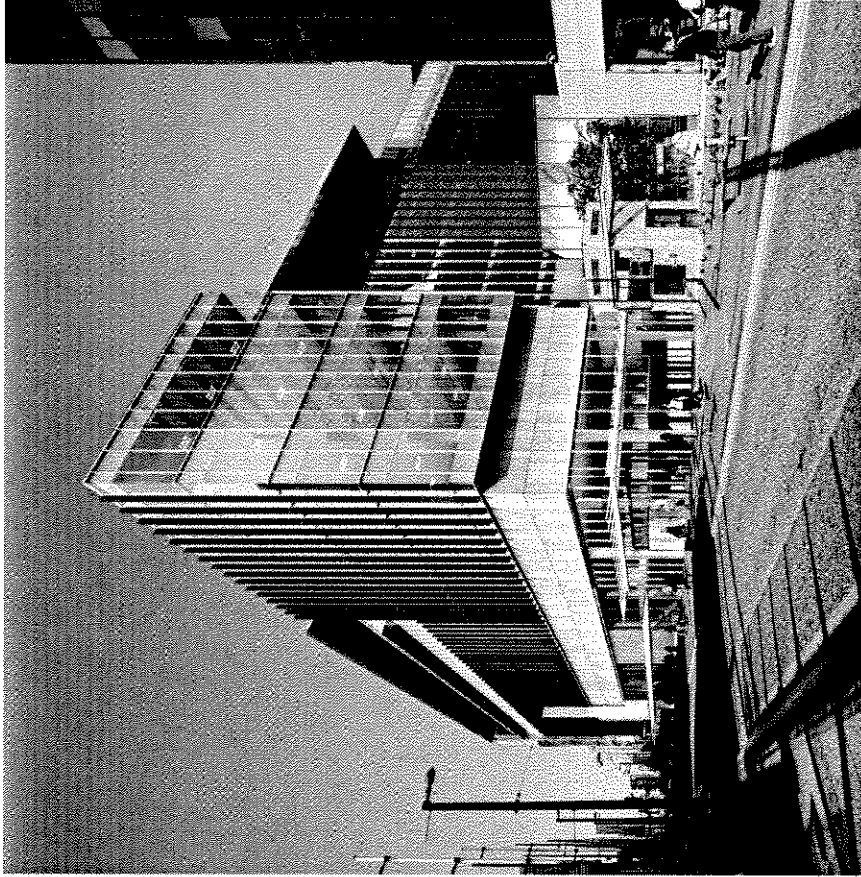
VISUALIZATIONS  
VIEW FROM  
GRANVILLE STREET

N.T.S.  
12-852  
A7.05

DATE: SEPT 12, 12



Appendix D ; page 3 / of 45



REPT 12 OF SUBMISSION

AMERSONG ARCHITECTS INC

1000 West Broadway, Suite 1000  
Vancouver, BC V6C 2M5  
Tel: 604.681.1111  
Fax: 604.681.1112

SEARS BUILDING

701 GRANVILLE STREET  
VANCOUVER, BC

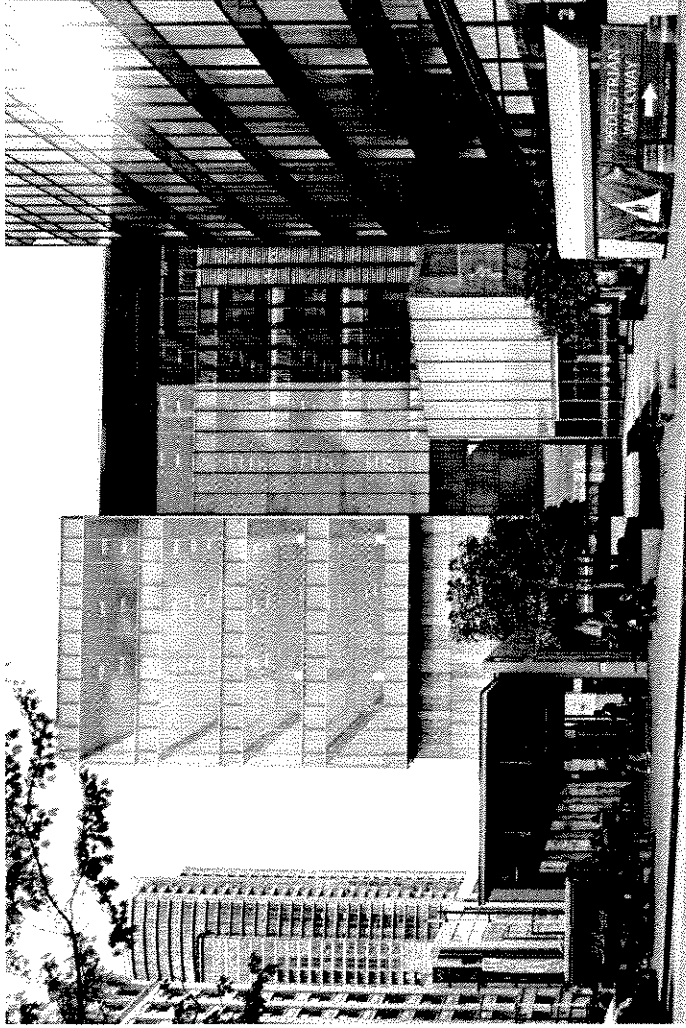
VISUALIZATIONS  
VIEW FROM GRANVILLE &  
GEORGIA STREET CORNER

DATE: 12-8-02  
SCALE: A7.06

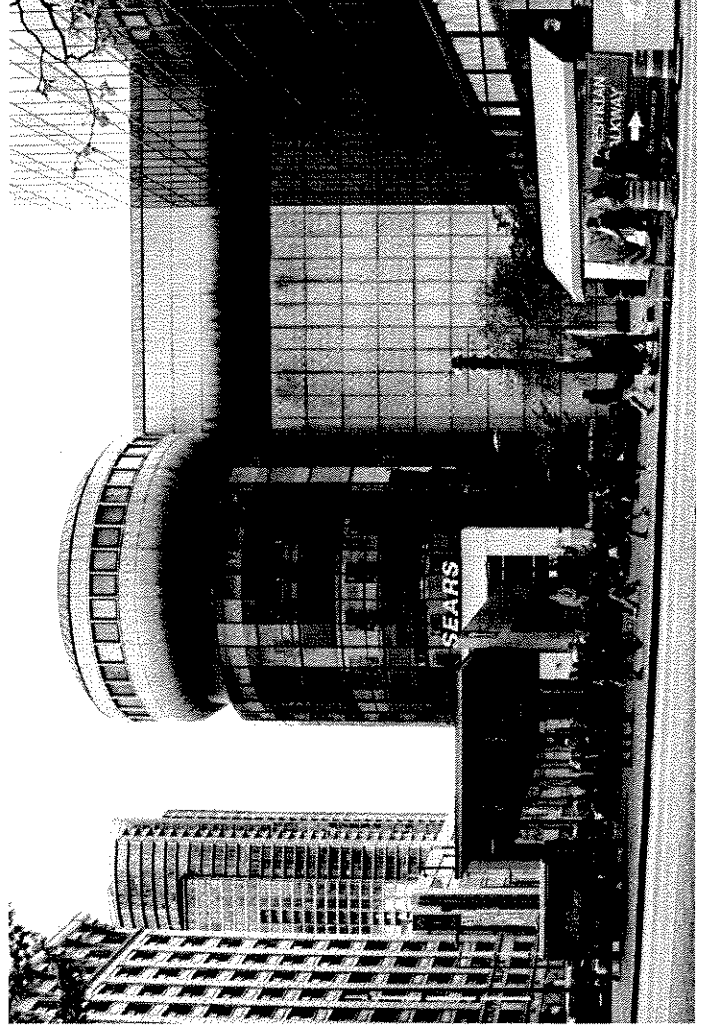
PROJECT: SEPT 12 OF

Appendix ; page 32 of 45





SEPT 14, 11 DP SUBMISSION



JAMES CHENG ARCHITECTS INC.

1000 WEST PLYMOUTH STREET  
VANCOUVER, BC V6E 2M6  
TEL: 604.681.1111  
WWW.JAMESCHENGARCHITECTS.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

VISUALIZATIONS  
VIEW FROM GRANVILLE &  
GEORGIA STREET CORNER

N.T.S.  
12.000

A7.07  
SEPT 12, 12

Appendix D; page 33 of 45



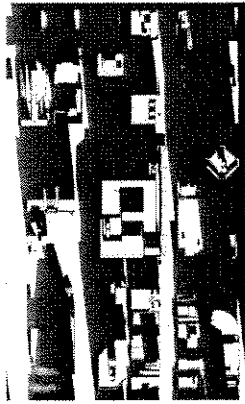
SEPT 12, 12 09 SUBMISSION



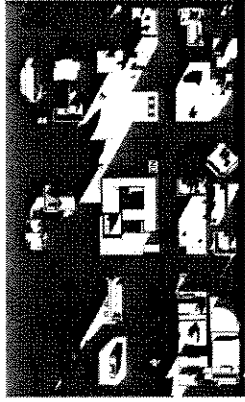
JAMES CHENG ARCHITECTS INC.  
701 GRANVILLE STREET  
VANCOUVER, BC  
V6C 1P5  
TEL: 604-681-1111  
WWW.JAMESCHENGARCHITECTS.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC

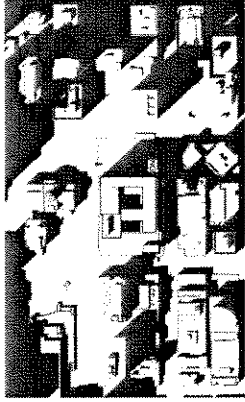
VISUALIZATIONS  
INTERIOR OFFICE INTERIOR  
VIEW OF PAVILION  
M.I.S.  
12-802  
A7.08  
DATE: 12.13.12



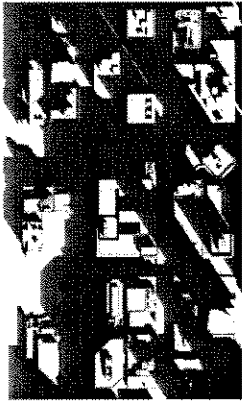
12 Dec 21 - 4:00 PM  
1:3000



8 Mar/Sept 21 - 6:00 PM  
1:3000



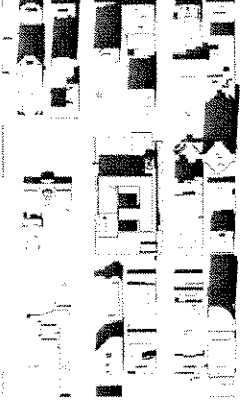
4 June 21 - 6:00 PM  
1:3000



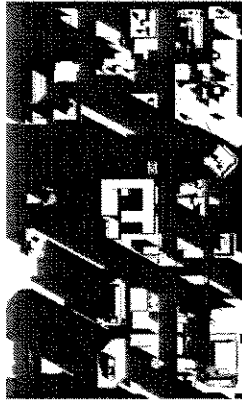
11 Dec 21 - 2:00 PM  
1:3000



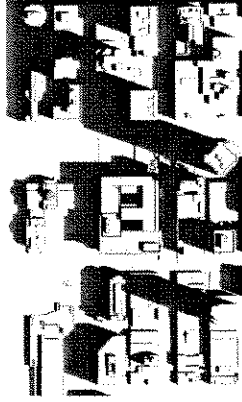
7 Mar/Sept 21 - 3:00 PM  
1:3000



3 June 21 - 3:00 PM  
1:3000



10 Dec 21 - Noon  
1:3000



6 Mar/Sept 21 - Noon  
1:3000



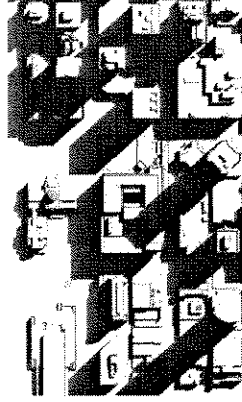
2 June 21 - Noon  
1:3000



9 Dec 21 - 10:00 AM  
1:3000



5 Mar/Sept 21 - 9:00 AM  
1:3000



1 June 21 - 9:00 AM  
1:3000

SEPT 13, 12 JP SUBMISSION

AMENHOENG ARCHITECTS INC

701 GRANVILLE STREET  
VANCOUVER, BC  
V6C 1P5  
TEL: 604 681 8888  
WWW.AMENHOENG.COM

SEARS BUILDING  
701 GRANVILLE STREET  
VANCOUVER, BC  
SHADOW ANALYSIS

N.T.S.  
12-802  
A8.01  
SEPT 13, 12



CONTRACT NUMBER: 15-08-27  
 PROJECT NAME: SEAS BUILDING  
 CLIENT: BC TRANSIT AUTHORITY  
 ARCHITECT: JAMES HORNBY ARCHITECTS INC.  
 LANDSCAPE ARCHITECT: PHILLIPS FARVANA & SHALLENBERG  
 DATE: 15-08-27  
 DRAWING NO: 15-08-27-01

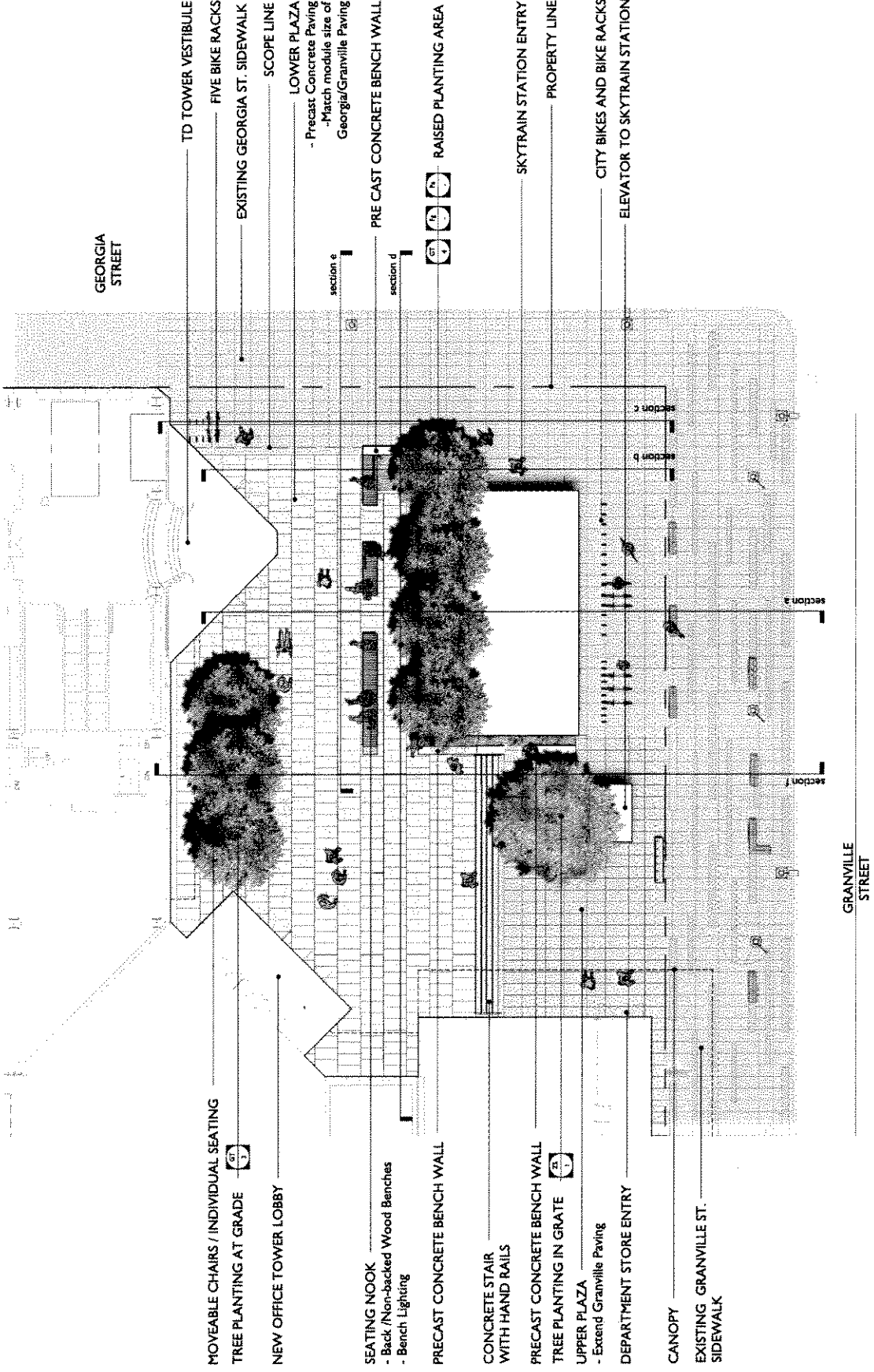


JAMES HORNBY ARCHITECTS INC.  
 1100 WEST 2ND AVENUE, SUITE 200  
 VANCOUVER, BC V6C 1A7  
 TEL: 604-681-7515  
 FAX: 604-681-7516  
 WWW: JHARCHITECTS.COM

ARBACH ARCHITECTURE INC.  
 701 GRANVILLE STREET  
 VANCOUVER, BC V6C 1A7  
 TEL: 604-681-7515  
 FAX: 604-681-7516  
 WWW: ARBACHARCHITECTURE.COM

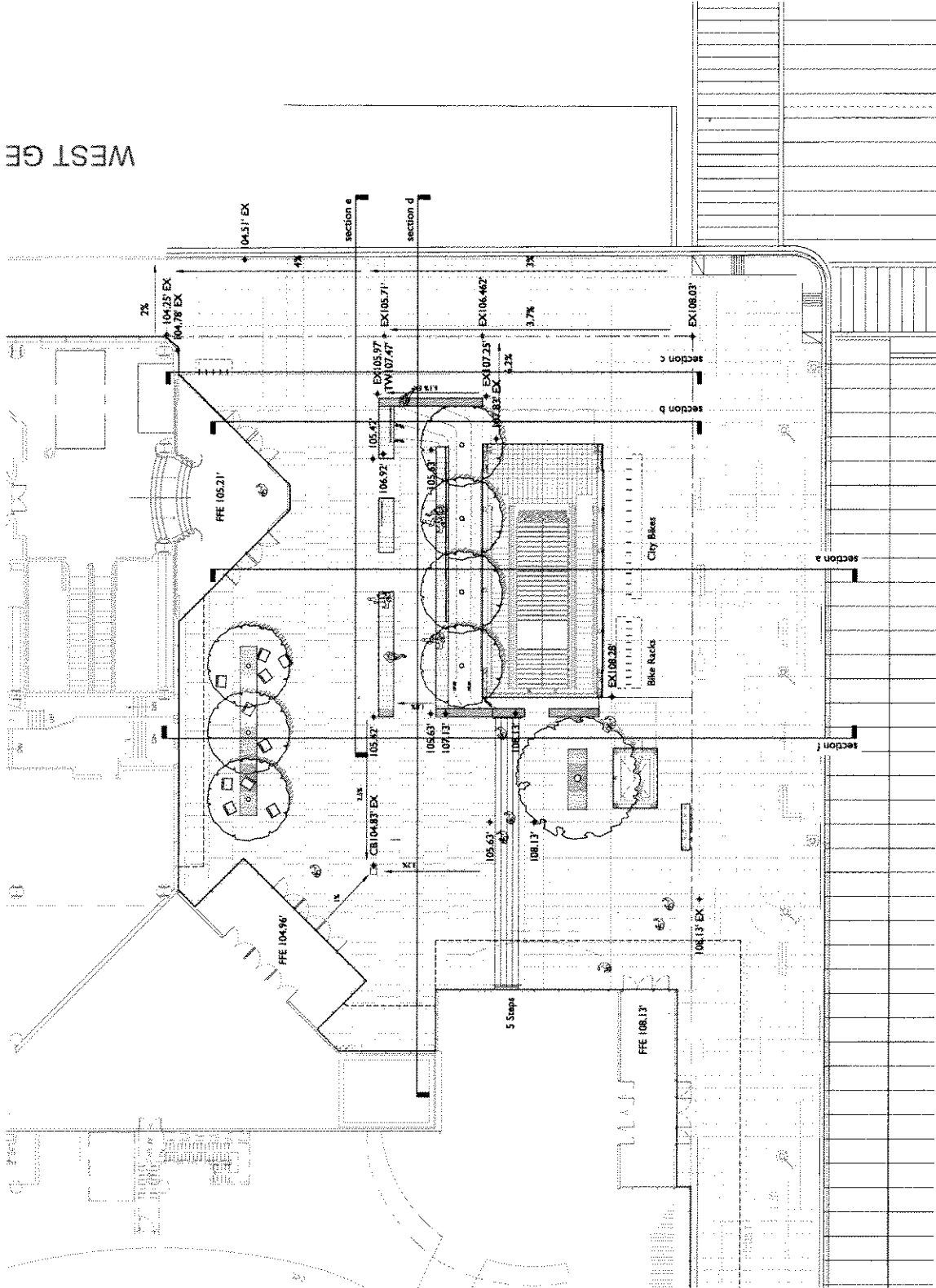
SEAS BUILDING  
 701 GRANVILLE STREET  
 VANCOUVER, BC

PLAZA  
 LEVEL 1 - GROUND FLOOR  
 DEPARTMENT STORE LEVEL  
 10' x 10'  
 1:101  
 DATE: 15-08-27



Appendix D ; page 37 of 45

WEST GE



**COPYRIGHT RESERVED**  
 This drawing is the property of the Architect and is to be used only for the project and site specified herein. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Architect.

12.08.17 Issued for PERMITS  
 12.08.21 Issued for PERMITS - Amending  
 12.08.21 Issued for PERMITS - Final  
 12.08.21 Issued for PERMITS - Final



**JANSEN ARCHITECTS INC**  
 ARCHITECTS  
 1000 WEST 10<sup>th</sup> AVENUE  
 VANCOUVER, BC V6H 1T6  
 T 604.681.1111 F 604.681.1112  
 E info@jansenarchitects.com



**ABBARCH  
 ARCHITECTURE INC**  
 2050 WEST 4<sup>th</sup> AVENUE SUITE 401  
 VANCOUVER, BC V6L 1A7  
 T 604.681.1111 F 604.681.1112  
 E info@abbarch.com

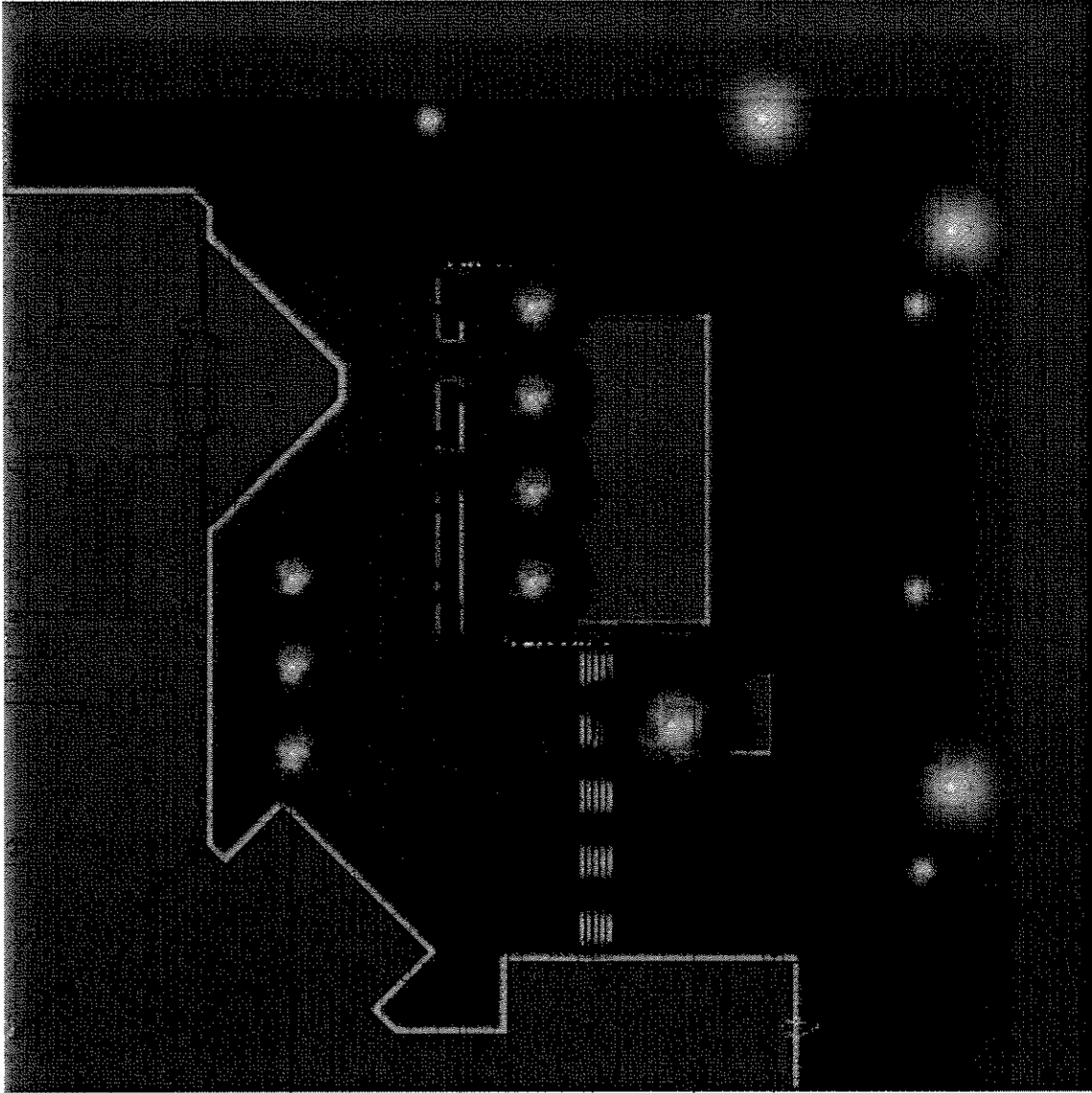
**SEARS BUILDING**  
 701 GRANVILLE STREET  
 VANCOUVER, BC

**PLAZA**  
 GRADING PLAN  
 DEPARTMENT STORE LEVEL

1/8" = 1'-0"  
 1/8" = 1'-0"  
 1/8" = 1'-0"

DATE: 12.08.21  
 DRAWN BY: JMS  
 CHECKED BY: JMS  
 SCALE: 1/8" = 1'-0"  
 SHEET: L1.02

Appendix D, page 38 of 45



**TREE DOWNLIGHT**

- Attach to tree trunk or limb to light seating area or planting. Typical to all trees

**RECESSED BENCH LIGHT**

- Continuous LED light strips under wood bench tops

**STEP LIGHTING / RAIL LIGHTING**

- As per code requirements

**DECORATIVE LIGHTING**

- Lighting inset in bench/wall

**AMBIENT BUILDING LIGHT**

- Refer to architectural drawings

**COPYRIGHT (UNWRD)**  
 This plan and design are the property of UnwrD Inc. and are to be used only for the project and location specified. No part of this plan or design may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of UnwrD Inc. The client and contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.

**DATE**  
 12-08-17 Issued for Planning Meeting  
 12-08-20 Issued for the 1st Review  
 12-08-20 Issued for 2nd Review

**PHILLIPS SMALLEREN**  
 ARCHITECTS  
 PLANNING URBAN DESIGN  
 LANDSCAPE ARCHITECTURE  
 1377 WEST 21st AVENUE  
 VANCOUVER, BC V6M 1S7  
 T 604 274 2148 F 604 274 2147  
 E philips@psa.com W www.phillips-smalleren.com

**AMES PITCHERS ARCHITECTS INC.**  
 1000 WEST 10th Avenue  
 Vancouver, BC V6M 2Y1  
 T 604 274 2148 F 604 274 2147  
 E info@amespitchers.com W www.amespitchers.com

**ABRAMON ARCHITECTURE INC.**  
 1000 WEST 10th Avenue  
 Vancouver, BC V6M 2Y1  
 T 604 274 2148 F 604 274 2147  
 E info@amespitchers.com W www.amespitchers.com

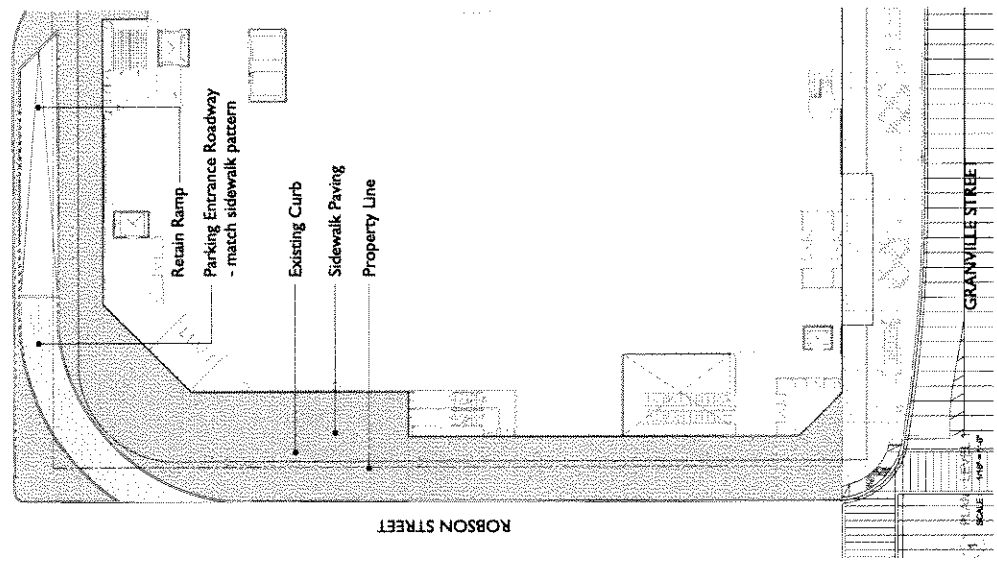
**SEARS BUILDING**  
 701 GRANVILLE STREET  
 VANCOUVER, BC

**PLAZA**  
 LEVEL 1 - GROUND FLOOR  
 DEPARTMENT STORE LEVEL

**1/8" = 1'-0"**  
 1987  
 AUG 21, 2012

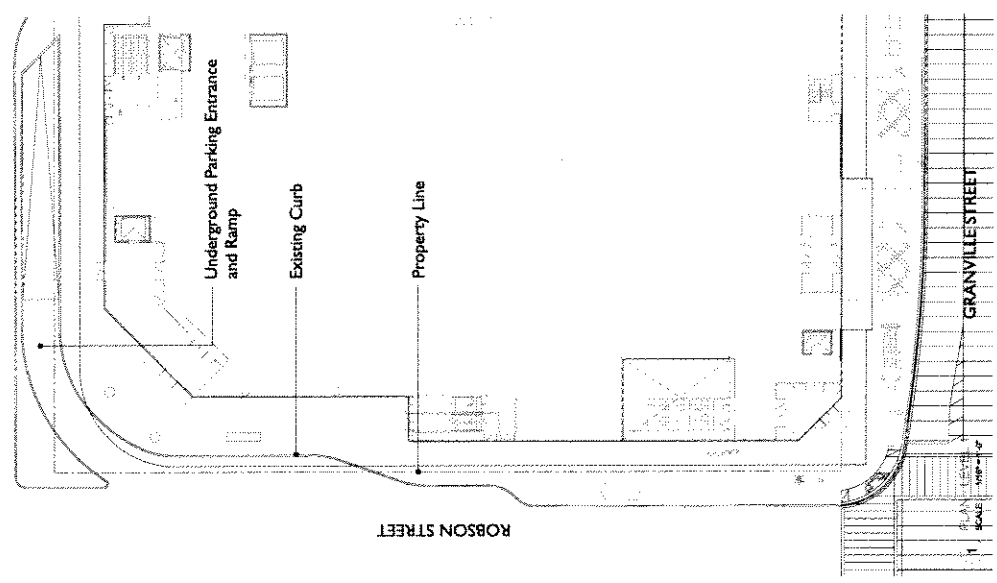
Appendix D : page 39 of 45

HOWE STREET



OPTION 2: Curbline Normalized  
SCALE: 1/8" = 1'-0"

HOWE STREET



OPTION 1: Existing Conditions  
SCALE: 1/8" = 1'-0"

1/8" = 1'-0"

1/8" = 1'-0"

1/8" = 1'-0"

1/8" = 1'-0"

1/8" = 1'-0"

**PHILLIPS  
 FARLEY &  
 SMALLERBERG**  
 PLANNING-URBAN DESIGN  
 LANDSCAPE ARCHITECTURE  
 1111 WEST 21<sup>ST</sup> AVENUE  
 VANCOUVER, BC V6L 1A1  
 TEL: 604.278.2188 • FAX: 604.278.1517  
 E: phil@phillipsfarley.com

**IMPRESOIR ARCHITECTURE**  
 1111 WEST 21<sup>ST</sup> AVENUE  
 VANCOUVER, BC V6L 1A1  
 TEL: 604.278.2188 • FAX: 604.278.1517  
 E: phil@phillipsfarley.com

**ABBARCH ARCHITECTURE INC**  
 701 GRANVILLE STREET  
 VANCOUVER, BC V6C 1P6  
 TEL: 604.681.1111  
 FAX: 604.681.1112  
 WWW.ABBARCH.COM

**SEARS BUILDING**  
 701 GRANVILLE STREET  
 VANCOUVER, BC

ROBSON / HOWE SIDEWALK

1/8" = 1'-0"  
1987

L1.04

Appendix D; page 40 of 45



**COPYRIGHT RESERVE**  
 This plan was prepared by the author and is the property of the author. It is to be used only for the project and site for which it was prepared. No part of this plan may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the author.

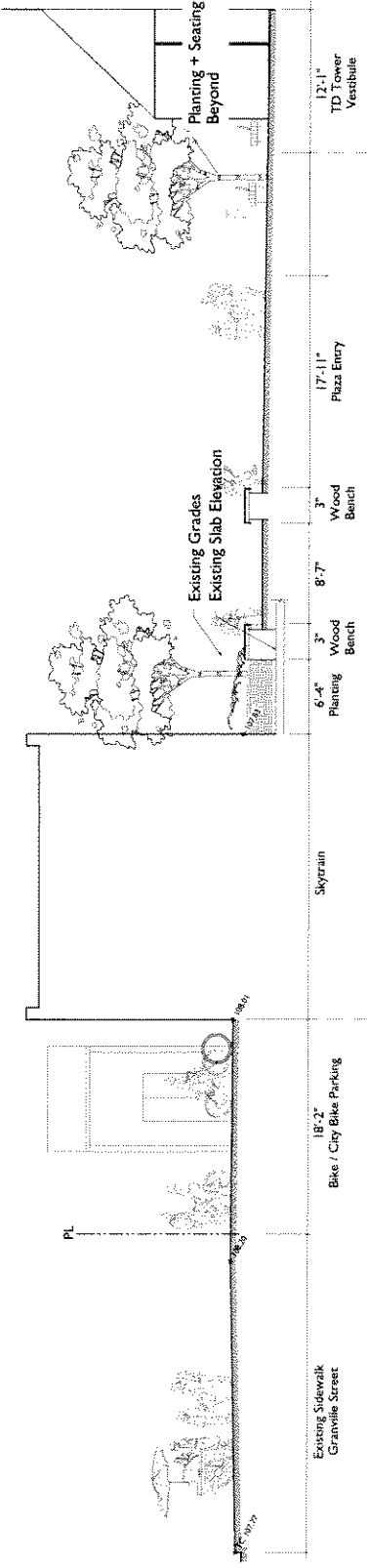
12.08.21 Issued for Pre-ADJ Approval  
 12.08.21 Issued for Pre-ADJ Approval  
 12.08.10 Issued for Pre-ADJ Approval



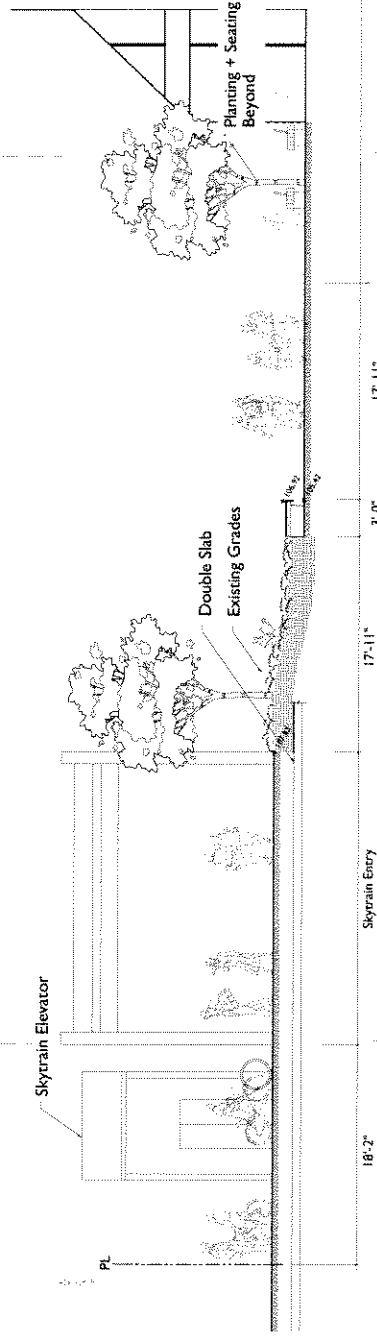
**JAMES HUNTING ARCHITECTS INC.**  
 1000 WEST 10th AVENUE, SUITE 1000  
 VANCOUVER, BC V6H 1T6  
 TEL: 604.273.1144 FAX: 604.273.1147  
 E: info@jha.ca W: www.jha.ca

**ABRARCH ARCHITECTURE INC.**  
 101 GRANVILLE STREET  
 VANCOUVER, BC V6C 1R7  
 TEL: 604.681.1200 FAX: 604.681.1201  
 E: info@abrarch.com W: www.abrarch.com

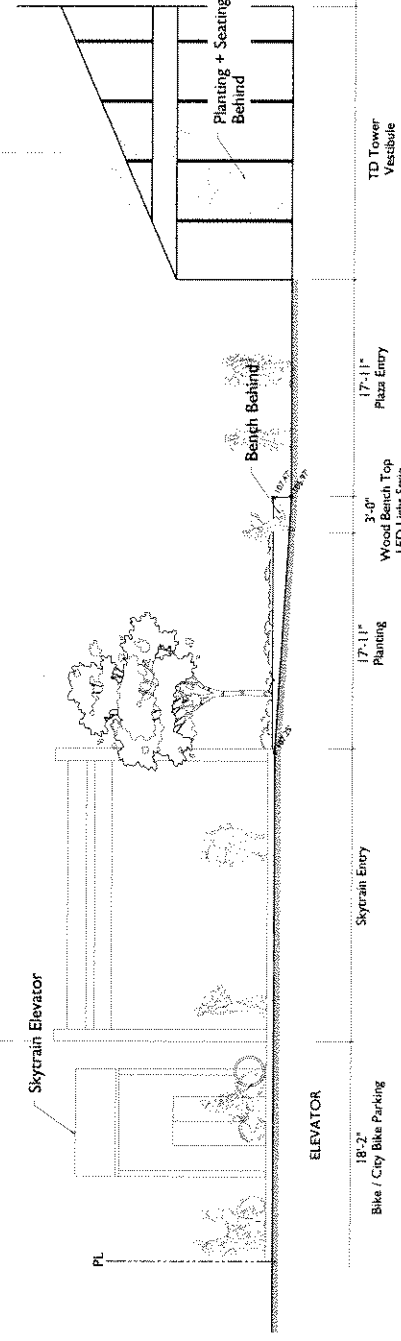
**SEARS BUILDING**  
 101 GRANVILLE STREET  
 VANCOUVER, BC  
 PLAZA SECTIONS  
 LEVEL 1 - GROUND FLOOR  
 1/8" = 1'-0"  
 1200  
 AUG 21, 2019  
 1:200



**Section A**  
 SCALE 1/4" = 1'-0"



**Section B**  
 SCALE 1/4" = 1'-0"



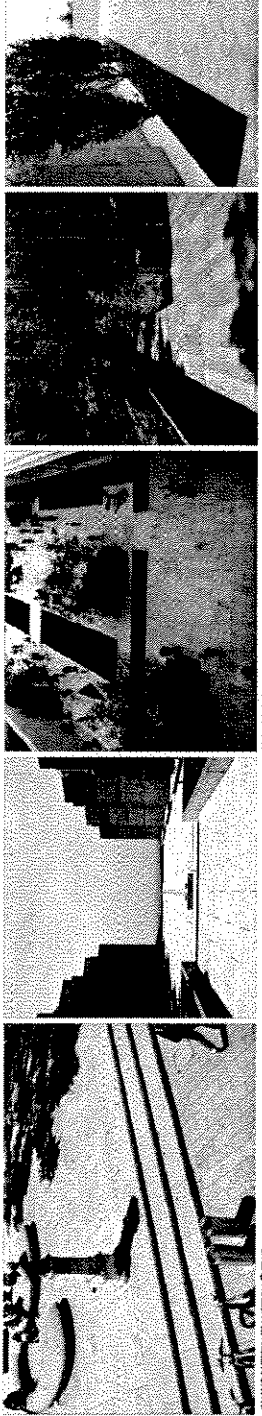
**Section C**  
 SCALE 1/4" = 1'-0"

Appendix D ; page# of 45





surface materials



PAVING PATTERN TRANSITION @ STAR

PAVING SLABS

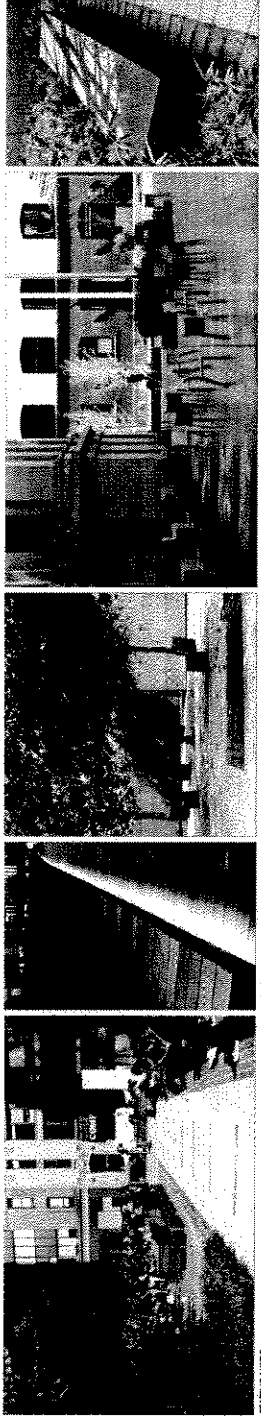
PAVING SLABS

PAVING SLABS

TREE GRATES

TREE GRATES

seating



SEATING WIDE

WOOD BENCH TOP

INDIVIDUAL SEATING / PROBABLE SEATING

STONE CLASP BENCH

STONE CLASP BENCH

**COMPLAINT REMOVED**  
 The user has requested that all references to their name and contact information be removed from this document. All other content remains unchanged. If you have any questions, please contact us at 1-800-368-7777. Thank you for your feedback.

**PHILLIPS  
SMALLENBERG  
LANDSCAPE ARCHITECTURAL**  
 1777 West 21st Avenue  
 Vancouver, BC V6L 2K1  
 Tel: 604.275.1111 Fax: 604.275.1112  
 E: phil@psa.com Website: www.psa.com

**AMBERPHONE | ARCHITECTURE**  
 1000 Burrard Street  
 Vancouver, BC V6Z 1G6  
 Tel: 604.681.1111 Fax: 604.681.1112  
 E: info@amberphone.com Website: www.amberphone.com

**ABRARCH  
ARCHITECTURE INC.**  
 1705 West 4th Avenue  
 Vancouver, BC V6L 1A5  
 Tel: 604.681.1111 Fax: 604.681.1112  
 E: info@abrarch.com Website: www.abrarch.com

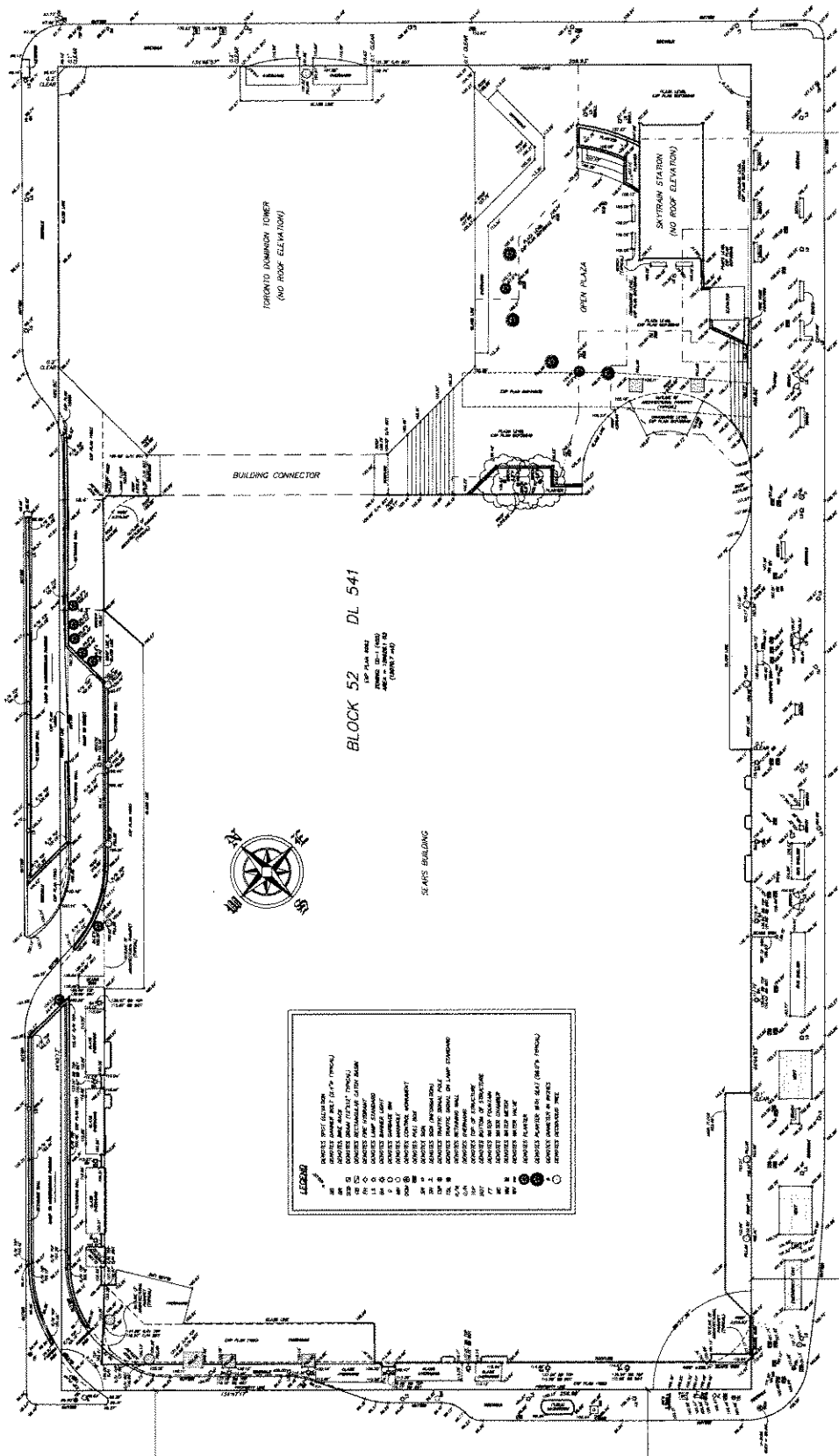
**SEARS BUILDING**  
 701 GRANVILLE STREET  
 VANCOUVER, BC  
 PLAZA DETAILS  
 LEVEL 1 - GROUND FLOOR  
 NTS  
 19827  
 L 4.00  
 AUG 21, 2012

Appendix D ; page 44 of 45

TOPOGRAPHIC SURVEY PLAN OF BLOCK 52  
(EXPLANATORY PLAN 9962) DISTRICT LOT 541 PLAN 210

PID: 003-003-580

SCALE: 1 inch = 16 feet



**LEGEND**

- 1/4" DIA. (1/4" DIA. IRON) - SURVEY POINT
- 1/2" DIA. (1/2" DIA. IRON) - SURVEY POINT
- 3/4" DIA. (3/4" DIA. IRON) - SURVEY POINT
- 1" DIA. (1" DIA. IRON) - SURVEY POINT
- 1 1/2" DIA. (1 1/2" DIA. IRON) - SURVEY POINT
- 2" DIA. (2" DIA. IRON) - SURVEY POINT
- 3" DIA. (3" DIA. IRON) - SURVEY POINT
- 4" DIA. (4" DIA. IRON) - SURVEY POINT
- 6" DIA. (6" DIA. IRON) - SURVEY POINT
- 8" DIA. (8" DIA. IRON) - SURVEY POINT
- 10" DIA. (10" DIA. IRON) - SURVEY POINT
- 12" DIA. (12" DIA. IRON) - SURVEY POINT
- 14" DIA. (14" DIA. IRON) - SURVEY POINT
- 16" DIA. (16" DIA. IRON) - SURVEY POINT
- 18" DIA. (18" DIA. IRON) - SURVEY POINT
- 20" DIA. (20" DIA. IRON) - SURVEY POINT
- 22" DIA. (22" DIA. IRON) - SURVEY POINT
- 24" DIA. (24" DIA. IRON) - SURVEY POINT
- 26" DIA. (26" DIA. IRON) - SURVEY POINT
- 28" DIA. (28" DIA. IRON) - SURVEY POINT
- 30" DIA. (30" DIA. IRON) - SURVEY POINT
- 32" DIA. (32" DIA. IRON) - SURVEY POINT
- 34" DIA. (34" DIA. IRON) - SURVEY POINT
- 36" DIA. (36" DIA. IRON) - SURVEY POINT
- 38" DIA. (38" DIA. IRON) - SURVEY POINT
- 40" DIA. (40" DIA. IRON) - SURVEY POINT
- 42" DIA. (42" DIA. IRON) - SURVEY POINT
- 44" DIA. (44" DIA. IRON) - SURVEY POINT
- 46" DIA. (46" DIA. IRON) - SURVEY POINT
- 48" DIA. (48" DIA. IRON) - SURVEY POINT
- 50" DIA. (50" DIA. IRON) - SURVEY POINT
- 52" DIA. (52" DIA. IRON) - SURVEY POINT
- 54" DIA. (54" DIA. IRON) - SURVEY POINT
- 56" DIA. (56" DIA. IRON) - SURVEY POINT
- 58" DIA. (58" DIA. IRON) - SURVEY POINT
- 60" DIA. (60" DIA. IRON) - SURVEY POINT
- 62" DIA. (62" DIA. IRON) - SURVEY POINT
- 64" DIA. (64" DIA. IRON) - SURVEY POINT
- 66" DIA. (66" DIA. IRON) - SURVEY POINT
- 68" DIA. (68" DIA. IRON) - SURVEY POINT
- 70" DIA. (70" DIA. IRON) - SURVEY POINT
- 72" DIA. (72" DIA. IRON) - SURVEY POINT
- 74" DIA. (74" DIA. IRON) - SURVEY POINT
- 76" DIA. (76" DIA. IRON) - SURVEY POINT
- 78" DIA. (78" DIA. IRON) - SURVEY POINT
- 80" DIA. (80" DIA. IRON) - SURVEY POINT
- 82" DIA. (82" DIA. IRON) - SURVEY POINT
- 84" DIA. (84" DIA. IRON) - SURVEY POINT
- 86" DIA. (86" DIA. IRON) - SURVEY POINT
- 88" DIA. (88" DIA. IRON) - SURVEY POINT
- 90" DIA. (90" DIA. IRON) - SURVEY POINT
- 92" DIA. (92" DIA. IRON) - SURVEY POINT
- 94" DIA. (94" DIA. IRON) - SURVEY POINT
- 96" DIA. (96" DIA. IRON) - SURVEY POINT
- 98" DIA. (98" DIA. IRON) - SURVEY POINT
- 100" DIA. (100" DIA. IRON) - SURVEY POINT

STRA TA PLAN LMS3708 AND LMS3710

**BLOCK** LANE **62**

PLAN SHEETS

DATE: JULY 16, 2011

JOB NO: 4195

SHEET 1 OF 1

THE CADILLAC FAIRVIEW CORP. LTD.  
(SEARS BLOCK)  
701 GRANVILLE STREET  
VANCOUVER, B.C.

PROJECT: THE CADILLAC FAIRVIEW CORP. LTD. (SEARS BLOCK) 701 GRANVILLE STREET VANCOUVER, B.C.	
DRAWING: 435-11027	DRAWN BY: D.L.
CHECKED BY: G.S.	
BUTLER SUNDVICK & ASSOCIATES PROFESSIONAL LAND SURVEYORS SUITE 100, 1000 WEST 10TH AVE VANCOUVER, B.C. V6H 3K4 TEL: 604-681-9611 FAX: 604-681-2002	
0 PLAN SHEETS	1 PLAN SHEETS
BLOCK 53	
C PLAN SHEETS	

Annex D, page 45 of 45

**Design Rationale**

**Re: Sears Building – Renovation & Refurbishment, 701 Granville Street, Vancouver BC**

**Existing Architecture and Character**

Located on a full city block bounded by Howe Street, Robson Street, Granville Street, and Georgia Street, 701 Granville Street, formerly the Eaton's Vancouver flagship store designed by Cesar Pelli of Gruen Associates along with local architects McCarter Nairne & Partners and completed in 1972, has Sears Canada as its current tenant. The building, built in its architectural "International Style" of white precast concrete panels (with no exterior glazing) to the majority of its elevations, has established its primary use as a major department store since its inception. Centrally located in downtown Vancouver, it is well served by transit as both the Canada Line Vancouver City Centre Station and the city's dedicated Granville Street bus line provide direct and adjacent service. This precinct is currently characterized by an existing mix-use community of retail, commercial and cultural and also contains recent residential developments to its surroundings.

**Proposed Project**

The proposed renovated building at 701 Granville Street will utilize the existing 7 storey super structure to house a major shopping retailer on the first 3 floors with the remaining 4 floors dedicated to Class AAA commercial office space. It will also include a lower level multi-store retail mall, underneath the 3 storey ground floor retailer, and it will directly connect and continue through the Pacific Centre Mall to the north.

The subject site is Block 52 zoned as CD-1 with existing FSR of 9.255 and permits a FSR of 9.797.

The proposed mixed-use character of this new development has a density mix totalling a FSR of 9.02.

The general character of this development has been established historically as a retail precinct and this development will renew the initiatives and regain its status as the pre-eminent downtown destination.

**Proposed Architecture**

The building is generally divided into three horizontal sections: Base, Mid and Top. The Base section is primarily full height glass cladding, to account for transparency and openness at grade, with an abundant allowance for stone cladding to anchor the development. The fully glazed Mid section responds directly to its context. For a commercial office, many tenants can take advantage of the natural light and urban views available to its surrounding. The Top section provides a notable datum denoting the building's height with a generous roof overhang that also provides a solar relief to the upper office floor terrace. Every facade will be different yet clearly demonstrates the divisional hierarchy. Architectural elements such as terraces, deep curtain wall cap extensions and high efficiency thermal glazing are used to further enhance passive solar performance. Material palettes are purposely restricted to low maintenance materials, glass, stone, and aluminum to give the project a cohesive, succinct appearance.



James KM Cheng Architects Inc.

Suite 200-77 West Eighth Avenue

Vancouver BC Canada V5Y 1M8

Tel: 604.873 4333 Fax: 604.876 7587

E-mail: info@jamescheng.com

### **Public Realm**

The perception of the existing building has been generally negative. The existing building does not address current urban planning principles, design and sustainability initiatives understood as keys to a viable and vibrant urban environment. This circumstance presents an opportunity to rejuvenate and transform the existing development into a new kind of public amenity for this area. By introducing more glazing at street level and marking the intersections as key entry nodes, this will help create a place of invitation and allow the public to seamlessly engage and integrate with the new development at all perimeter locations. There will be also a continuous perimeter high glazed canopy that allow for full weather protection around the development. The hierarchy of the material choices on the elevations will help reduce the apparent large intimidating scale of the mass and its facades. Landscape design has been re-introduced around the development to further enhance the architecture by tempering the existing building scale at grade and unifying the surrounding urban contexts. The proposed landscape upgrade to the existing plaza at the corner of Granville Street and Georgia Street will restore its presence along the Granville Street Mall. The re-creation of the existing plaza will complement and continue the Granville Mall initiative and more importantly, resolve the multiple entries (Retail Entrance, Office Entrance and Transit Line Entrance) located on the plaza by clearly establishing zones towards each entry. At the corner of Robson Street and Howe Street where it was found to be a pinch-point for pedestrian and vehicular traffic, an extension of the landscaped sidewalk has been proposed to allow for a more pedestrian oriented corner without disruption to vehicular traffic flow.

### **Vehicular Access**

All vehicular access into the site has not changed from its original design. Vehicular entry and exit ramps to underground parking, loading bays, and vehicular staging areas are dedicated along Howe Street with one entry ramp off the Robson Street and Howe Street corner. The new development will not propose any alterations. Bicycle accommodations will increase with ground surface parking located east of the Transit Line Entry at the corner of Granville Street and Georgia Street and will adhere to its existing requirements limited only to required upgrades. The parking and loading requirements have not significantly changed with the new development and will adhere to its existing requirements limited only to required upgrades.

### **Sustainability**

The goal of the Vancouver Greenest City initiative is to reduce the ecological footprint of all new development in Vancouver. Careful amalgamation of ecologically responsible actions together will allow this development to grow in a sustainable manner. The new development will target LEED Gold status for Office Core and Shell. The approach to sustainability is generally described by the following list of considerations and concerns currently being explored but not limited to:

- Centrally located downtown for Community Connectivity
- Direct Accessibility to Public Transportation
- Optimizing Energy Performance with High Energy Efficiency Systems
- High Performing Building Skin Technologies
- Water Use Reduction
- Waste Management Strategies
- Efficient Landscape Management

Ensuring equilibrium between production and consumption while capitalizing on local resources with less dependence on importation; are successful strategies for reducing the ecological footprint of the development. This, together with the proposed user density in very close proximity to a multi-modal transit station, dramatically reducing dependency on automotive travel, creates an efficient, basic framework for establishing a sustainable lifestyle for the users in this development





# SEARS BUILDING 701 GRANVILLE STREET STATEMENT OF SIGNIFICANCE SEPTEMBER 2012

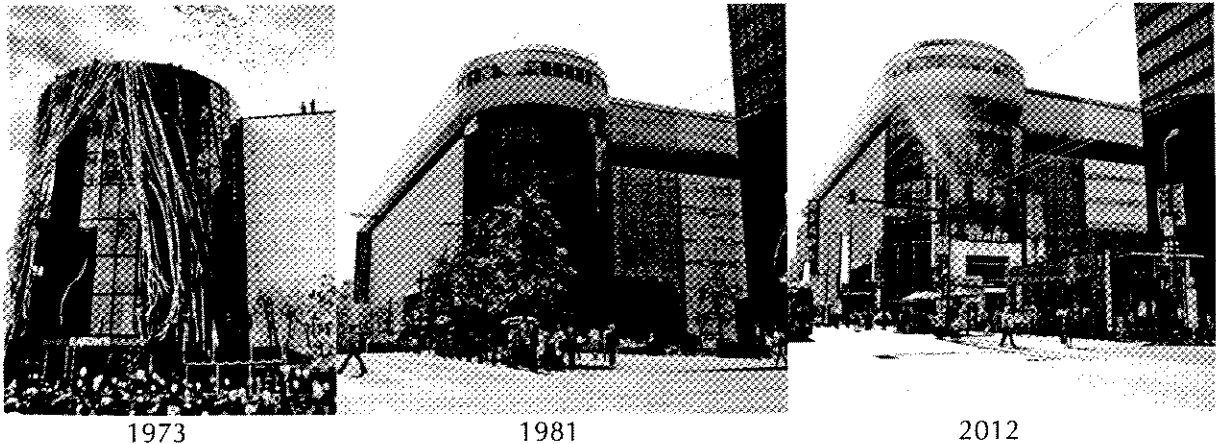


**DONALD LUXTON**   
AND ASSOCIATES INC

DONALD LUXTON AND ASSOCIATES INC.  
1030 - 470 GRANVILLE STREET VANCOUVER BC V6C 1V5  
info@donaldluxton.com 604 688 1216 www.donaldluxton.com



STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER



**Name of the Historic Place:** Eaton's/Sears Department Store, Pacific Centre

**Address:** 701 Granville Street, Vancouver

**Date of Construction:** 1970-1972

**Original Design Team:** I.M. Pei & Associates, with Vincent Ponte, Planning Consultants

**Final Design Team:** César Pelli (Gruen Associates), with McCarter Nairne & Partners

**Description of the Historic Place**

The department store at 701 Granville Street in the heart of downtown Vancouver forms the southernmost portion of the sprawling Pacific Centre complex. Home to Eaton's and later Sears, the building was first designed by I.M. Pei and planner Vincent Ponte, and later by César Pelli of Gruen Associates, in collaboration with local architects McCarter Nairne & Partners. Featuring a floor plate nearly as large as the block it occupies, the building was constructed between 1970 and 1972 and, for the past four decades, has served as an anchor for downtown Vancouver's retail trade.

**Heritage Value of the Historic Place**

The department store at 701 Granville Street is valued for its association with urban renewal plans that spread across North America during the mid-twentieth century. Major redevelopment plans in downtown Vancouver gained traction in the 1960s, as retailers and politicians sought to bolster its competitive edge in the face of massive new shopping centres constructed outside of the core and throughout the burgeoning suburbs. These new shopping destinations drew customers away from downtown, a trend that was not unique to Vancouver, but was occurring throughout the continent. In order to keep downtown relevant and vital, ideas for a shopping mall eventually turned into reality, as the clearing and consolidation of two blocks ("42" and "52") in the heart of the core facilitated the largest redevelopment project the city had witnessed to date. Coined 'Pacific Centre', the new complex was envisioned to include three office towers, a hotel and a department store, all linked together by an underground shopping concourse, in the spirit of underground systems that had developed in Montréal and subsequently, Toronto. Project developer Fairview Corporation (now Cadillac Fairview) partnered with Toronto Dominion Bank and T. Eaton Company to construct a thirty-storey office tower and four-storey department store, respectively, which comprise the first phase of the Centre. The complex has continuously expanded and the department store itself was significantly altered in 1980-81, when two storeys were added, and then again at the turn of the twenty-first century, when the ground floor entrances were reconfigured. The store remained occupied by Eaton's until its 1999 bankruptcy. Sears then revived the brand, but after its brief, unsuccessful run, decided to operate the store under its own banner for another decade, eventually closing the store in 2012.

## STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER

The department store is also significant for its connection to I.M. Pei (b. 1917) and Vincent Ponte (1919-2006), who first designed plans for the site. Pei's impressive designs have been constructed across the world and date back to the 1940s. His work in the 1960s was characterized by a firm commitment to Modernist tenets, as he explored Brutalist forms. The Pacific Centre store demonstrates Brutalist ideals, as expressed by its imposing scale, construction to the property lines and sparse fenestration. The building was originally designed to be clad in concrete, further linking it to the style, which is based upon the term *beton brut*, or 'raw concrete.' Ponte, known for his vision and plan for Montréal's underground pedestrian system, was also an early consultant on the project and the store's underground connection to the remainder of the Pacific Centre complex follows his overall planning scheme for the site. As the project evolved from its original concept, César Pelli (b. 1926), in association with McCarter Nairne & Partners, took over the design of the store and adjacent tower. Pelli, working for Los Angeles-based Gruen Associates, altered the size and design of the tower, but left the original design for the store, including the Pei-designed semicircular bay, largely untouched, save the cladding choice. The new design for the block produced a dark, reflective skyscraper, Vancouver's first fully glazed tower, which starkly contrasts with the horizontal, light-coloured department store box. After completing his tenure with Gruen, Pelli established his own firm and his career blossomed through the remainder of the 20<sup>th</sup> century and into the 21<sup>st</sup>, as he designed numerous well-known buildings across the world.

The Pacific Centre project also involved the prolific local firm of McCarter Nairne & Partners. The firm, known especially for its Marine Building (1928-1930) and General Post Office (1953-1958) designs, made a significant contribution to the built heritage of Vancouver and its legacy spans more than six decades (1921-1982), a successful run that is rivalled by few in the city.

### **Character-Defining Elements**

Key elements that define the heritage character of the department store at 701 Granville Street include its:

- location in the centre of Vancouver's downtown core;
- continuous commercial use for the past four decades;
- relationship to the adjacent skyscraper, notably the store's glazed bay and horizontal orientation of a similar geometric form;
- commercial form, scale and massing as expressed through its rectangular plan, flat roof and storefront entrances along the ground level;
- construction to property lines along Granville, Robson and Howe Streets; and
- design features such as the semicircular glazed bay on the north elevation and the articulation between horizontal glazed openings and opaque wall sections on the ground floor.

## RESEARCH SOURCES

### City of Vancouver Archives

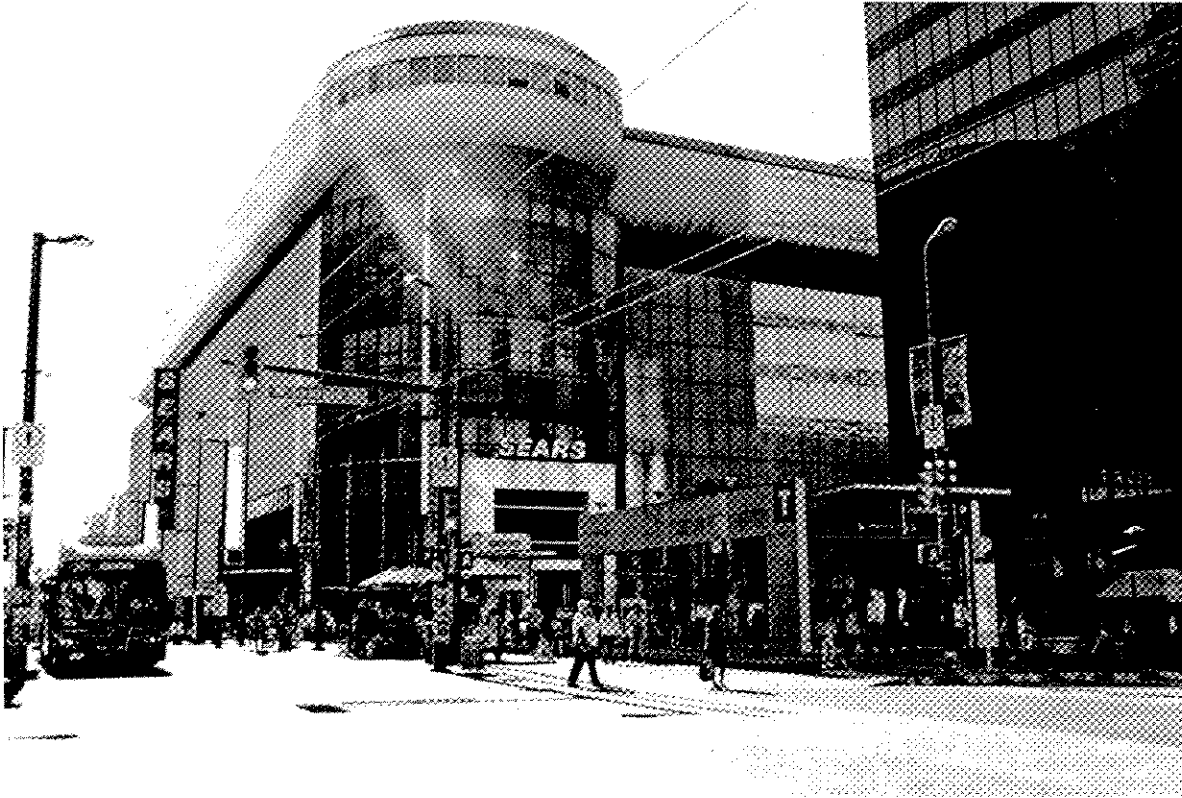
#### Vancouver Sun

"Sears Canada closing Pacific Centre store in downtown Vancouver this year" by Darah Hansen, May 15, 2012

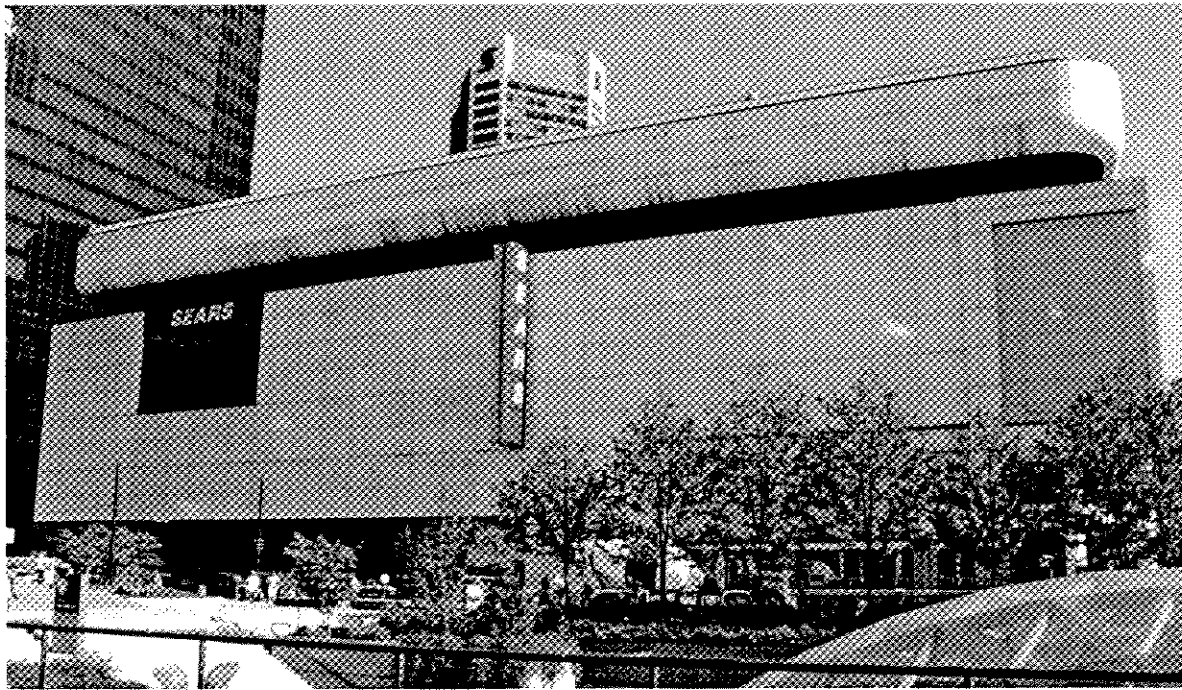
*Building the West: The Early Architects of British Columbia.* Luxton, Donald (Ed.). Vancouver: Talonbooks. 2007.

*Exploring Vancouver: Ten Tours of the City and its Buildings.* Kalman, Harold and John Roaf (photographer). Vancouver: University of British Columbia. 1974.

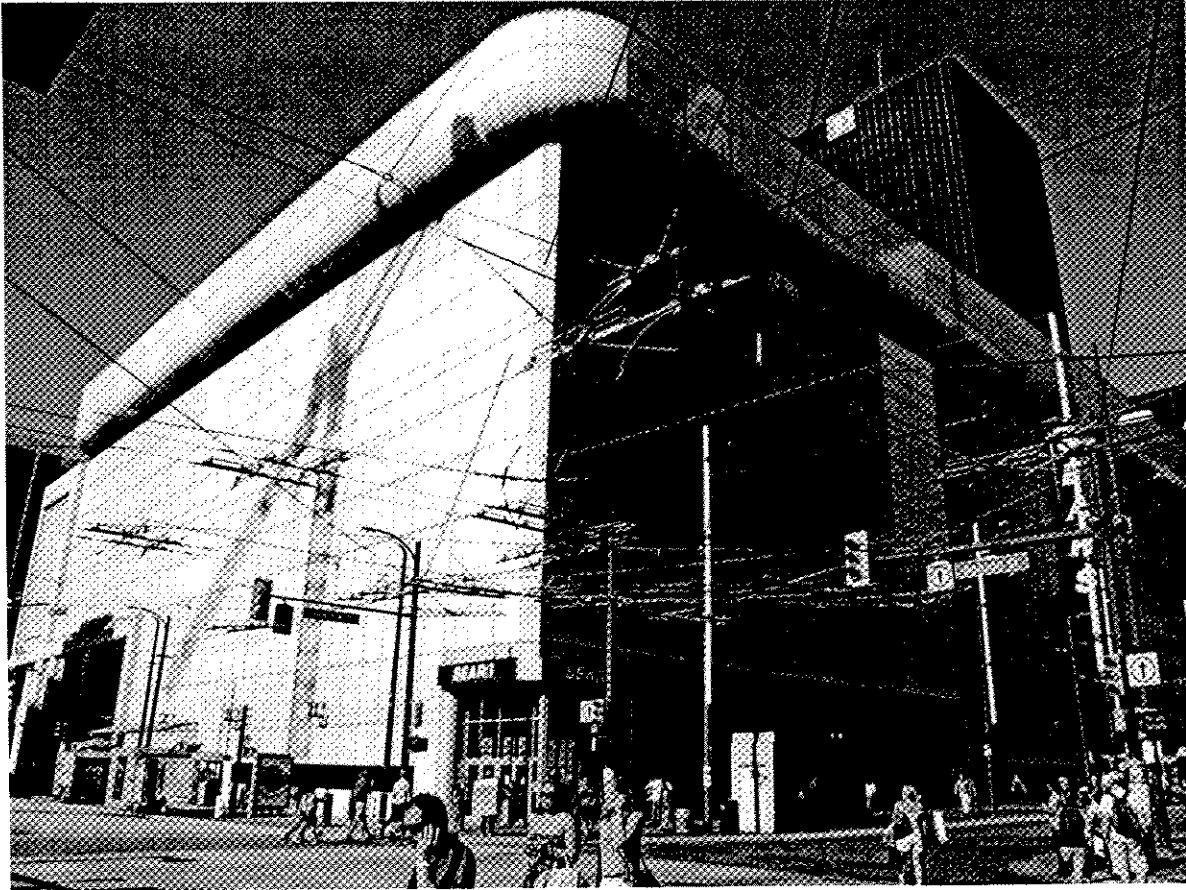
## PHOTO APPENDIX



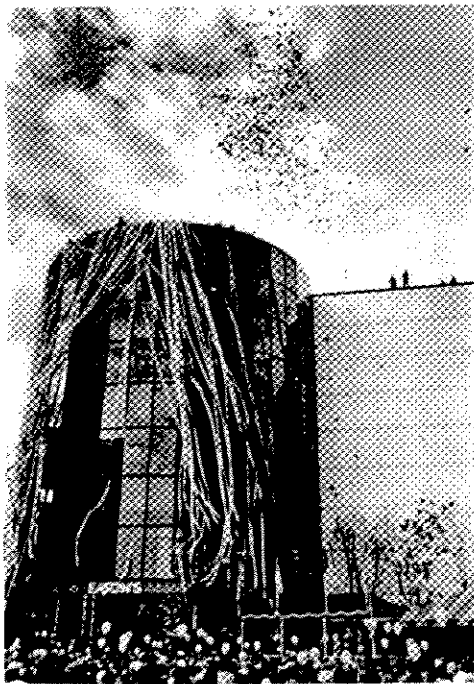
701 Granville Street, northeast corner, 2012



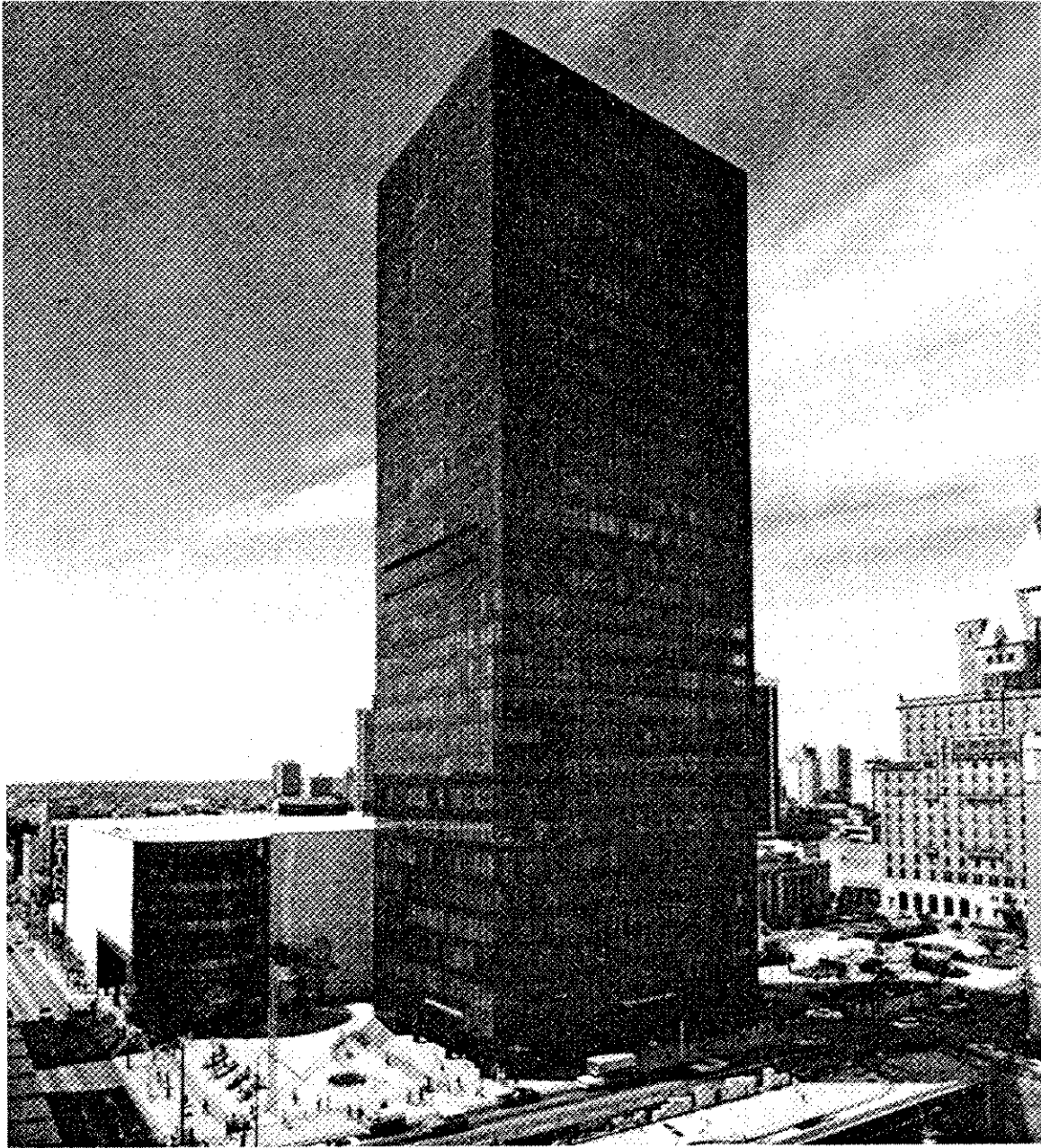
701 Granville Street, west elevation, 2012



701 Granville Street, southeast corner, 2012



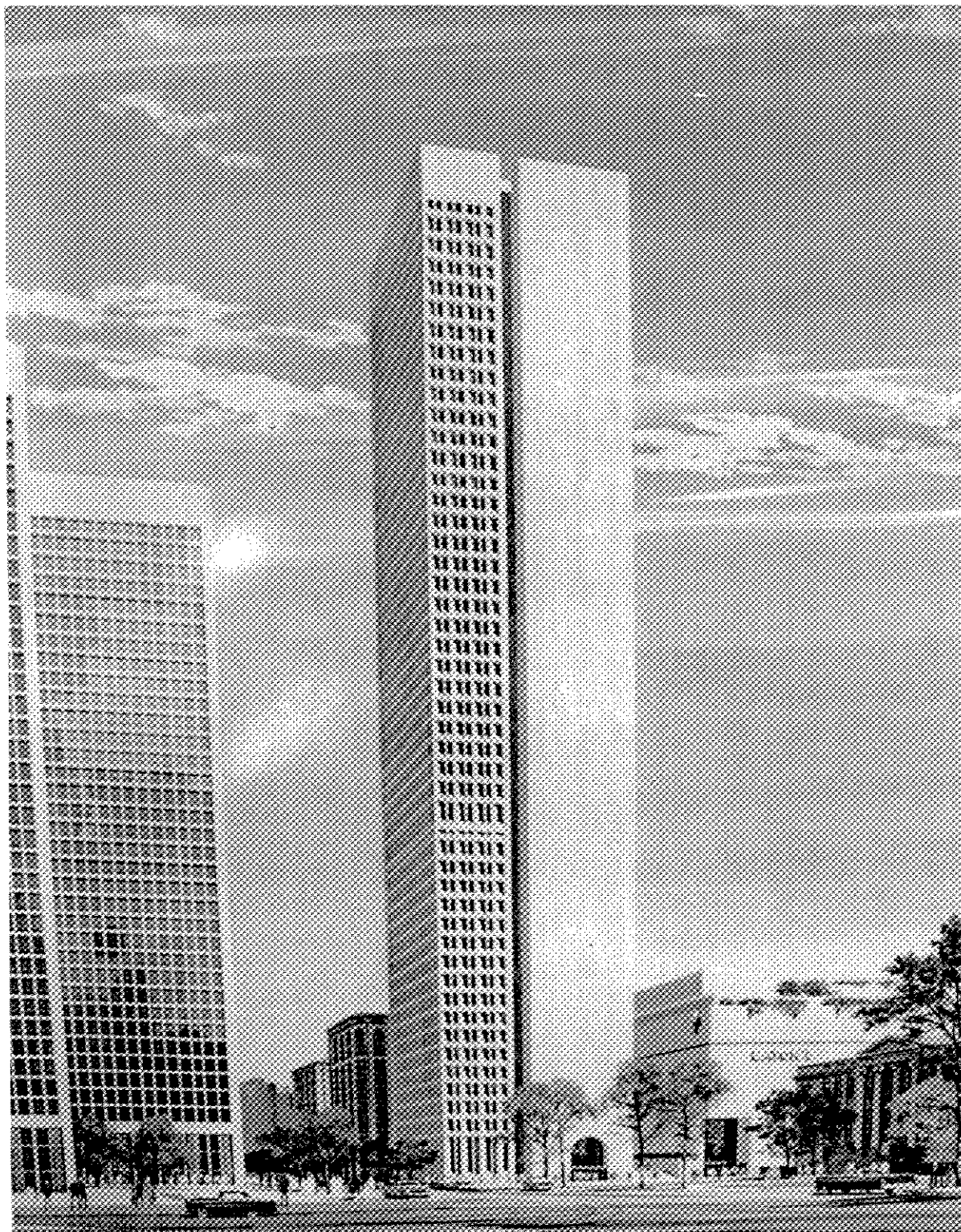
Grand Opening of Eaton's, 1973  
(Vlad Keremidschieff, Vancouver Sun)



Eaton's Department Store and Toronto Dominion Tower circa 1973  
(from *Exploring Vancouver* page 65)

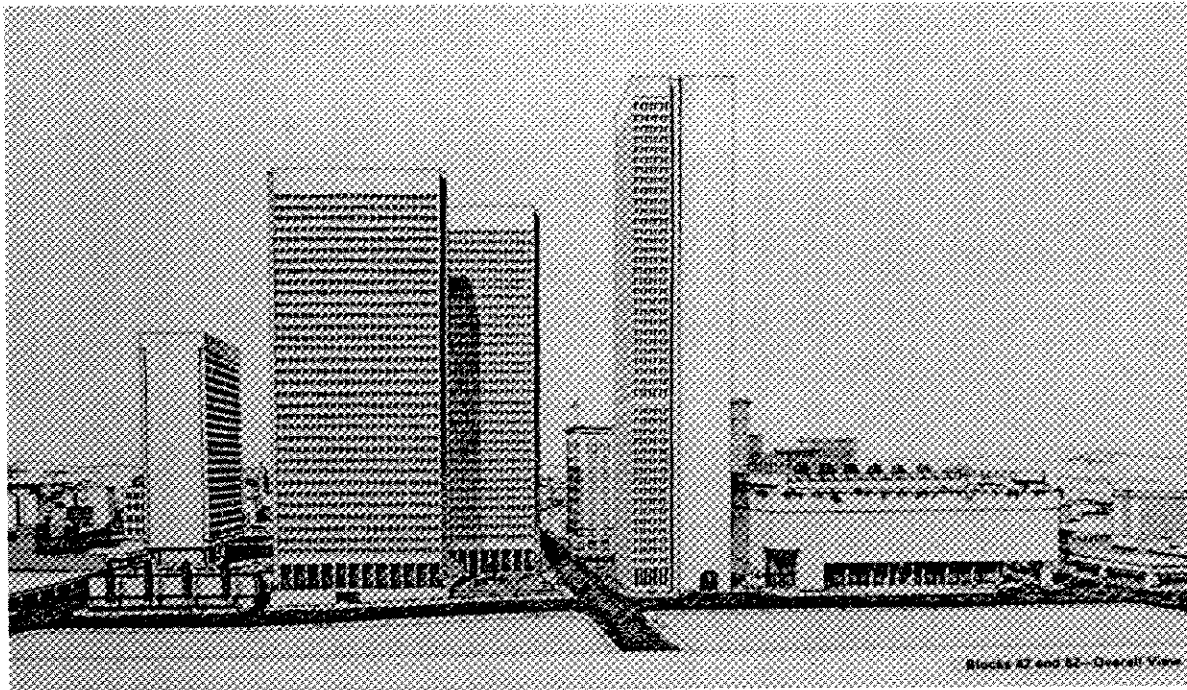


STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER



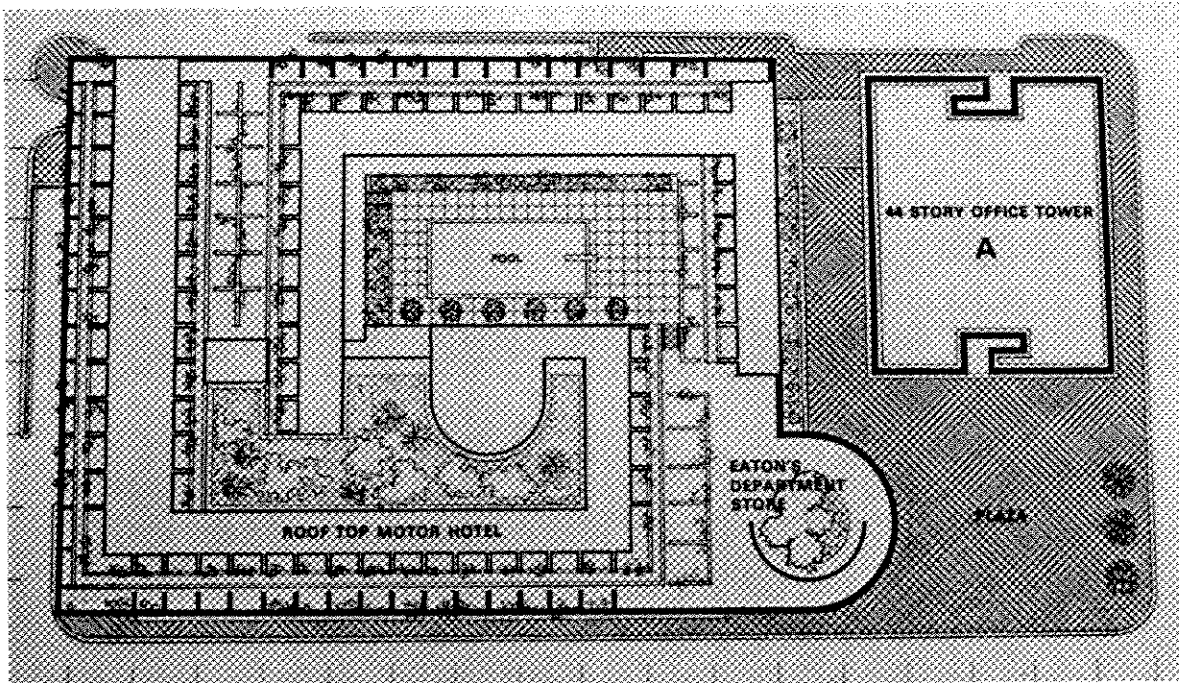
1966 design for 44-storey office tower and Eaton's Department Store  
(from *A Proposal for Blocks 42 & 52, Vancouver, B.C.* by  
*I.M. Pei & Associates and Vincent Ponte, Planning Consultants*, courtesy City of Vancouver Archives)

STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER



Blocks 42 and 52 - Overall View

Overall view of Pacific Centre, 1966 design  
(from *A Proposal for Blocks 42 & 52, Vancouver, B.C.* by  
*I.M. Pei & Associates and Vincent Ponte, Planning Consultants*, courtesy City of Vancouver Archives)



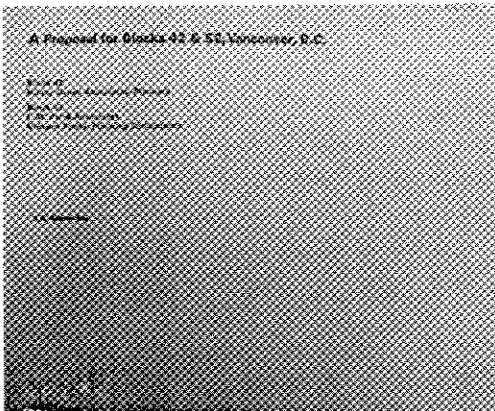
Plan view of Eaton's Department Store, 1966 design with hotel on roof  
(from *A Proposal for Blocks 42 & 52, Vancouver, B.C.* by  
*I.M. Pei & Associates and Vincent Ponte, Planning Consultants*, courtesy City of Vancouver Archives)



STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER

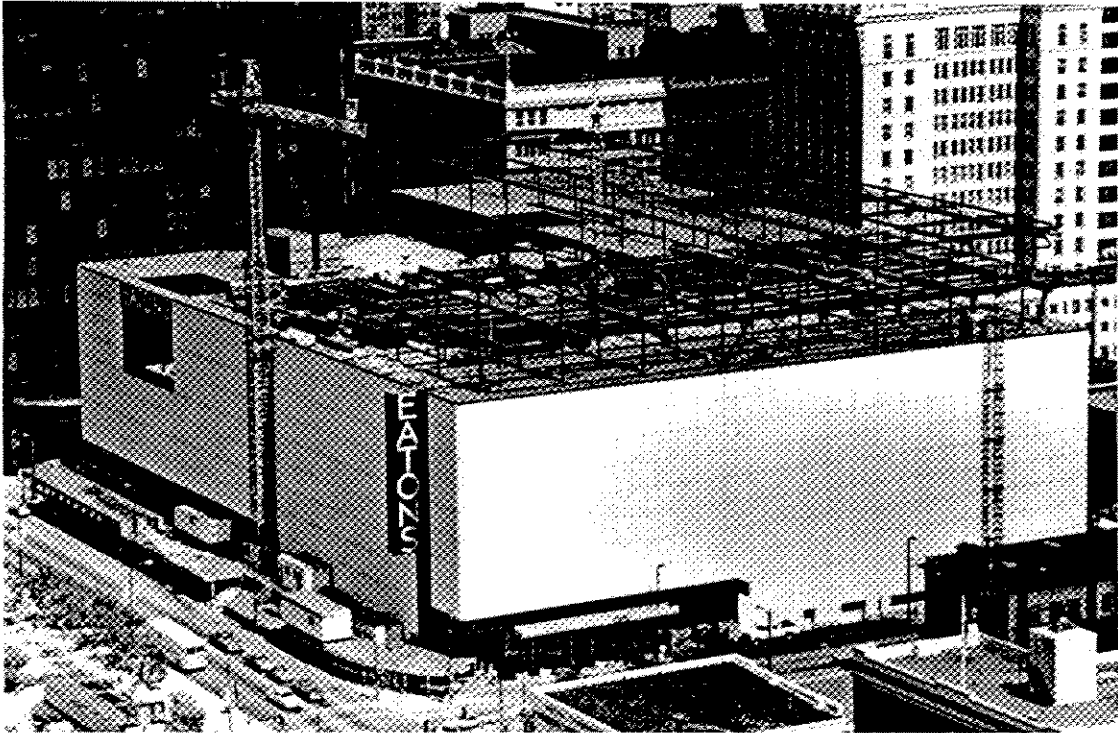


Eaton's Department Store rendering, 1966 design  
(from *A Proposal for Blocks 42 & 52, Vancouver, B.C.* by  
*I.M. Pei & Associates and Vincent Ponte, Planning Consultants*, courtesy City of Vancouver Archives)



*A Proposal for Blocks 42 & 52, Vancouver, B.C.* by  
*I.M. Pei & Associates and Vincent Ponte, Planning  
Consultants*, courtesy City of Vancouver Archives

STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER

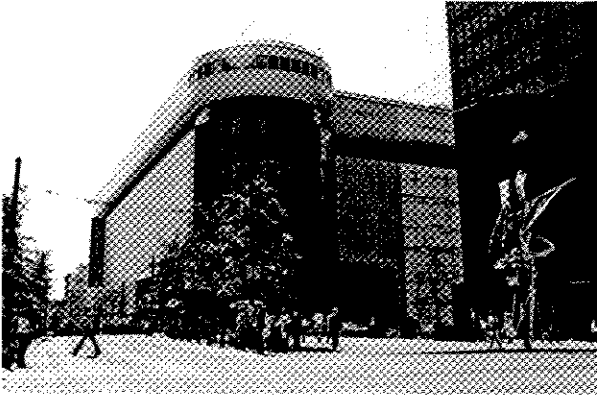


Two-storey addition under construction at Eaton's, 1980 (Ian Lindsay, Vancouver Sun)

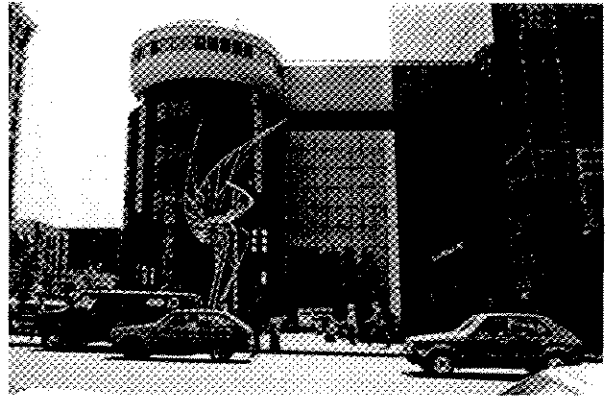


Eaton's after addition completed, 1981 (Ralph Bower, Vancouver Sun)

STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER



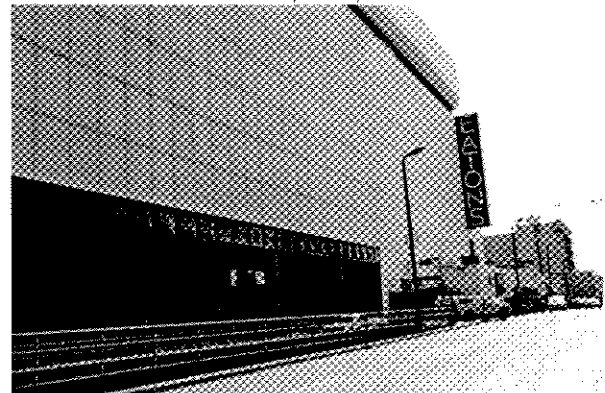
Eaton's northeast corner, 1981, CVA 779-W02.10



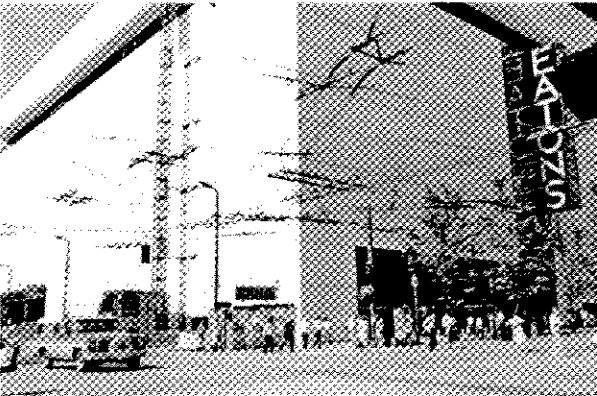
Eaton's north elevation, 1981, CVA 779-W02.13



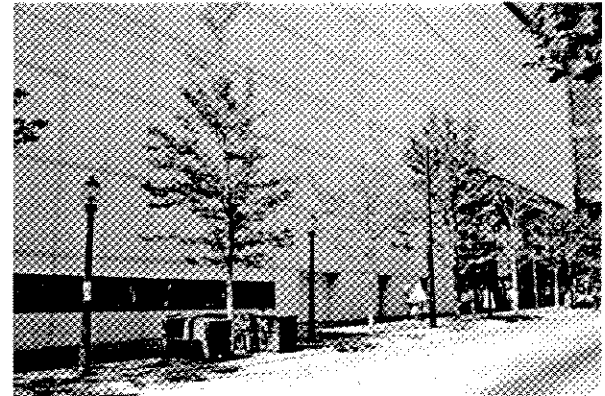
Eaton's southwest corner, 1981, CVA 779-W02.17



Eaton's west elevation, 1981, CVA 779-W02.16



Eaton's southeast corner, 1981, CVA 779-W02.18

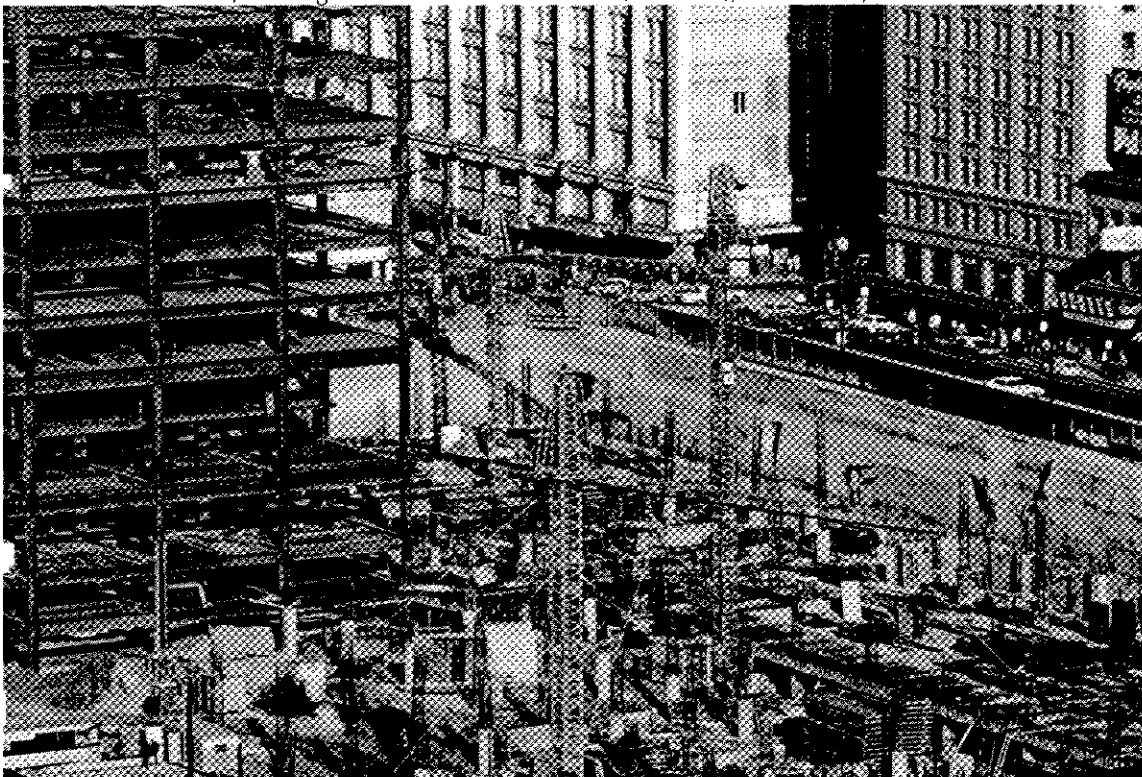


Eaton's east elevation, 1981, CVA 779-W02.19

STATEMENT OF SIGNIFICANCE: 701 GRANVILLE STREET, VANCOUVER



Granville Street, looking west at Pacific Centre site (Block 52), circa 1969, CVA 2010-006.095



Pacific Centre under construction, July 1969, CVA 780-37

### Signage proposal commentary

The applicant has submitted a preliminary proposal for signage on the building. The design and location of signage is particularly important for this site due to:

- the large size of the building and its role as an anchor for Granville Street as one of Vancouver's major shopping streets,
- the need to integrate it with the building's architecture, and
- the need to ensure that it reflects the intent and provisions of the Sign By-law.

Two Sign By-law Schedules apply to the site - Schedule A and Schedule G1 (which applies to the Granville Street and a portion of the Howe and West Georgia Street frontages). A key intent of the Schedule G1 is to encourage "blade" signs lit by neon. The review and approval sign proposals will occur subsequent to the Development Permit Board's review of the Development Permit application.

In 2000, the Sign By-law was amended with support of the business community to encourage neon, and in particular blade signs on Granville Street as part of the revitalization of Granville Street as shopping, restaurant and entertainment shopping street of regional significance. For the past 15 years many Granville Street businesses have come forward with proposals for large blade signs that include the name of their business with the letters composed of exposed neon. Neon banding around the blade is often used as an accent. This reflects its historic character as a showcase of neon signs.

Staff met with the applicant and they agreed to include drawings in their submission that include neon lit blade signs on the Robson and Granville Street frontages in conformance with the Sign By-law. In particular, they agreed that the name of the store would include letters made up of exposed neon tubing. It has been agreed that the neon on the Robson Street frontage will only include neon around the edge of the sign due to the proximity of residential over the Chapters Building on Robson Street. See Standard Condition A.1.5.

There are elements of the sign proposal that do not conform to the Sign By-law. Staff have advised that the applicant that an appeal to the Board of Variance will be required. Noting that their proposal meets the spirit and intent of the Sign By-law provisions and they have offered to include a blade sign on Granville Street that includes neon lettering and banding that reflects the scale and design of signs on other frontages, staff have offered to support their appeal to the Board of Variance.

---