

---

1461 GRANVILLE STREET (COMPLETE APPLICATION)  
DE417597 - ZONE CD-1 (Pending)

PO/BM/MS/LH

---

**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
M. Holm, Engineering Services  
\*A. Thompson, Real Estate Services  
W. Mendes, Social Policy

**Also Present:**

P. O'Sullivan, Urban Design & Development Planning  
\*A. Molaro, Urban Design & Development Planning  
\*B. Mah, Development Services  
\*B. Badelt, Engineering Services  
M. So, Development Services

\* April 9 DPSC meeting only

---

**APPLICANT:**

DIALOG  
Attention: Bruce Haden  
406-611 Alexander Street  
Vancouver, BC  
V6A 1E1

**PROPERTY OWNER:**

Howe Street Ventures Ltd.  
501-1067 West Cordova  
Vancouver, BC  
V6C 1C7

---

**EXECUTIVE SUMMARY**

- **Proposal:** To develop a six-storey building comprising of retail and office uses over two levels of underground parking with vehicular access from Continental Street (Note: the street name is subject to Council approval).

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Engineering - Neighbourhood Energy Utility (NEU) comments

Appendix D Responses to Rezoning Sustainability and District Energy Conditions

Appendix E Plans and Elevations

Appendix F Applicant's Design Rationale

● **Issues:**

1. Provision of pedestrian connection to Granville Bridge
2. Maximizing retail frontage on Continental Street
3. Pedestrian interest to storefronts at ground level

- **Urban Design Panel: Support**
-

**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE417597 submitted, the plans and information forming a part thereof, thereby permitting the development of a six-storey building comprising of retail stores and general offices over two levels of underground parking with vehicular access Continental Street, subject to Council's enactment of the CD-1 By-law and approval of the Form of Development and subject to the following conditions:

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

1.1 design development to provide, as part of the development, a more direct and enhanced pedestrian connection (vertical elevators/stairs and horizontal bridge) between the upper Granville Street Bridge deck sidewalks and Granville Street below, integrated within both sub-areas both podium buildings;

**Note to Applicant:** In addition to the elevator access required, pedestrian access through the terraced semi-public courtyards to Pacific Street should also be maintained. Public access through the vertical circulation will be secured through a Statutory Right-of-Way (SRW). Provide enlarged drawings at a 1:50 scale or larger, with notation specifying materials, dimension and finish of the pedestrian connection bridges. Refer to Standard Condition A.2.2.

1.2 design development to provide greater sense of welcoming and identification to the entry to the semi-private internal courtyards from ground-level on Pacific Street;

**Note to Applicant:** This can be achieved in a number of ways including a change in ground surface treatment, way-finding signage, or with architectural or landscape elements.

1.3 design development to maximize the amount of retail frontage along Continental Street by either relocating the loading space or by relocating the parking to 1480 Howe Street or to 1462 Granville Street;

**Note to Applicant:** Intent is to broaden Rezoning Condition 9 (to relocate this building's parking) with an option to relocate the loading space. Refer to Standard Condition A.2.8 and A.2.9.

1.4 design development to provide an enhanced Public Realm treatment that contributes to the unique environment under the Granville Street Bridge and ramps.

**Note to Applicant:** Intent is to reiterate Rezoning Condition 2. High quality material treatment that balances the needs of pedestrians and vehicle movements while offering flexibility for potential programming of the space under the bridge and bridge ramps should be provided. Material treatments should consider variations of concrete finishes, with limited accent pavers and a design approach that minimizes the use of bollards. Other public realm features, such as landscaping, seating opportunities, patio spaces and kiosks, need to be considered. Features that are on City streets require a separate application to Engineering.

1.5 design development to the loading area to improve the Public Realm interface and to reduce pedestrian conflicts;

**Note to Applicant:** Intent is to clarify and qualify Rezoning Condition 10. With reference to Condition 1.3, if the loading space is retained at this prominent location of the Public Realm, care should be taken to reduce the impact of the large blank overhead loading. An enhanced ceiling finish should be applied to the loading area and opportunities to enhance the visual expression or animation of the overhead gate are encouraged.

- 1.6 design development to the Public Realm interface to ensure an active, engaged interface between the sidewalk elevations by reducing the depth of the steps required to transition grade changes along Granville Street to a maximum of 0.6 m (2 ft.);

**Note to Applicant:** Intent is to provide specific guidance to Rezoning Condition 12. Design development should configure the Public Realm to accommodate level areas for active outdoor use. Significant grade transitions located within the public realm are to be avoided as these entries should be configured and located within the building by implementing stepped slabs within the building. Refer to Standard Condition A.2.16.

- 1.7 design development to provide weather protection at the major entry points to the Office lobbies;

**Note to Applicant:** Intent is to clarify Rezoning Condition 13 to provide weather protection at major entry points. Employ glass canopies or similar devices to ensure maximum daylight reaches the street levels. If the weather protection extends into City road, Standard Condition A.2.21 will apply.

- 1.8 design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages;

**Note to Applicant:** Intent is to reiterate Rezoning Condition 14. If the weather protection extends into City road, Standard Condition A.2.21 will apply.

- 1.9 design development to provide an additional Retail entry from Continental Street; and

**Note to Applicant:** The two retail entries on this building are separated by over 100 m (328 ft.) on the westerly side. Greater pedestrian engagement is needed between these two entry points. The additional entry also provides flexibility for additional permeability to future retail opportunities.

- 1.10 Consideration for design development to enhance the pedestrian environment, and to improve the potential for activation through an increase in sidewalk width along the east side of Continental Street.

**Note to Applicant:** Please refer to Standard Condition A.1.13.

- 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: Sub-Area B**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size	-	-	irregular
Site Area	-	-	1 680 m <sup>2</sup>
Use	Office Retail		General Office Retail Store
Floor Area <sup>1</sup>	4 780.5 m <sup>2</sup>	-	General Office 3 275 m <sup>2</sup> Retail Store 1 377 m <sup>2</sup> Total 4 652 m <sup>2</sup>
Height	29.9 m	-	Top of Parapet Wall 29.6 m
Parking <sup>2</sup>	Non-Residential 40  Small Car (25% max.) 25% x 23 spaces = 5 spaces	Non-Residential 32  Disability Spaces 3	Standard 18 Small Car 3 Disability 2 Total 23
Loading <sup>3</sup>	-	Class A Class B Class C General Office 1 1 n/r Retail Store n/r 2 n/r Total 1 3 n/r	Class A Class B Class C General Office 0 0 0 Retail Store 1 1 0 Total 1 1 0
Bicycle Parking <sup>4</sup>	-  Vertical: 30% x 10 spaces = 3 spaces	Class A Class B General Office 7 6 Retail Store 3 6 Total 10 12  Locker: 20% x 10 spaces = 2 lockers  Electrical Outlet: 1 electrical outlet/2 Class A spaces = 5 electrical outlets  Clothing Lockers: 7 lockers/gender = 14	Class A Class B General Office 14 0 Retail Store 6 0 Total 20 0  Vertical: to be determined  Locker: to be determined  Electrical Outlet: to be determined  Clothing Lockers: 0 locker
Amenity	929 m <sup>2</sup> (max.)	-	87 m <sup>2</sup> (balconies)

<sup>1</sup>Note on Floor Area: Storage rooms in the parking level were not taken into account during the rezoning review. If included, the proposed floor area may exceed the maximum floor area allowed. Balconies are included in the proposed office and retail floor areas but can be considered as amenity spaces which can be excluded from floor area. This may offset the storage rooms and culminating within the maximum floor area. Standard Condition A.1.2 seeks compliance and clarification of the floor areas.

<sup>2</sup>Note on Parking: Standard Condition A.1.3 seeks compliance with the required number of parking spaces for the residential use (see Parking Analysis below). Standard Condition A.1.4 seeks provision of the required number of disability parking spaces. Refer to Engineering Services commentary.

<sup>3</sup>Note on Loading: Staff is willing to consider a loading relaxation subject to the Transportation Assessment in the requested Loading Management Plan. Refer to Engineering Services commentary and Standard Conditions A.2.8 and A.2.9.

<sup>4</sup>Note on Bicycle Parking: Standard Condition A.1.5 seeks verification of the number of Class A bicycle parking spaces and provision of the required number of Class B bicycle parking spaces. Standard Condition A.1.6 seeks provision of the required number of clothing lockers.

● **Parking Analysis:** 1480 Howe Street & 1461 Granville Street (Sub-Areas A + B)

	FLOOR AREA		PARKING					
			Permitted (Maximum)		Required		Proposed	
1480 Howe* (Sub-Area A)	Fitness Centre	2 273 m <sup>2</sup>	Non-Residential	20	Non-Residential	16	Non-Residential	27
	Grocery Store	1 664 m <sup>2</sup>	Residential	n/a	Residential	<u>340</u>	Residential	<u>334</u>
	Retail Store	<u>2 210</u> m <sup>2</sup>			Total	356	Total	361
	Subtotal	6 147 m <sup>2</sup>						
	Residential (market)	41 108 m <sup>2</sup>						
	Residential (rental)	6 428 m <sup>2</sup>						
	Balcony Overage	<u>1 479</u> m <sup>2</sup>						
	Total	55 162 m <sup>2</sup>						
1461 Granville* (Sub-Area B)	General Office	3 275 m <sup>2</sup>	Non-Residential	40	Non-Residential	32	Non-Residential	23
	Retail Store	<u>1 377</u> m <sup>2</sup>						
	Total	4 652 m <sup>2</sup>						
<b>Total*</b>	Fitness Centre	2 273 m <sup>2</sup>	Non-Residential	60	Non-Residential	48	Non-Residential	50
	General Office	3 275 m <sup>2</sup>			Residential	<u>340</u>	Residential	<u>334</u>
	Retail Uses	<u>5 251</u> m <sup>2</sup>			Total	388	Total	384
	Subtotal	10 799 m <sup>2</sup>						
	Residential	<u>47 536</u> m <sup>2</sup>						
	Total	58 335 m <sup>2</sup>						

\*No parking spaces shall be required for the first 3 900 m<sup>2</sup> of retail floor area in Sub-Areas A & B combined under Schedule C (draft amendments to the Parking By-law) of the pending CD-1 By-law.

• **Legal Description**

Lot: B  
 Block: 122  
 District Lot: 541 Group 1 NWD  
 Plan: EPP40230

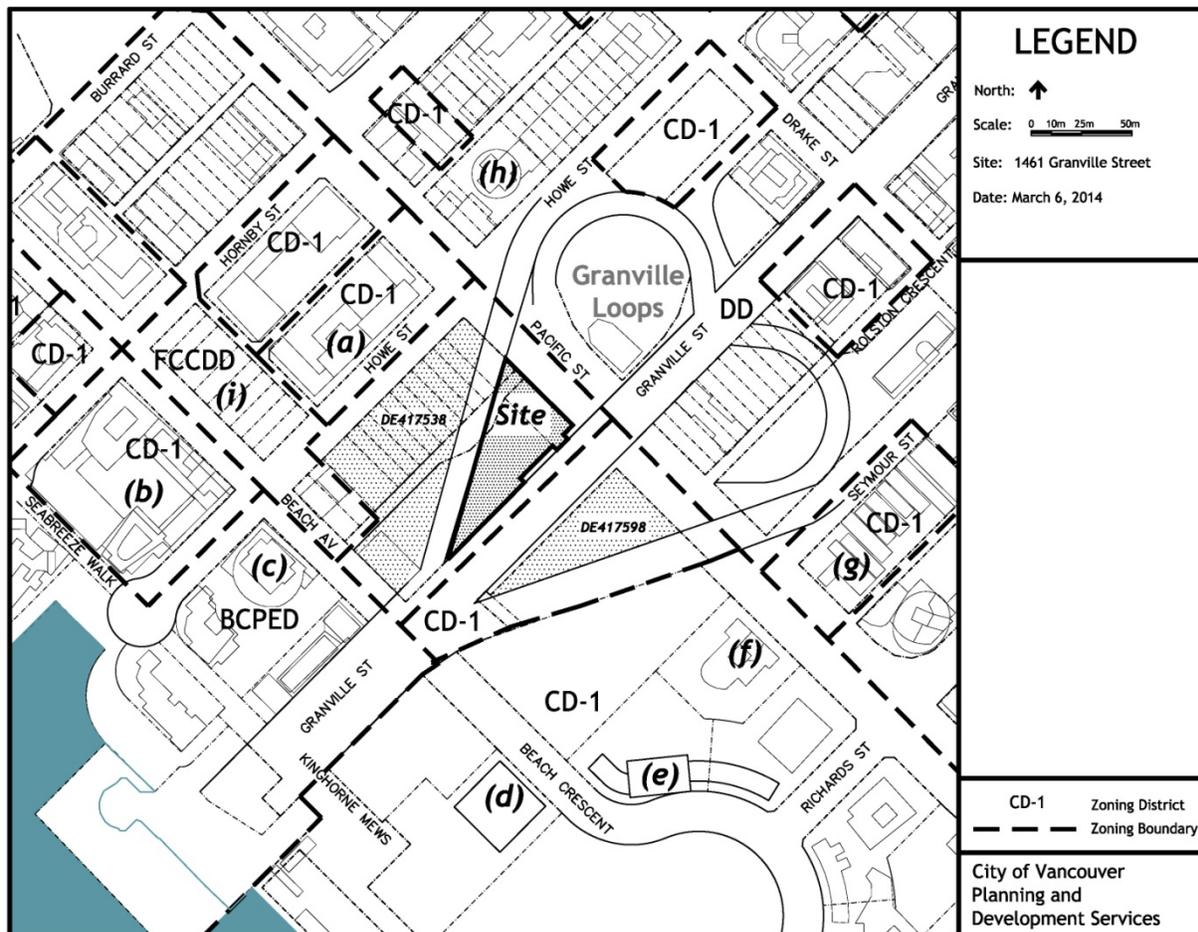
• **History of Application:**

13 12 19 Complete DE submitted  
 14 02 26 Urban Design Panel  
 14 04 09 Development Permit Staff Committee  
 14 04 23 Development Permit Staff Committee

• **Site:** The site is located adjacent to and under the Granville Street Bridge and the Howe Street ramp, bounded by Pacific Street to the north, Beach Avenue to the south and Continental Street (located under Howe Street ramp) to the east.

• **Context:** Significant adjacent development includes:

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



● **Background:**

The CD-1 By-law for this site, along with the form of development was approved by Council, subject to a series of conditions, following a Public Hearing on October 24 and 29, 2013. This application is brought to the Development Permit Board as a part of larger development that includes 1480 Howe Street (DE417538) and 1462 Granville Street (DE417598).

Prior to the Public Hearing, the CD-1 application was reviewed in February 2013 by a special High Building review process for higher buildings in which the urban Design Panel was supplemented by two respected design leaders in the local community and two notable international architects. The design issues identified by the panel constructed many of the rezoning approval design conditions.

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

1. CD-1 Bylaw (Pending)
2. Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines (2007)
3. Bridgehead Guidelines (1997)
4. General Policy for Higher Buildings (1997, last amended 2011)
5. Granville Slopes Policies (1989, last amended 1993)

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

1. CD-1 Bylaw (Pending)

Use and Density: The proposed use of commercial-office and commercial-retail density conforms to the provisions of the CD-1 By-law.

Height: The proposed height conforms to the provisions of the CD-1 By-law.

2. Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines (2007)

The policy anticipates a local-servicing commercial centre, with a retail mix anchored by a grocery store, and smaller retail and service neighbourhood-oriented uses. Active frontages and a high quality public realm are intended to contribute to pedestrian amenity and visual interest, including the outdoor display of goods and sidewalk seating that provides an extension to potential restaurant and café spaces. With the development along the False Creek waterfront and of the adjacent neighbourhoods, there is an established population and a need for shopping amenities and services in this part of the downtown.

The proposed mix, location and orientation of retail uses to streets, established at the rezoning and further developed with this application, satisfies the policy. Further design development is sought to strengthen the relationship between ground-level retail and the Public Realm at certain locations. These changes are sought under Recommended Conditions 1.3 and 1.6.

The policy anticipates that the development of the lands beneath the Granville Street Bridge will include an enhanced Public Realm treatment that distinguishes the area as a local-serving commercial centre while meeting the City standards for safety and maintenance.

The application proposes a Public Realm design that strives to provide an exceptionally active and interesting interface with the commercial uses while balancing the needs of pedestrian and vehicle

movement. The design also offers flexibility for potential programming of the street space under the Granville Street Bridge to accommodate a broad range of activities.

Staff are generally satisfied with the proposed approach. However, further design development concerning the extent and pattern of streetscape treatments; and clarifications regarding the long-term maintenance costs, and performance requirements of the streetscape treatment are required. Recommended Condition 1.4.

### 3. Bridgehead Guidelines (1997)

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

This application maintains and refines the well-considered solution approved at the rezoning. Dynamic triangulated low-rise forms with canted green roofs rising above the bridge deck should provide a visual link between the upper bridge deck and the distinct public realm environment below. Together with the iconic shape of the tower, the development is expected to enhance public views from the Granville Street Bridge.

### 4. General Policy for Higher Buildings (1997, last amended 2011)

The General Policy for Higher Buildings requires that all higher buildings demonstrate leadership and advances in sustainable design and energy consumption, and establish a significant and recognizable new benchmark for architectural creativity and excellence.

The proposal's form of development, architectural expression, design quality and sustainable performance were supported at rezoning. This development application maintains and further develops the form and architectural quality. However, though LEED Platinum was targeted at rezoning, this application includes a preliminary LEED scorecard indicating that the project could attain LEED Gold.

The General Policy for Higher Buildings further identifies the inclusion of open space, which represents a significant contribution to the downtown network of green and plaza spaces, as an important consideration. To address this requirement, the application proposes a pedestrian connection between the Granville Street Bridge deck sidewalks to and from the podium buildings at 1461 and 1462 Granville Street below, allowing pedestrians to circulate through a series of terraced green courtyards down to Pacific Street. In order to better accommodate a variety of users, including cyclists, a more direct vertical link, such as stairs and elevators integrated within both 1461 and 1462 Granville Street buildings, is desirable. This link is an important component in achieving a more direct pedestrian and cycling connection, and in integrating this neighbourhood centre into its local context. Identified as a condition of the rezoning (Rezoning Condition 1), Staff are recommending further design development to ensure that the publicly accessible vertical connections will accommodate direct access between the upper bridge deck and the underside of the Granville Street Bridge. Recommended Condition 1.1. The same Condition is recommended to the related 1462 Granville Street (DE 417598) which applies to the easterly connection.

Refer to Sustainability section for discussion about this policy's energy consumption targets.

## 5. Granville Slopes Policies (1989, last amended 1993)

This policy's general recommendations with respect to density, height and use were addressed at rezoning. This development proposal remains consistent with the density, height and use of the rezoning.

### • Response to Urban Design and Landscape Rezoning Conditions of Approval:

Not all conditions of the Rezoning are included for discussion in this section. Only conditions with relevant or remaining issues are included below.

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

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

**Applicant Response:** Strategies for an enhanced pedestrian connection to the bridge (both elevators and horizontal bridges) are being developed. Options for this connection have been included in this book. The design team will continue to work with city staff through the application process to develop a workable solution that is legible to future users and complies with CPTED requirements.

**Staff Assessment:** The condition is carried through as part of the development permit. Staff are also seeking drawings to clearly show the details of the pedestrian connections, including elevators. Recommended Condition 1.1. See also commentary under the General Policy for Higher Buildings.

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

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

**Applicant Response:** Paving across the public realm is conceived of as one unified carpet, and carries across both sidewalk and street. The overall material is cast in place concrete, with thin bands of white split-face granite inset with black basalt cobbles. The overall effect is one of a field of pixilation, which serves to counter the monolithic scale and materiality of the concrete bridge. Stone paver accent bands will be mortar set in concrete to handle vehicular loads. Stairs will be detailed with basalt risers. The overall percentage of pavers within the concrete field is 7%.

**Staff Assessment:** This condition has been partially met. Staff are generally satisfied with the proposed conceptual approach and material choices. However, further design development concerning the extent, pattern and locations of stone paving is required. See Recommended Condition 1.4.

Engineering has concerns with the long-term maintenance costs of the proposed streetscape treatment. Staff continues to work with the applicant to meet the design objectives of the project while meeting performance requirements related to accessibility, longevity, maintenance, and

legibility for all users. If needed, Staff may consider higher quality treatments under maintenance agreement with the owner. The provision of an acceptable street treatment is identified in Standard Condition A.2.16.

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

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

**Applicant Response:** A conceptual lighting plan for the public realm has been provided. Please refer to the landscape drawings in the appendix of this book.

**Staff Assessment:** The condition has been satisfied. Staff will continue to work with the applicant to develop a lighting strategy that enhances the environment and meets Engineering requirements and standards. If needed, Staff may consider certain architectural lighting features under a maintenance agreement with the owner. The provision of an acceptable lighting plan is identified in Standard Condition A.2.16.

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

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

**Applicant Response:** Refer to the animation strategy and implementation plan in the appendix of this book.

**Staff Assessment:** The condition has been satisfied. Confirmation required that arrangements for public access to the washrooms and storage have been secured. See Standard Conditions A.2.6 and A.2.16.

*Rezoning Condition 7: Design development to maintain the high quality materials indicated (zinc cladding, stainless steel channeling, triple glazing, thermally enhanced slab construction and glazed balustrades) for the sloped facades and for the internal semi-public courtyards (wood beams and decking, basalt steps and triple glazing), and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.*

**Applicant Response:** Noted. The applicant is committed to the use of high quality materials but is requesting flexibility at this stage of the design process. The final material selection will be decided through ongoing detailed design development.

**Staff Assessment:** Staff are satisfied that proposed materials are maintained or substituted with those of a quality consistent with those proposed at the Rezoning stage. Where materials are labeled inconsistently between the drawings, Staff are seeking clarification.

The provision of representative details for particular building conditions and material transitions is sought in Standard Condition A.1.14.

*Rezoning Condition 8: Design development at the building corners where canted over the sidewalk to ensure a pedestrian clearance of 3.1 m (10 ft.).*

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

**Applicant Response:** Please refer to page 35 in this book for an illustration of the overhead structures at Rolston and Continental Streets. Please also refer to the architectural plans in the appendix of this book.

**Staff Assessment:** This condition has been satisfied. Given the proposed geometry of the building and sidewalk widths at the time of DE submission, the required clearance has been provided. Standard Condition A.1.15 is to ensure that this clearance is maintained throughout the entire design process.

*Rezoning Condition 9: Design development to maximize the amount of retail frontage along the new west diagonal street under the Howe on-ramp (sub-area B) by relocating the parking to sub-area A or 1410 Granville Street.*

**Applicant Response:** To ensure the success of the office and retail components in Sub-area B, the developer would like to retain the below grade parking to make the leasable area more attractive to future tenants.

**Staff Assessment:** The DE proposal has removed one of the loading spaces that was indicated at the rezoning - this has improved the amount of retail frontage, yet significant frontage is still dedicated to uses that are not conducive to pedestrian engagement. Considering the challenges associated with maneuvering a loading vehicle backwards down the slope on Continental Street near Pacific Street while simultaneously negotiating the corner condition to access the loading space, Staff recommend carrying through the rezoning condition with a modification that gives the applicant the option to relocate the loading space instead of the parking. Refer to Engineering commentary. Recommended Condition 1.3 and Standard Condition A.2.8.

*Rezoning Condition 10: Design development to the loading areas to improve the public realm interface, and pedestrian and grade conflicts.*

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

**Applicant Response:** To improve the public real interface, the loading area in Sub-area B has been reduced to one loading bay.

**Staff Assessment:** The reduction of one loading space along Continental Street will partially reduce the impact of the loading area to the pedestrian-oriented public realm. Staff are seeking further design development to enhance the at-grade frontage at the opening to the loading space. Recommended Condition 1.3.

*Rezoning Condition 11: Design development to maintain and enhance the green roof treatments indicated on the canted roof slope(s).*

**Applicant Response:** Green roofs are to be maintained.

**Staff Assessment:** This condition has been satisfied. The grazing lighting across the green roofs as proposed in the Urban Design Panel submission material is supported by staff as an effective enhancement. Standard Condition A.1.18 seeks the inclusion of this lighting approach into the full drawing set.

*Rezoning Condition 12: Design development to the public realm interface to ensure an active, engaged interface between the sidewalk elevations and retail activities, implementing stepped slabs within the buildings.*

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

**Applicant Response:** The current plan, arrived at through consultation with city staff, proposes a series of level areas along Continental street for patio seating and kiosks. Where recessed entries occur at retail frontages, steps have been “feathered” into the landscape to eliminate the need for retaining walls. Under the Granville Bridge, proposed events have been limited to those that can work with the proposed street grade. (See the programming strategy in the appendix of this book) The design team will continue to work with city staff through the application process to further refine these solutions.

**Staff Assessment:** Two entries along the west side of Granville Street, as proposed, require exterior steps to accommodate grade changes of 0.75m (2.5 ft.) or greater. Staff are seeking a reduction in these vertical transitions that are occurring within the Public Realm. The rezoning condition is carried over with specific design performance criteria. Recommended Condition 1.6 and Standard Condition A.2.16.

*Rezoning Condition 13: Design development to provide weather protection at major entry points.*

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

**Applicant Response:** Canopies are being proposed at the northeast entry of sub-lot C, the north west entry of sub lot B, and the food store entrance at the north end of sub-lot A. Please refer to page 48 & 49. The residential tower also provides weather protection at the main entry.

**Staff Assessment:** An opaque weather protection canopy has been provided at the building’s northerly retail entry. Weather protection is provided to the southerly retail entry by virtue of the building’s geometry. Recommended Condition 1.7 seeks additional weather protection at the building’s two major office entries.

*Rezoning Condition 14: Design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages.*

**Applicant Response:** A number of options are currently being explored for retail frontages and will continue to evolve through detailed design development. The final design will depend on the specific tenants.

**Staff Assessment:** The development permit application contains no information that directly responds to this condition. The condition is carried through. Staff anticipate that the ground-oriented storefront, display and weather protection systems may, in part, be integrated with the signage strategy. Recommended Condition 1.8 and Standard Condition A.1.16.

*Rezoning Condition 15: Provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy.*

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

**Applicant Response:** Please refer to the signage strategy on page 55 of this book.

**Staff Assessment:** The condition has been satisfied. The conceptual strategy indicates large areas of building façade for signage that is integrated with the architecture. Design development and signage details for further description of this concept are sought in Standard Condition A.1.16.

• **Response to Landscape Conditions of Approval:**

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

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

**Applicant Response:** A variety of landscape experiences are provided across the project from the extensive green roof 'meadows' on the podium roofs, to two wood lined office courtyards, residential terrace and highly urban ground plane. The residential terrace provides a children's play zone within a raised planted mound of edible landscape including fruit producing trees, berry bushes and fragrant groundcovers. Adjacent is an open area for informal gatherings. The ground plane is designed to be a shared condition between vehicular and pedestrian traffic- and detailed as a continuous carpet of high quality materials that is able to accommodate special programmed events. Combined with the public art, artistic lighting of the bridge structure, and a rotating selection of curated plantings, the under-the-bridge environment will be a highly iconic, visually compelling place to be.

**Staff Assessment:** This condition has been partially satisfied. Additional requirement regarding lighting is requested. Refer to Standard Conditions A.1.18 and A.2.16. Please note that certain elements of the Public Realm may require encroachment agreements due to the higher maintenance requirements.

*Rezoning Condition 22: Provision of a full landscape plan at the time of development permit application. The landscape plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a plant list that is clearly keyed to the landscape plan. The landscape plan should be a minimum 1:100 or 1/8" scale.*

**Applicant Response:** See landscape drawings in the appendix of this book.

**Staff Assessment:** This condition has been partially satisfied. Staff is aware that there are on-going changes to the Public Realm. Street level plans reflecting these plans are requested. Refer to Standard Condition A.1.18.

*Rezoning Condition 23: Provision of large scale sections (1/4"=1' or 1:50) at the time of full development permit application. The sections should illustrate the public realm lanes, including lighting, bollard location, sidewalk width, curbs and any street furniture.*

**Applicant Response:** See landscape drawings in the appendix of this book.

**Staff Assessment:** This condition has been partially satisfied. Standard Condition A.1.23 requests for additional planters and street furniture details to be provided.

• Response to Engineering Rezoning Conditions of Approval:

*Rezoning Condition 31: Provision on the Development Permit plans of public realm reflecting the approved geometric designs for Pacific Street, Howe Street, Beach Avenue, Granville Street and for the new diagonal streets under the Granville Bridge ramps.*

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

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

**Applicant Response:** The design team is awaiting delivery of the approved road geometric design from city staff.

**Staff Assessment:** Staff are currently working with the design team to finalize the geometric design for Pacific Street, Beach Avenue, Granville Street, and the new diagonal streets. Refer to Standard Condition A.2.1.

*Rezoning Condition 32: Provision of revised landscape plans to the satisfaction of the General Manager of Engineering Services.*

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

*(a) Sidewalks should be constructed of smooth materials such as concrete that meet City standard widths respective to the adjacent use. Extended lengths of pavers create uncomfortable surfaces for some pedestrians however use of unit pavers may be appropriate in accent areas that are not within the primary sidewalk. The use of decorative concrete including coloured, saw-cut or stamped concrete is encouraged to achieve high quality design and meet accessibility requirements while minimizing maintenance costs.*

*(b) A curb and gutter system should be used to separate the driving and walking surfaces. The use of lower 10 cm (4 in.) standard curb may be a suitable alternative. The proposed flush treatment and amount of bollards in lieu of curbs is not supportable.*

*(c) Driving and parking surfaces must be constructed of durable materials, such as concrete or asphalt, that are able to accommodate the anticipated vehicle and truck movements. Unit pavers are not supportable. Decorative concrete may extend into the driving areas to achieve a cohesive plaza design.*

*(d) Standard curb ramps at all pedestrian crossings to facilitate and clarify safe crossing points for pedestrians of all ages and abilities.*

*(e) Public realm street-lighting including bridge/pier up-lighting is supportable subject to review of further information.*

*(f) Trench drains should be replaced with grading and standard catch basins to collect storm water runoff. Runoff should be directed away from bridge piers.*

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

*and cleaning.*

**Applicant Response:** See landscape plan. Paving across the public realm is conceived of as one unified carpet, and carries across both sidewalk and street. The overall material is cast in place concrete, with thin bands of white split-face granite inset with black basalt cobbles. The overall effect is one of a field of pixilation, which serves to counter the monolithic scale and materiality of the concrete bridge. Stone paver accent bands will be mortar set in concrete to handle vehicular loads. Stairs will be detailed with basalt sawn slab risers. The overall percentage of pavers within the concrete field is 10-12%.

A 4" height curb and gutter system is used to separate the driving and walking surfaces. Standard curb ramps have been included. Catch Basins and grading have replaced the previously shown trench drains.

See lighting plan. The lighting strategy includes 3 uplights and 1 pedestrian light per bridge pier, LED lighting to uplight street furnishings, and LED pin lights embedded within the overall groundplane.

There will be no planting below the bridge due to extremely low light levels.

**Staff Assessment:** This condition has been partially met. The submission generally meets the high-level requirements of the urban design objectives of this unique space. However, the street treatment needs to be revised such that the northern portion of Granville Street has a higher level of surface treatment than Continental and Rolston Streets. Conversely, surface treatment should be simplified on Continental and Rolston Streets. Stone paving bands should not be used to delineate parking stalls. Street and pedestrian lighting is to meet current City standards. Architectural lighting (LED pin lights in ground plane, light boxes, etc.) will require an Encroachment Agreement to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, with maintenance to be the responsibility of the owner. Refer to Standard Condition A.2.16.

● **Sustainability:**

This re-zoned site is subject to the Rezoning Policy for Greener Buildings, the Rezoning Policy for Greener Larger Sites and the sustainability expectations in the General Policy for Higher Buildings.

The Rezoning Policy for Greener Buildings requires that the buildings achieve a minimum LEED Gold, with minimum required target points for energy performance (6), water efficiency (1) and storm water management (1). The policy also requires the project be registered with the Canada Green Building Council. The application includes a preliminary LEED scorecard, which conforms to the Rezoning policy, indicating that the project could attain 66 points, and therefore, would be eligible for a LEED Gold rating. Staff recommend that the features needed to accomplish these points be more completely noted on the drawings in Standard Condition A.1.19, including clarity on the presence of photovoltaic panel arrays on the roof of the tower which are inconsistently represented among the materials submitted at time of application.

This site is also subject to the Rezoning Policy for Larger Greener Sites as the new development parcels exceed the 2-acre threshold for policy application. The policy is designed to achieve higher sustainability outcomes on site developments through the exploration and implementation of district and renewable energy opportunities, sustainable site design, green mobility strategies, sustainable rainwater management, solid waste diversion strategies; and, strategies to ensure housing affordability & housing mix. Staff are requiring further measures be provided through the Green Mobility Strategy to reduce the number of vehicle trips to the site (See Standard Condition A.2.10). Staff are also requiring the provision of a Sustainable Rainwater Management Plan and Solid Waste Strategy Plan (see Standard Conditions A.2.19 and A.2.20).

The General Policy for Higher Buildings requires that the development achieve specific energy consumption reduction targets and that the development demonstrate leadership and advances in sustainable design and energy consumption (to achieve a 40-50% reduction in energy consumption from 2010 levels that also requires a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development). This was a condition of the rezoning that is being carried over as part of the development permit. Standard Condition A.1.20 seeks confirmation that these targets will be maintained. See also commentary under the General Policy for Higher Buildings.

At the special High Building Review, the design team noted that the project will target LEED Platinum certification. Currently, the development permit application proposes that it can achieve LEED Gold.

• **Conclusion:**

The proposal for 1461 Granville Street together with concurrent proposals for 1462 Granville Street and 1480 Howe Street comprise a new neighbourhood commercial centre that demonstrates a significant and recognizable new benchmark for architectural creativity and an enhanced Public Realm.

Staff recommend approval of this carefully-considered proposal subject to further design development, particularly to the interface between certain building frontages and the Public Realm.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on February 26, 2014, and provided the following comments:

**EVALUATION: SUPPORT (6-0)**

- **Introduction:** Patrick O'Sullivan, Development Planner, introduced the proposal for three development permit applications on three sites following rezoning. The rezoning was approved by Council at a public hearing on October 24, 2013. Mr. O'Sullivan mentioned that the proposal had been to the Panel twice before and had received general support for the heights, form, density and uses. He added that this review was for further comment on the detailed design aspects and the treatment of the public realm. Because of the scope and size of the proposal comments related to the public art, configuration of the Granville Bridge greenway and programming beneath the bridge are not part of this review. Although important to the development, a separate process will take place in terms of how that will be delivered and executed. Mr. O'Sullivan mentioned that the materials for the tower and podiums will be cool-toned metal panel, stainless steel or zinc with warmer metal accent panels on the tower balconies. He also described the tower façade system noting the expression is based on the notion of a repeated open-box balcony form that will carry through the entire project. As well the podium façade system will repeat the pattern but in a slightly different design and will use wood spandrel on the inner facades.

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

- The overall design quality of the proposal and as well as the detailed design as it relates to the building surfaces, material selection and application and the architectural gestures. (Requirement for the rezoning is to maintain the zinc cladding, triple glazing, thermally enhanced slab construction, glazed balustrades, sandstone paving, ipe wood decking and basalt steps).
- Is further design development to the treatment of the public realm along Howe Street advised to achieve the following:
  - To engage active uses along the Howe Street sidewalk; comment on the placement of the skylights in light of this objective.

- To improve the relationship of the CRUs at the base of the tower to the grade of the sidewalk to enhance visibility and access to light for those retail units.
- Should the triangular podium buildings be splayed further from the edges of the Granville bridge deck to facilitate greater quality of daylight on Granville Street under the bridge?
- Is further design development advised to reduce the depth of the stepped grade transition at sidewalks, i.e. should grade changes in the pedestrian realm be made more gradual by accommodating transition within buildings?
- Do the Pacific Street grade-level entries to the terraced courtyard plazas above offer sufficient identification/announcement to those public spaces? Is further attention to CPTED and safety issues at the interiors of the steps advisable?
- The overall landscape and lighting design as it relates to the public realm: courtyard spaces, rooftop spaces, surface treatments, sidewalk seating, vehicle spaces and access, and under-bridge conditions.

Mr. O'Sullivan took questions from the Panel.

- **Applicant's Introductory Comments:** Kelty McKinnon, Landscape Architect, described the plans for the landscaping and mentioned that from the start they wanted to enhance and play up the underside of the bridge. The idea from the public realm point of view is to play up the ground plane with site furnishings, lighting, architecture, public art and a signage strategy. The streetscapes are adhering to the basic guidelines and are adding a double row of street trees along Pacific Street. There is a bikeway that goes down Rolston Street so they will be adding in asphalt pathways. Howe Street is the standard streetscape treatment but they will be adding in street trees. Ms. McKinnon described the paving patterns in the spaces and mentioned that they have created a primary concrete surface with some liner banding of stone and basalt. There is a slope across the site so in order to deal with that they have created terracing spaces for tables and chairs. They have featured the stairs to make a smoother connection with the sidewalk and additional spaces to sit. There are a variety of spaces under the bridge including five retail kiosks and at the base of the building there is a terrace element for seating. Bicycle parking will also be included. The lighting strategy is still being developed but it will be to enhance the overhead structures of the bridge as well as delineating the site furnishings. There are some semi-public courtyards that are predominately wood that will serve the people who work within the buildings but are accessible for the public. There are residential terraces with play area for children and edible landscaping. The dominant feature of the landscaping is the green roof expression.

Reid Shier described the public art strategy. The underside of the bridge has two significant public art works that will be installed. One of the art pieces will be backlit photographic panels filled with imagery produced by students at Emily Carr University. The other piece over Beach Avenue is a large kinetic sculpture, a spinning chandelier based on the work of artist Rodney Graham.

Bruce Haden, Architect, further described the proposal and noted that there is an important aspect around the public realm which is the two way car movement on Continental Street. He mentioned that one of their concerns was the building edge. They want to have a dramatic variety of buildings facades. As the retailers come on board they will be able to work individually with them to perfect the facades. They aren't sure what they will look like at this point but he added that he thought it was essential for the success of the project. As well, signage and graphics will be important and individual tenants will have the opportunity express their identity. The material strategy for the tower is two-toned as a contrast to the overall of the size and scale of the tower. They have upgraded from zinc to stainless steel as they had some concerns about maintenance. The balcony infills will be copper that will keep its brightness. Mr. Haden said they have looked at the top of tower and are comfortable with the way it terminates. From a sustainability perspective they are still targeting LEED™ Platinum for the tower.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to improve the Howe Street frontage;
  - Design development to improve the expression of the skylights in the Howe Street sidewalk;
  - Design development to improve the ground plane in relation to the tower base on the west side;
  - Consider adding rain protection around the buildings;
  - Design development to improve the identity of the entrances to the courtyards;
  - Design development to improve the connection to the Granville Street bridge;
  - Design development to remove the curb cuts;
  - Consider placing the chandelier elsewhere in the project.

- **Related Commentary:** The Panel supported the proposal and thought it was a creative project.

The Panel supported the overall design quality of the proposal and as well as the detailed design as it relates to the building surfaces, material selection and application and the architectural gestures. They thought it was a positive treatment of the bridge head and that the sidewalk under the bridge was much improved. Some Panel members thought the Howe Street frontage could be improved, made more functional, as well as better contribute to the neighbourhood to the west. They felt there could be a café or something that would articulate the street. As well they wanted to see the retaining wall at the tower interface improved. Most of the Panel thought the skylight expression could also be improved.

The Panel thought the feathering of the stepping in the sidewalks at major entries and the manner in which the ground plane interacts with the base of the building didn't offer opportunities for patios and more functional uses.

The Panel supported the material palette and supported change from the zinc cladding to stainless steel. There was some concern with the wood deck as some members thought it may be hard to maintain and slippery in wet weather. The Panel also thought there needed to be rain protection on the buildings but that it could be done discreetly.

The Panel thought the public realm was supportable but was the most challenged because of the connection with the Granville Street Bridge. A couple of Panel members noted that the entrances to the raised courtyard were not well expressed for public access. As well they thought there was an awkward connection to the bridge deck level from these spaces. One Panel member thought the trees could be separated or a paving pattern could be created that would announce the grade level entrances more legibly.

Most of the Panel thought that the curb cuts were problematic and encouraged Engineering Services to consider eliminating them. They wanted to see the ground plane be created as a people place that would as engaging as possible. As well, the Panel supported the 2-way street system proposed by the applicant.

The Panel supported the inclusion of public art in the project but thought inclusion of the chandelier as an art piece was a great idea, they believed that it might be in the wrong place. They wanted to see it to be somewhere more visible or in a location where people could get closer to it and perhaps be able to interact with it.

The Panel agreed that it was important to create a public place under the bridge and to make it a celebratory space. They thought this would be something very different from any other place in the city.

- **Applicant's Response:** Mr. Haden agreed that more work needs to be done on the courtyards. He noted that it is an odd site and not really a pedestrian route. The retail concentration will be

mostly on Continental Street. As for weather protection, Mr. Haden thought it would be a mistake to default to the standard condition as they are trying to make a space that is distinctive. As well people will be able to dash under the bridge to stay dry.

## ENGINEERING SERVICES

The road network that is being delivered with this development is designed to minimize impacts on the surrounding neighbourhood. The site will be accessed directly by either Pacific Street or Beach Avenue. Provisions of a new signal at Rolston and Pacific Streets and upgrades to the diverter on Beach Avenue are both designed to minimize the amount of circulation through adjacent neighbourhoods. Two new diagonal streets will be constructed under the west and east ramps, as extensions of Continental and Rolston Streets, respectively. Staff recommended the extensions also be named Continental and Rolston Streets at the Civic Asset Naming Committee meeting of March 3, 2014 which was approved unanimously.

At the time of rezoning, the two new diagonal streets (Continental and Rolston) were intended to accommodate two-way traffic. This was a change from the original design concept for area approved in the Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines, which envisioned one-way streets on the diagonals. Staff are comfortable that one-way traffic flow provides reasonable access, however the applicant has indicated that they feel that two-way traffic flow is important to the development. Staff supports an attempt to achieve two-way streets, however through the subsequent design process it has become clear that the west diagonal street (Continental Street) is more highly constrained than previously anticipated by the existing bridge piers and the proposed building face of 1461 Granville Street. This is creating design challenges in achieving reasonable widths for sidewalks and the roadway.

The minimum drivable width required for emergency vehicle response is 6.0 m (19.7 ft.), however Vancouver Fire and Rescue Services has indicated that 5.5 m (18 ft.) pinch points at the columns can be accepted. Even with this reduced roadway width, the resulting design only leaves 2.8 m (9.2 ft.) for sidewalk (from face of curb to building face) on the east side of the street - much less than the ideal width for sidewalks in a downtown commercial environment, which are typically at least 5 m (16.4 ft.) wide. The 2.8 m (9.2 ft.) sidewalk is a significant compromise in with is expected to be a very important pedestrian zone. Given the challenging nature of the site and the unique urban environment, Staff feels that this width could be accepted, but would be very concerned about narrowing the sidewalk any further and ideally would want to see additional width for the sidewalk.

Staff believes that the proposed 5.5 m (18 ft.) street width at the columns will function for two-way traffic flow given the nature of the street and area, despite it being approximately 0.6 m (1.97 ft.) narrower than the minimum 6.1m (20 ft.) that would typically be provided. There is a risk, though, that the constrained width will require that the street be converted to one-way (northbound) operation in the future. This risk would be significantly reduced if the building face at 1461 Granville Street were set back by an additional 0.6 m (1.97 ft.) to create a 6.1 m (20 ft.) roadway.

In order to improve access for pedestrians and cyclists, the applicant will be expected to provide upgrades to the existing signal at Howe Street and Pacific Street, a new separated bike facility on Rolston Street and barrier-free pedestrian connections from Granville Street Bridge to street level (elevator/walkway/stairs) (refer to Recommended Condition 1.1 and Standard Condition A.2.2). Staff are also requiring further measures be provided through the Green Mobility Strategy to reduce the number of vehicle trips to the site (refer to Standard Condition A.2.10).

The applicant has proposed a Public Realm landscape and lighting design that is intended to recognize this unique space and be celebratory in nature. Staff continues to work with the applicant to achieve the design objectives of the project while meeting performance requirements related to accessibility,

longevity, maintenance, and legibility for all users. If needed, Staff may consider higher treatments under maintenance agreement with the owner.

The site is required to meet the number of spaces for parking as required by the Parking By-Law (refer to Standard Condition A.1.3 and A.1.4). Staff are prepared to accept the loading supply proposed by the Transportation Assessment which proposes a reduction from By-Law requirements. Further, Staff are also prepared to consider relocating some of the loading for this parcel (1461 Granville Street) on-street in order to achieve the following:

- Minimizing parking entry width and therefore disruption to the sidewalk; and
- Minimizing maneuvering of vehicles on Public Realm, particularly across pedestrian areas.

The applicant is required to submit an updated Loading Management Plan showing how on-street loading could be accommodated, which will be reviewed by Staff (refer to Standard Conditions A.2.8 and A.2.9).

#### **NEIGHBOURHOOD ENERGY UTILITY (NEU)**

As required under the Rezoning Policy for Sustainable Large Developments, the applicant has provided a Low Carbon Energy Supply Feasibility Screening Study in support of the rezoning application. This study determined that a Neighbourhood Energy System to serve the Downtown South area, including this development, is potentially viable. To further that, Central Heat Distribution Ltd. is actively developing a plan to establish a low-carbon expansion of its system into this area. In accordance with this Neighbourhood Energy opportunity, conditions of development permit are provided to ensure this development is designed to be connectable to the south downtown hot water district energy utility prior to release of full building permit. The development is required to connect to the district energy utility prior to occupancy via legal agreement that was a condition of enactment.

#### **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The proposal's form, materiality and configuration has generally been designed to comply with CPTED requirements. However, implications of the public access from the Granville Street Bridge through to the semi-private courtyards need to be reviewed by Staff. Standard Condition A.1.27 seeks an operations management plan of the courtyard spaces so the around-the-clock use and security can be understood.

#### **LANDSCAPE**

The recommendations of Landscape are contained in the prior-to conditions notes in Appendix A attached to this report.

#### **ENVIRONMENTAL CONTAMINATION TEAM**

The recommendations of Environmental Contamination Team are contained in the prior-to conditions notes in Appendix A attached to this report.

## NOTIFICATION

Three site signs were placed and their installation verified on February 25, 2014. On February 24, 2014, 4767 notification postcards were sent to neighbouring property owners advising them of the three development applications (1480 Howe Street, 1461 Granville Street and 1462 Granville Street), and offering additional information on the city's website.

To date, a total of 9 written responses have been received. One of the comments indicated support for the proposal. Two respondents requested additional information. Six of the respondents, opposed the proposal. Comments received dealt with the all three sites as a whole.

Comments received from the notification are summarized below:

**Height:** Several respondents indicated concerns that the height of the buildings would cast shadows on May & Lorne Brown Park located on Beach Avenue and neighbouring buildings.

**Staff Response:** Shadowing impacts were carefully assessed by the Higher Building process of the rezoning stage. By virtue of the site's identification as a location for a 129.5 m (425 ft.) high tower, the High Building Policy (1997, last amended 2011) has long anticipated that there would be a shadow impact on May and Lorne Brown Park from 10 am till noon measured at the Equinox.

Shadow analysis included with the development application shows that the shadow of the tower clears the park by 12 noon.

**Densification:** One respondent commented on the increase in density in the downtown. She indicated that she would like to see the increase of density to occur gradually and at a rate that respects the livability, proportions and character of the existing neighbourhood. Other densification concerns mentioned include increase crime and inadequate access to schooling.

**Staff Response:** Existing policies, the Granville Slopes Policies (1989, last Amended 1993) and the Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines (2007), together anticipated this precinct to become a neighbourhood consisting of towers linked to lower residential forms and a locally-serving commercial node to serve the established and emerging nearby residential base.

The proposed forms of building mass at grade and the configuration of building uses are well-considered from the perspective of crime prevention. Additional CPTED commentary is provided in this report.

**Design:** One respondent wanted to see the incorporation of different materials in the buildings.

**Staff Response:** The proposal satisfies conditions of the rezoning requiring high quality materials throughout the project including triple glazing, cool and warm toned metal panel systems and ipe wood environments to the semi-private courtyards. The proposal demonstrates sophisticated building facades using durable materials. The overall composition is strong in its purity and simplicity of its architectural expression.

**Traffic:** Several respondents were concerned with the lack of parking provided on site and the potential for increased traffic in this already congested area.

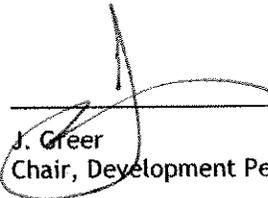
**Staff Response:** The parking provided on site will meet the standard recommended in the rezoning. The street design for the site is intended to minimize traffic impacts to the surrounding neighbourhood. The applicant is required to fund improvements to the existing traffic signal at Pacific Street and Howe Street and install a new signal on Pacific Street at Rolston Street, which should improve traffic movement. The existing traffic diverter at Beach Avenue and Granville Street is also expected to be improved.

The applicant is also required to deliver a Green Mobility Strategy which seeks to reduce private automobile trips. See Standard Condition A.2.10.

**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 it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of loading. The Development Permit Staff Committee has considered this application and supports the proposal with the conditions contained in this report.



---

J. Greer  
Chair, Development Permit Staff Committee



---

P. O'Sullivan  
Development Planner



---

B. Mah  
Project Coordinator

Project Facilitator: M. So

## 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 enactment of the pending CD-1 By-law and approval of the Form of Development by City Council;

A.1.2 compliance with Section 4.1 (Density) of the draft CD-1 By-law;

**Note to Applicant:** If the storage rooms in the parking level are used by a commercial tenant, the floor areas must be included in the summary of commercial floor spaces. Should this increase exceed the maximum floor area allowed, the total floor area must be reduced to comply. Clarify the balcony areas and include in the summary. Show public access/SRW from Granville Street Bridge to the terrace on Level 7 and down to Pacific Street. FSR drawings must be consistent with the set of plans, both sealed and signed. Revised FSR drawings (March 26, 2014) do not match the floor plans. It is recommended that the applicant review the data/formatting of the summary tables with the Project Coordinator.

A.1.3 compliance with Section 4.3.6 (Residential Uses including Live-Work - Downtown) of the Parking By-law;

**Note to Applicant:** A minimum of 388 parking spaces is required with 340 parking spaces for residential use.

A.1.4 compliance with Section 4.8.4 (Required Disability Parking Spaces) of the Parking By-law;

**Note to Applicant:** One additional disability parking space is required, for a total of three.

A.1.5 compliance with Section 6.4 (Class B Bicycle Spaces) of the Parking By-law and provision of a layout of the Class A bicycle spaces in the bicycle room;

**Note to Applicant:** Provide dimensions on bicycle spaces and maneuvering aisles. Vertical spaces shall be no more than 30% and lockers must be a minimum of 20%. Add note to provide one electrical outlet for every 2 Class A bicycle spaces. Provide a summary of all bicycle spaces with a complete summary in the Project Data chart.

A.1.6 compliance with Section 6.5 (Clothing Lockers) of the Parking By-law;

**Note to Applicant:** When the number of required Class A bicycle spaces exceeds 3, Section 3.7.4.10 of the Building By-law requires shower and other change facilities.

A.1.7 clarification of all uses as defined under Section 2 (Definitions) of the Zoning and Development By-law;

**Note to Applicant:** All uses of spaces, rooms and voids should be clearly labeled on all floor plans, including parking plans. Delete all tables and chairs shown on the master site plan (ground level) - a separate application is required for all outdoor patio seating.

A.1.8 clarification of all property lines on the parking and floor plans, including setbacks from the property lines;

A.1.9 details of all parking spaces to comply with the applicable provisions of the Parking By-law, having particular regard to space sizes, maneuvering, height clearances, curbs, etc.;

---

**Note to Applicant:** Spaces located next to walls and structure require extra width. Column sizes, spacing and encroachment into parking spaces may be permitted, subject to compliance with the City Engineer's guidelines. Provide a summary of all parking spaces at each level with a complete summary in the Project Data chart.

A.1.10 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

A.1.11 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level;

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

A.1.12 consistent notation of ipe wood decking to the internal semi-private courtyards throughout the drawing set and finish materials legend;

**Note to Applicant:** The Landscape Plan indicates ipe decking which is inconsistent with the architectural drawings which indicate western red cedar decking.

A.1.13 provision of a cross section at a scale of 1:50 through Continental Street from building face to building face with continuous dimension strings clearly indicating the widths of sidewalks, roads, and stepped areas within the public Realm;

**Note to Applicant:** Intent is to ensure that sufficient widths are maintained for sidewalk at natural grade on the west side of Continental Street.

A.1.14 provision of details incorporated into the full size drawing set of the following conditions;

- 1:10 section detail through typical basalt steps of the semi-private internal courtyard steps indicating a slip-resistant surface;
- 1:25 typical wall section indicating curtain wall glazing;
- 1:25 podium façade type details;
- 1:10 cross-sectional detail of stepped benches clearly indicating the integrated stone;

A.1.15 confirmation that a pedestrian clearance of 3.1 m (10 ft.) at the building corners where canted over the sidewalk is maintained;

**Note to Applicant:** Height clearance is to be provided above a minimum 2.4 m (8 ft.) wide sidewalk. This clearance is to be maintained should the dimensions of the sidewalk or the geometry of the building be revised. Provide a dimensioned section/ elevation at the most critical location with gridlines clearly indicating that the required clearance has been provided.

A.1.16 design development to the illuminated signage integrated with the architecture and illuminated fascia and blade signage to the building's facades;

**Note to Applicant:** Provision of representational signage details at a scale of 1:50 or larger depicting sample signage incorporated into the full size drawing set is required. The requested signage details are for urban design review purposes. A separate sign permit will be required.

A.1.17 provision of canopy details incorporated into the full size drawing set;

---

**Note to Applicant:** Refer to Standard Condition A.2.21 for Engineer's canopy application requirements.

A.1.18 design development to maintain the variety and high quality of lighting indicated in the development permit Urban Design Panel submission materials including light grazing green roofs, luminous poles, illuminated pathways, catenary lighting and side step lighting at courtyards, and luminous furniture;

A.1.19 identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED Gold Equivalency, including at least three optimize energy points, one water efficiency point and one storm water point;

**Note to Applicant:** Provide a LEED checklist conforming LEED Gold equivalency and a detailed written description of how the above noted points have achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the approved drawing set.

A.1.20 confirmation that the proposed buildings will achieve a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development;

A.1.21 notations on plans stating:

"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";

"The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law";

"Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555".

### Standard Landscape Conditions

A.1.22 provision of large scale sections at minimum 1/4" = 1 foot (typical) through all planted areas;

**Note to Applicant:** Sections should include the soil profile, root ball, voiding, the planter and the slab/ retaining walls. Planting conditions should meet or exceed the latest BCLNA Landscape Standard.

A.1.23 provision of large scale details (sections/elevations) for all site furniture and movable planters;

**Note to Applicant:** Details should include materials, color, dimensions and brand name (where applicable).

A.1.24 provision of an updated material palette for hardscaping on private property and the public realm;

**Note to Applicant:** Details should be noted on the drawings, including material, finish, color and brand name (where applicable). A materials board should be provided.

---

- A.1.25 provision of new street trees adjacent to the development site, to be confirmed prior to the issuance of the building permit.

**Note to Applicant:** Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board, (604.257.8587 or 311) for tree species selection and planting requirements. Provide a notation on the plan, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in deep. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

- A.1.26 substitution of birch tree species;

**Note to Applicant:** Refer to sheet L2.1 courtyard Level 5. Birch trees are highly susceptible to bronze birch borer, endemic in the lower mainland. A disease resistant tree species should be specified.

#### Crime Prevention Through Environmental Design (CPTED)

- A.1.27 provision of an operations management plan for the use and security of the semi-private internal courtyard spaces, with particular reference to off-hours; and

- A.1.28 design development to respond to CPTED principles, having particular regards for:

- (a) theft in the underground parking;
- (b) break and enter;
- (c) mail theft; and
- (d) mischief in alcove and vandalism, such as graffiti.

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

#### A.2 Standard Engineering Conditions

- A.2.1 clearly illustrate geometric designs for Pacific Street, Howe Street, Beach Avenue, Granville Street and for the new diagonal streets under the Granville Bridge ramps to the satisfaction of the General Manager of Engineering Services on all plans;

- A.2.2 provision of barrier-free public access (elevator) on drawings that connects the Granville Street Bridge deck elevation with the Granville Street elevation below;

**Note to Applicant:** Access is required from both east and west side of Granville Bridge (i.e. through 1461 and 1462 Granville Street). Proposed pedestrian access from bridge deck shows a slope of 6.5 percent. The City's maximum allowable slope for an accessible connection is 5 percent.

- A.2.3 arrangements for SRW volumetric agreements for public access, with or without vehicles as if dedicated street for those portions of Lots G & H north of the bridge ramps which are productions of Rolston & Continental Streets;
-

**Note to Applicant:** There must be a minimum of 7.62 m (25 ft.) from the ground to the encroaching building structure overhead.

A.2.4 arrangements for a Statutory Right-of-Way (SRW) agreement over the northerly 3.0 m (3.94 ft.) of the resultant Lots D and 2 for a non-exclusive right of way for access purposes as if the right of way area were City sidewalk;

A.2.5 arrangements shall be made to the satisfaction of the General Manager of Engineering services and the Director of Legal Services for the release of 49823M (commercial crossing agreement) prior to building occupancy;

**Note to Applicant:** Arrangements are to be secured prior to issuance of the development permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition at the DP stage.

A.2.6 arrangements shall be made for a Statutory Right-of-Way (SRW) agreement over those portions of the subject lots required for infrastructure to facilitate event programming, including electricity, water, storage, and public washrooms;

**Note to Applicant:** See Standard Condition A.2.16.

A.2.7 provision of appropriate measures for the one-way ramp that warn drivers of vehicles that the parking ramp may be occupied by only one vehicle at a time.

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

A.2.8 provision of number of loading bays as recommended by the Transportation assessment;

**Note to Applicant:** Staff are willing to recommend a relaxation to By-Law requirements based on the results of the Transportation assessment. While all loading should be accommodated on site, staff may support relocating some loading to Granville Street provided operational needs and pedestrian safety are improved over the proposal shown in the application.

A.2.9 provision of an updated Loading Management Plan to the satisfaction of the General Manager of Engineering Services and arrangements to secure ongoing loading operations;

A.2.10 provision of an updated Green Mobility Strategy to the satisfaction of the General Manager of Engineering Services and arrangements to secure on and off site measures;

**Note to Applicant:** The proposed Green Mobility Strategy doesn't provide sufficient improvements beyond requirements. Items provided as a Public Benefit (eg. street construction) are not counted as Green Mobility Strategy items. Provision of Bridge connections and public elevators between the Bridge and lower level and provision of car share spaces would satisfy this requirement.

A.2.11 provision of an improved plan showing the design elevations on both sides of the ramp at all breakpoints and within the parking and loading areas to be able to calculate slopes and cross falls;

**Note to Applicant:** Notation of the length of ramp at the specified slope should also be provided.

---

A.2.12 provision of a section drawing showing elevations, vertical clearances, and security gates for the main ramp

A.2.13 provision of improved loading and garbage pick-up;

**Note to Applicant:** Staff are prepared to consider some on-street loading, particularly on Granville Street, for 1461 and 1462 Granville Street, as a way to reduce the width of the parkade access and avoid loading vehicles having to back over sidewalks. Garbage pick-up must be accommodated on site.

A.2.14 provision of an improved plan showing the maneuvering for all Class B and Class C vehicles to and from proposed loading spaces;

A.2.15 provision of all parking ramp slopes not to exceed 12.5%;

**Note to Applicant:** 15% slopes are acceptable on small sites or where 12.5% imposes an extreme hardship. Provide a consistent 12.5% slope rather than a 15% slope with 10% transition ramps.

A.2.16 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements. Please add the following statement to the landscape plan and provide a revised drawing directly to Engineering for records:

- a) "Sidewalks are to be reconstructed from curb to property line fully at the applicant's expense"; and
- b) "This plan is not for construction of any public property facilities, prior to the start of any construction on public property an updated landscape plan must be submitted. 8 weeks' notice is requested. No work on public property may begin until plans receive "for construction" approval and related permits are issued. Please contact Frank Battista at 604-873-7317 or Kevin Cavell at 604-873-7773 for details".

**Note to Applicant:**

- Move proposed second row of trees on Pacific Street to private property;
  - Street treatment to be revised such that the northern portion of Granville Street has a higher level of surface treatment than Continental and Rolston Streets. Surface treatment should be simplified on Continental and Rolston Streets. Stone paving bands should not be used to delineate parking stalls;
  - Street and pedestrian lighting to meet current City standards. Architectural lighting (up-lighting, light boxes, etc.) will require an Encroachment Agreement to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, with maintenance to be the responsibility of the commercial property owner;
  - Provision of infrastructure to facilitate event programming, including electricity, water, storage, and accessibility to public washrooms. Refer to Standard Condition A.2.6. to secure public access;
  - Minimize the amount and frequency of steps within 3 m (9.5 ft.) from the edge of any bridge structure (including overhead) to allow easy maintenance access for workers, machinery, and vehicles; and
  - Provision of bridge pier protection measures such as high visibility markers and demonstration that bollards may be installed if required to the satisfaction of the General Manager of Engineering Services.
-

- A.2.17 provision of a shoring plan to the satisfaction of the General Manager of Engineering Services to be submitted by a Geotechnical Engineer detailing how the bridge footings will be protected during excavation and construction;
- A.2.18 provision of an acceptable Bridge Monitoring Strategy to track movements during excavation and construction, establish reporting thresholds and stop work thresholds, certified by a Bridge Engineer and to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** The applicant is responsible at all times to ensure the safety of the bridge and that the Bridge Monitoring Strategy is being carried out. The applicant is to provide a \$10,000 deposit for the City to retain an independent Bridge or Geotechnical Engineer to review the monitoring strategy and the results of the monitoring during the critical phases of construction.

- A.2.19 provision of a Sustainable Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site;

**Note to Applicant:** The plan should demonstrate the volume of the post development runoff not exceeding the former use of the site and that it is treated for 85% TSS removal before discharging into the City's stormwater infrastructure.

- A.2.20 provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the complex; and

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

- A.2.21 provision of a canopy application to the General Manager of Engineering Services is required.

**Note to Applicant:** Canopies must be demountable and drain internally into the buildings drainage system.

### A.3 Standard Licenses & Inspections (Environmental Contamination Team) Conditions:

- A.3.1 Submission of the following documentations are required to be submitted prior-to the issuance of the development permit:
- a) Ministry of Environment's release for development, zoning, subdivision and demolition permit applications;
  - b) The Remediation Agreement is required to be signed and registered at the Land Title Office prior to the release of any permit applications.

**Note to Applicant:** There will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until the proponent has obtained one of the following contaminated sites legal instruments, as applicable:

- A Determination that the site is not a contaminated site, or
  - A Certificate of Compliance confirming the satisfactory remediation of the site to the applicable land use (Contaminated Sites Regulation - Commercial standards), however if there are residential units at grade the remediation of the site to the applicable land use shall be CSR - Residential standards.
-

**B.1 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **November 3, 2014**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.3 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.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.5 This approval does not in any way constitute a representation or warranty that the necessary approval of the form of development or enactment of the rezoning will be granted by Council. All proceedings by the applicant prior to action by Council are therefore at his/her own risk.
- B.1.6 All Building permit applications submitted on or after July 1<sup>st</sup>, 2014 will be reviewed for compliance to the 2014 Vancouver Building By-Law. Submission of most Building Permit applications now requires an appointment. When your Building Permit application is ready, please phone 604-873-7611 to book an appointment for an application intake with the Project Coordinator who will manage your application. Only full and complete applications will be accepted. If you need advice in preparing your application, you may book an enquiry appointment (604-873-7611), or walk into our Enquiry Centre, 2nd floor, East Wing.

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

- B.2.1 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.2.2 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.2.3 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of 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.2.4 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.2.5 All services, including telephone, television cables and electricity, shall be completely underground.
-

- B.2.6 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.2.7 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.8 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health 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 12<sup>th</sup> 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 is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
-

### Engineering - Neighbourhood Energy Utility (NEU)

The following comments have been provided by the Neighbourhood Energy Utility Projects (Engineering) and have been identified requirements of the Rezoning approval by council at a Public Hearing on October 24 and 29, 2013, that will need to be satisfied as part of the Building Application process:

Prior to issuance of the Building Permit:

1. Detailed design of the building HVAC and mechanical heating and cooling system, including provisions for energy metering, must be submitted to and approved by the General Manager of Engineering Services prior to issuance of building permit.
2. Confirmation that the building mechanical design meets the required district energy connectivity provisions, to the satisfaction of the General Manager of Engineering Services, shall include completion and certification by the design engineer of record, at the time of building permit application, of the City of Vancouver Confirmation of District Energy Connectivity Requirements letter of assurance. The applicant shall refer to the City of Vancouver's District Energy Connectivity Standards for specific design requirements.

- Response to Sustainability Rezoning Conditions of Approval:

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

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

**Applicant Response:** A sustainability diagram highlighting the elements that contribute to the buildings sustainability performance can be found on page 65 of this book. The LEED checklist and written description are also included as part of the submission package. Registration of the project is as follows - Tower: #16539, Building 3: # 16726, Building 4: # 16727. Note: Building 1 (podium) to be registered upon confirmation from CaGBC

**Staff Assessment:** The LEED checklist provided confirms the applicant's commitment in achieving LEED Gold with a total of 66 points and 6 Optimize Energy points. However, the condition is partly met as additional documentation is to be incorporated into the full size drawing set. See Standard Condition A.1.19.

Refer to more detailed commentary in the Sustainability section.

*Rezoning Condition 17: Confirmation that the proposed buildings will achieve a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development.*

**Applicant Response:** As per the Energy Performance Statement dated January 31, 2013 from Integral Group, the maximum energy use intensity is of 115 kWhr/m<sup>2</sup>.year for the residential portion and 122 kWhr/m<sup>2</sup>.year for the office portion of the development.

**Staff Assessment:** The intent of the condition has been satisfied. Staff are seeking confirmation that the benchmark energy use intensity targets are maintained or exceeded throughout the entire design process. See Standard Condition A.1.20.

Refer to more detailed commentary in the Sustainability section.

- Response to District Energy Conditions of Approval:

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

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

*neighbourhood. Where district energy design compatibility is warranted, the applicant shall refer to the District Energy Connectivity Standards for specific design requirements.*

**Applicant Response:** Following the completion of the initial Phase 1 district energy feasibility study in 2012, Westbank has recently established their new energy utility - Creative Energy - that has been working closely with the City of Vancouver as their chosen proponent for developing a new neighbourhood energy utility for Downtown Vancouver. The feasibility assessment and the schematic design stage of the initial Pilot project for a low-carbon district energy utility serving the South Downtown neighbourhood is currently underway. The initial Pilot project involves conversion of the City's DFPS piping into a dual function Ambient Loop DES. The Beach and Howe development will be the first project connected to this new district energy utility and will derive at least 80% of its annual heating and cooling energy requirements from this low-carbon, highly energy efficient energy source.

**Staff Assessment:** The applicant has been working with Central Heat Distribution Ltd and City staff to develop a business plan to establish low carbon energy supply to the development by way of a south downtown district energy utility. Consequently the development will be required to connect to a district hot water loop that serves the South Downtown neighbourhood. A condition of development permit is provided to ensure the development is designed to be connectable to this utility prior to issuance of full building permit. The development is required to connect to the district energy utility prior to occupancy via legal agreement that was a condition of bylaw enactment.

*Rezoning Condition 42: Implement, where feasible and approved by the General Manager of Engineering Services, a low-carbon energy supply strategy for the development which reduces greenhouse gas emissions by a minimum of 50% compared to a business-as-usual (or reference scenario) approach to heating and cooling.*

**Applicant Response:** As elaborated in 42 above, the Beach and Howe development will derive at least 80% of its annual heating and cooling energy requirements from this low-carbon, highly energy efficient district energy utility.

**Staff Assessment:** Please refer to staff assessment of condition 41. The Downtown South district energy utility, to which the subject property is required to connect, will be subject to greenhouse gas reduction targets that are to be included in a future franchise agreement.

*Rezoning Condition 43: Any on- or off-site low-carbon energy supply system implemented by the proponent, where applicable, shall be designed in such a way as to enable energy metering and the monitoring of performance metrics during system operation, for the purpose of optimizing system performance and preparing system performance reports. The applicant shall refer to the Performance Monitoring and Reporting Requirements for Renewable Energy Systems for a summary of the minimum requirements.*

**Applicant Response:** Energy metering will be provided to monitor the performance of the building as well as for optimization of system performance. Measurement and verification will be provided as per the LEED Measurement and Verification.

**Staff Assessment:** A condition of enactment is that the applicant delivers to the City detailed performance reporting on the Low Carbon Energy Supply System. Detailed design of the HVAC and mechanical heating system will also need to include provisions for energy metering.

*Rezoning Condition 44: Space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment, including gas-fired make-up air heaters.*

**Applicant Response:** Hydronic heating systems will be provided throughout the spaces and not

electric resistance heating will be used for ventilation or space heating.

**Staff Assessment:** The mechanical engineer of record will be required to certify at the time of building permit application, and prior to the release of building permit, that these and other detailed design provisions have been met.

*Rezoning Condition 45: No heat-producing fireplaces are to be installed within residential suites.*

**Applicant Response:** No heat-producing fireplaces will be installed within residential suites.

**Staff Assessment:** No heat producing fireplaces are proposed within residential suites. The engineer of record will be required to certify at the time of building permit application, and prior to the release of building permit, that this and other detailed design provisions have been met.

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

**Applicant Response:** The detailed design of the HVAC and mechanical heating system will be provided to the General Manager of Engineering Services for review and approval.

**Staff Assessment:** The mechanical engineer of record will be required to certify at the time of building permit application, and prior to the release of building permit, that these and other detailed design provisions have been met.

---



**BEACH AND HOWE**

1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

**INTERNATIONAL PROJECTS**  
 1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

**ARCHITECTS**  
 1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

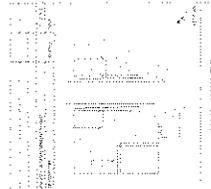
**ENGINEERS**  
 1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

**GENERAL CONTRACTOR**  
 1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

**MECHANICAL ENGINEER**  
 1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

**STRUCTURAL ENGINEER**  
 1000 BROADWAY, SUITE 2000  
 NEW YORK, NY 10018  
 TEL: 212 692 9000  
 FAX: 212 692 9001  
 WWW.BEACHANDHOWE.COM

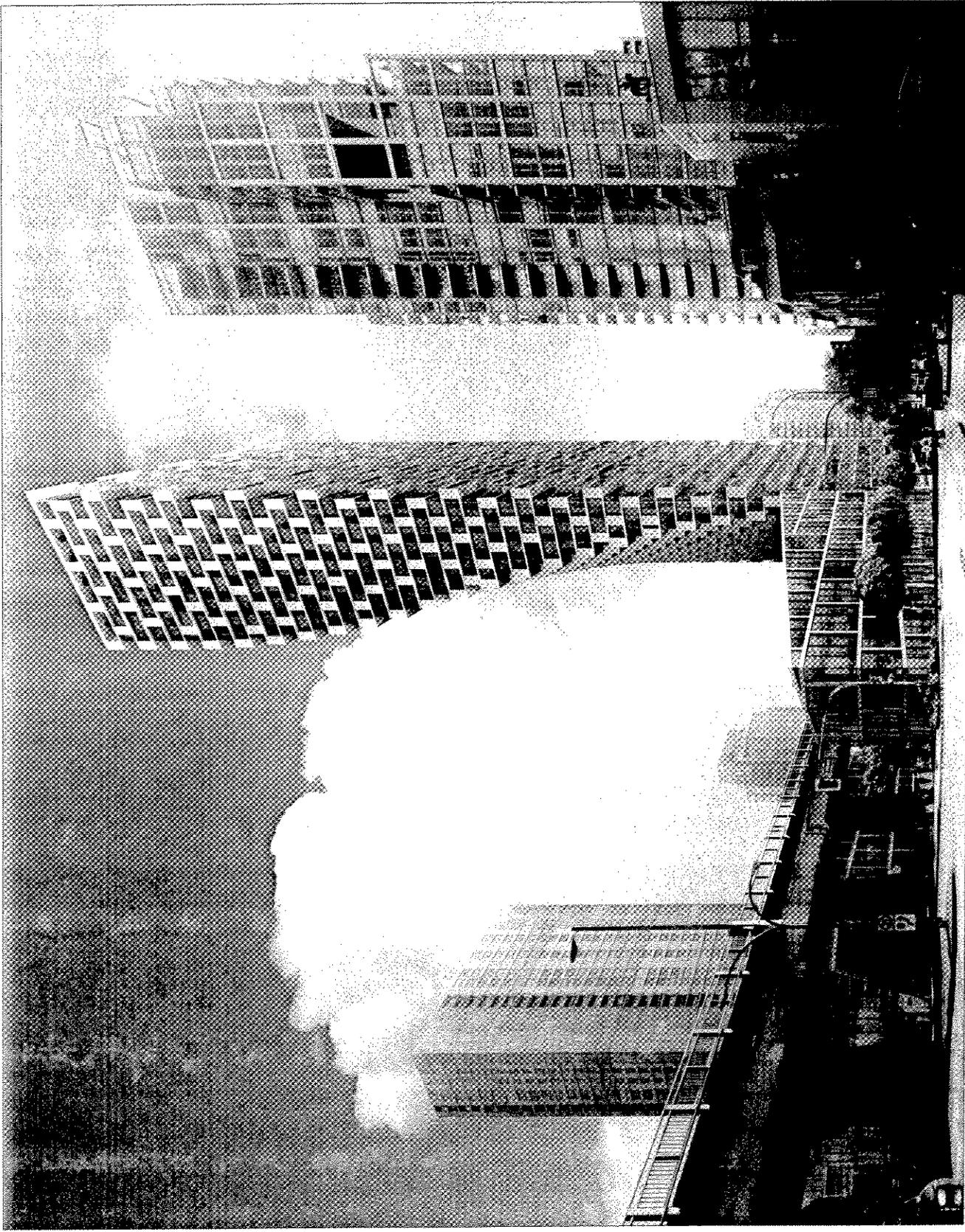
**THE PHILIP H. HARRIS SMALL BUSINESS**



NO. FOR CONSTRUCTION

**COVER SHEET**

**A0-000**



Appendix 4 ; page / of 44



BEACH AND HOWE

ARCHITECTS  
1000 BROADWAY, SUITE 1000  
NEW YORK, NY 10018  
TEL: 212 691 1000  
WWW.BEACHANDHOWE.COM

PROJECT: [illegible]  
DATE: [illegible]

SCALE: [illegible]

DATE: [illegible]

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
A1-000	COVER SHEET	A1-000	PLAN TYPICAL BALCONY 1 (LOW RISE)	A1-200	PLAN LEVEL 10
A1-001	SECTION NORTH-SOUTH	A1-001	PLAN TYPICAL BALCONY 2 (MID RISE)	A1-201	PLAN LEVEL 11
A1-002	SECTION EAST-WEST	A1-002	PLAN TYPICAL BALCONY 3 (MID RISE)	A1-202	PLAN LEVEL 12
A1-003	SECTION NORTH-SOUTH	A1-003	PLAN TYPICAL BALCONY 4 (MID RISE)	A1-203	PLAN LEVEL 13
A1-004	SECTION EAST-WEST	A1-004	PLAN TYPICAL BALCONY 5 (MID RISE)	A1-204	PLAN LEVEL 14
A1-005	SECTION NORTH-SOUTH	A1-005	ELEVATION NORTH (E1 TO E4)	A1-205	PLAN LEVEL 15
A1-006	SECTION EAST-WEST	A1-006	ELEVATION SOUTH (E1 TO E4)	A1-206	PLAN LEVEL 16
A1-007	SECTION NORTH-SOUTH	A1-007	ELEVATION WEST (E1 TO E4)	A1-207	PLAN LEVEL 17
A1-008	SECTION EAST-WEST	A1-008	ELEVATION EAST (E1 TO E4)	A1-208	PLAN LEVEL 18
A1-009	SECTION NORTH-SOUTH	A1-009	TOWER LIFT PLANS	A1-209	PLAN LEVEL 19
A1-010	SECTION EAST-WEST	A1-010	TOWER LIFT PLANS	A1-210	PLAN LEVEL 20
A1-011	SECTION NORTH-SOUTH	A1-011	TOWER LIFT PLANS	A1-211	PLAN LEVEL 21
A1-012	SECTION EAST-WEST	A1-012	TOWER LIFT PLANS	A1-212	PLAN LEVEL 22
A1-013	SECTION NORTH-SOUTH	A1-013	TOWER LIFT PLANS	A1-213	PLAN LEVEL 23
A1-014	SECTION EAST-WEST	A1-014	TOWER LIFT PLANS	A1-214	PLAN LEVEL 24
A1-015	SECTION NORTH-SOUTH	A1-015	TOWER LIFT PLANS	A1-215	PLAN LEVEL 25
A1-016	SECTION EAST-WEST	A1-016	TOWER LIFT PLANS	A1-216	PLAN LEVEL 26
A1-017	SECTION NORTH-SOUTH	A1-017	TOWER LIFT PLANS	A1-217	PLAN LEVEL 27
A1-018	SECTION EAST-WEST	A1-018	TOWER LIFT PLANS	A1-218	PLAN LEVEL 28
A1-019	SECTION NORTH-SOUTH	A1-019	TOWER LIFT PLANS	A1-219	PLAN LEVEL 29
A1-020	SECTION EAST-WEST	A1-020	TOWER LIFT PLANS	A1-220	PLAN LEVEL 30
A1-021	SECTION NORTH-SOUTH	A1-021	TOWER LIFT PLANS	A1-221	PLAN LEVEL 31
A1-022	SECTION EAST-WEST	A1-022	TOWER LIFT PLANS	A1-222	PLAN LEVEL 32
A1-023	SECTION NORTH-SOUTH	A1-023	TOWER LIFT PLANS	A1-223	PLAN LEVEL 33
A1-024	SECTION EAST-WEST	A1-024	TOWER LIFT PLANS	A1-224	PLAN LEVEL 34
A1-025	SECTION NORTH-SOUTH	A1-025	TOWER LIFT PLANS	A1-225	PLAN LEVEL 35
A1-026	SECTION EAST-WEST	A1-026	TOWER LIFT PLANS	A1-226	PLAN LEVEL 36
A1-027	SECTION NORTH-SOUTH	A1-027	TOWER LIFT PLANS	A1-227	PLAN LEVEL 37
A1-028	SECTION EAST-WEST	A1-028	TOWER LIFT PLANS	A1-228	PLAN LEVEL 38
A1-029	SECTION NORTH-SOUTH	A1-029	TOWER LIFT PLANS	A1-229	PLAN LEVEL 39
A1-030	SECTION EAST-WEST	A1-030	TOWER LIFT PLANS	A1-230	PLAN LEVEL 40
A1-031	SECTION NORTH-SOUTH	A1-031	TOWER LIFT PLANS	A1-231	PLAN LEVEL 41
A1-032	SECTION EAST-WEST	A1-032	TOWER LIFT PLANS	A1-232	PLAN LEVEL 42
A1-033	SECTION NORTH-SOUTH	A1-033	TOWER LIFT PLANS	A1-233	PLAN LEVEL 43
A1-034	SECTION EAST-WEST	A1-034	TOWER LIFT PLANS	A1-234	PLAN LEVEL 44
A1-035	SECTION NORTH-SOUTH	A1-035	TOWER LIFT PLANS	A1-235	PLAN LEVEL 45
A1-036	SECTION EAST-WEST	A1-036	TOWER LIFT PLANS	A1-236	PLAN LEVEL 46
A1-037	SECTION NORTH-SOUTH	A1-037	TOWER LIFT PLANS	A1-237	PLAN LEVEL 47
A1-038	SECTION EAST-WEST	A1-038	TOWER LIFT PLANS	A1-238	PLAN LEVEL 48
A1-039	SECTION NORTH-SOUTH	A1-039	TOWER LIFT PLANS	A1-239	PLAN LEVEL 49
A1-040	SECTION EAST-WEST	A1-040	TOWER LIFT PLANS	A1-240	PLAN LEVEL 50
A1-041	SECTION NORTH-SOUTH	A1-041	TOWER LIFT PLANS	A1-241	PLAN LEVEL 51
A1-042	SECTION EAST-WEST	A1-042	TOWER LIFT PLANS	A1-242	PLAN LEVEL 52
A1-043	SECTION NORTH-SOUTH	A1-043	TOWER LIFT PLANS	A1-243	PLAN LEVEL 53
A1-044	SECTION EAST-WEST	A1-044	TOWER LIFT PLANS	A1-244	PLAN LEVEL 54
A1-045	SECTION NORTH-SOUTH	A1-045	TOWER LIFT PLANS	A1-245	PLAN LEVEL 55
A1-046	SECTION EAST-WEST	A1-046	TOWER LIFT PLANS	A1-246	PLAN LEVEL 56
A1-047	SECTION NORTH-SOUTH	A1-047	TOWER LIFT PLANS	A1-247	PLAN LEVEL 57
A1-048	SECTION EAST-WEST	A1-048	TOWER LIFT PLANS	A1-248	PLAN LEVEL 58
A1-049	SECTION NORTH-SOUTH	A1-049	TOWER LIFT PLANS	A1-249	PLAN LEVEL 59
A1-050	SECTION EAST-WEST	A1-050	TOWER LIFT PLANS	A1-250	PLAN LEVEL 60
A1-051	SECTION NORTH-SOUTH	A1-051	TOWER LIFT PLANS	A1-251	PLAN LEVEL 61
A1-052	SECTION EAST-WEST	A1-052	TOWER LIFT PLANS	A1-252	PLAN LEVEL 62
A1-053	SECTION NORTH-SOUTH	A1-053	TOWER LIFT PLANS	A1-253	PLAN LEVEL 63
A1-054	SECTION EAST-WEST	A1-054	TOWER LIFT PLANS	A1-254	PLAN LEVEL 64
A1-055	SECTION NORTH-SOUTH	A1-055	TOWER LIFT PLANS	A1-255	PLAN LEVEL 65
A1-056	SECTION EAST-WEST	A1-056	TOWER LIFT PLANS	A1-256	PLAN LEVEL 66
A1-057	SECTION NORTH-SOUTH	A1-057	TOWER LIFT PLANS	A1-257	PLAN LEVEL 67
A1-058	SECTION EAST-WEST	A1-058	TOWER LIFT PLANS	A1-258	PLAN LEVEL 68
A1-059	SECTION NORTH-SOUTH	A1-059	TOWER LIFT PLANS	A1-259	PLAN LEVEL 69
A1-060	SECTION EAST-WEST	A1-060	TOWER LIFT PLANS	A1-260	PLAN LEVEL 70
A1-061	SECTION NORTH-SOUTH	A1-061	TOWER LIFT PLANS	A1-261	PLAN LEVEL 71
A1-062	SECTION EAST-WEST	A1-062	TOWER LIFT PLANS	A1-262	PLAN LEVEL 72
A1-063	SECTION NORTH-SOUTH	A1-063	TOWER LIFT PLANS	A1-263	PLAN LEVEL 73
A1-064	SECTION EAST-WEST	A1-064	TOWER LIFT PLANS	A1-264	PLAN LEVEL 74
A1-065	SECTION NORTH-SOUTH	A1-065	TOWER LIFT PLANS	A1-265	PLAN LEVEL 75
A1-066	SECTION EAST-WEST	A1-066	TOWER LIFT PLANS	A1-266	PLAN LEVEL 76
A1-067	SECTION NORTH-SOUTH	A1-067	TOWER LIFT PLANS	A1-267	PLAN LEVEL 77
A1-068	SECTION EAST-WEST	A1-068	TOWER LIFT PLANS	A1-268	PLAN LEVEL 78
A1-069	SECTION NORTH-SOUTH	A1-069	TOWER LIFT PLANS	A1-269	PLAN LEVEL 79
A1-070	SECTION EAST-WEST	A1-070	TOWER LIFT PLANS	A1-270	PLAN LEVEL 80
A1-071	SECTION NORTH-SOUTH	A1-071	TOWER LIFT PLANS	A1-271	PLAN LEVEL 81
A1-072	SECTION EAST-WEST	A1-072	TOWER LIFT PLANS	A1-272	PLAN LEVEL 82
A1-073	SECTION NORTH-SOUTH	A1-073	TOWER LIFT PLANS	A1-273	PLAN LEVEL 83
A1-074	SECTION EAST-WEST	A1-074	TOWER LIFT PLANS	A1-274	PLAN LEVEL 84
A1-075	SECTION NORTH-SOUTH	A1-075	TOWER LIFT PLANS	A1-275	PLAN LEVEL 85
A1-076	SECTION EAST-WEST	A1-076	TOWER LIFT PLANS	A1-276	PLAN LEVEL 86
A1-077	SECTION NORTH-SOUTH	A1-077	TOWER LIFT PLANS	A1-277	PLAN LEVEL 87
A1-078	SECTION EAST-WEST	A1-078	TOWER LIFT PLANS	A1-278	PLAN LEVEL 88
A1-079	SECTION NORTH-SOUTH	A1-079	TOWER LIFT PLANS	A1-279	PLAN LEVEL 89
A1-080	SECTION EAST-WEST	A1-080	TOWER LIFT PLANS	A1-280	PLAN LEVEL 90
A1-081	SECTION NORTH-SOUTH	A1-081	TOWER LIFT PLANS	A1-281	PLAN LEVEL 91
A1-082	SECTION EAST-WEST	A1-082	TOWER LIFT PLANS	A1-282	PLAN LEVEL 92
A1-083	SECTION NORTH-SOUTH	A1-083	TOWER LIFT PLANS	A1-283	PLAN LEVEL 93
A1-084	SECTION EAST-WEST	A1-084	TOWER LIFT PLANS	A1-284	PLAN LEVEL 94
A1-085	SECTION NORTH-SOUTH	A1-085	TOWER LIFT PLANS	A1-285	PLAN LEVEL 95
A1-086	SECTION EAST-WEST	A1-086	TOWER LIFT PLANS	A1-286	PLAN LEVEL 96
A1-087	SECTION NORTH-SOUTH	A1-087	TOWER LIFT PLANS	A1-287	PLAN LEVEL 97
A1-088	SECTION EAST-WEST	A1-088	TOWER LIFT PLANS	A1-288	PLAN LEVEL 98
A1-089	SECTION NORTH-SOUTH	A1-089	TOWER LIFT PLANS	A1-289	PLAN LEVEL 99
A1-090	SECTION EAST-WEST	A1-090	TOWER LIFT PLANS	A1-290	PLAN LEVEL 100







**BEACH AND HOWE**

1001 MAIN STREET, SUITE 100  
ANN ARBOR, MI 48106  
TEL: 734.769.1234  
WWW.BEACHANDHOWE.COM

ARCHITECT  
PLANNING  
ENGINEERING

PROJECT NO. 1001  
DATE: 08/14/14

PROJECT NAME: 1001 MAIN STREET  
ANN ARBOR, MI

CLIENT: 1001 MAIN STREET  
ANN ARBOR, MI

1001 MAIN STREET  
ANN ARBOR, MI

**Project Data Summary Sub Area A**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

Use	Area (sq ft)	Count	Notes
Office	1001	1	
...	...	...	...
<b>TOTAL AREA</b>	<b>1001</b>	<b>1</b>	

**Unit Types Summary, Sub Area A**

**Project Data Summary Sub Area B**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

Use	Area (sq ft)	Count	Notes
Office	1001	1	
...	...	...	...
<b>TOTAL AREA</b>	<b>1001</b>	<b>1</b>	

**Floor Area Summary, Sub Area A**

**Building Summary**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

**Building Summary**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

Use	Area (sq ft)	Count	Notes
Office	1001	1	
...	...	...	...
<b>TOTAL AREA</b>	<b>1001</b>	<b>1</b>	

**Building Summary**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

**Building Summary**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

**Total Building Area For FSR**

Proposed FSR: 11.86

**Floor Area Summary, Sub Area B**

**Project Data Summary Sub Area B**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

Use	Area (sq ft)	Count	Notes
Office	1001	1	
...	...	...	...
<b>TOTAL AREA</b>	<b>1001</b>	<b>1</b>	

**Floor Area Summary, Sub Area C**

**Project Data Summary Sub Area C**

Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

Use	Area (sq ft)	Count	Notes
Office	1001	1	
...	...	...	...
<b>TOTAL AREA</b>	<b>1001</b>	<b>1</b>	

**Total Building Area For FSR**

Proposed FSR: 2.7

**Parking And Loading Summary**

**Project Data Summary**

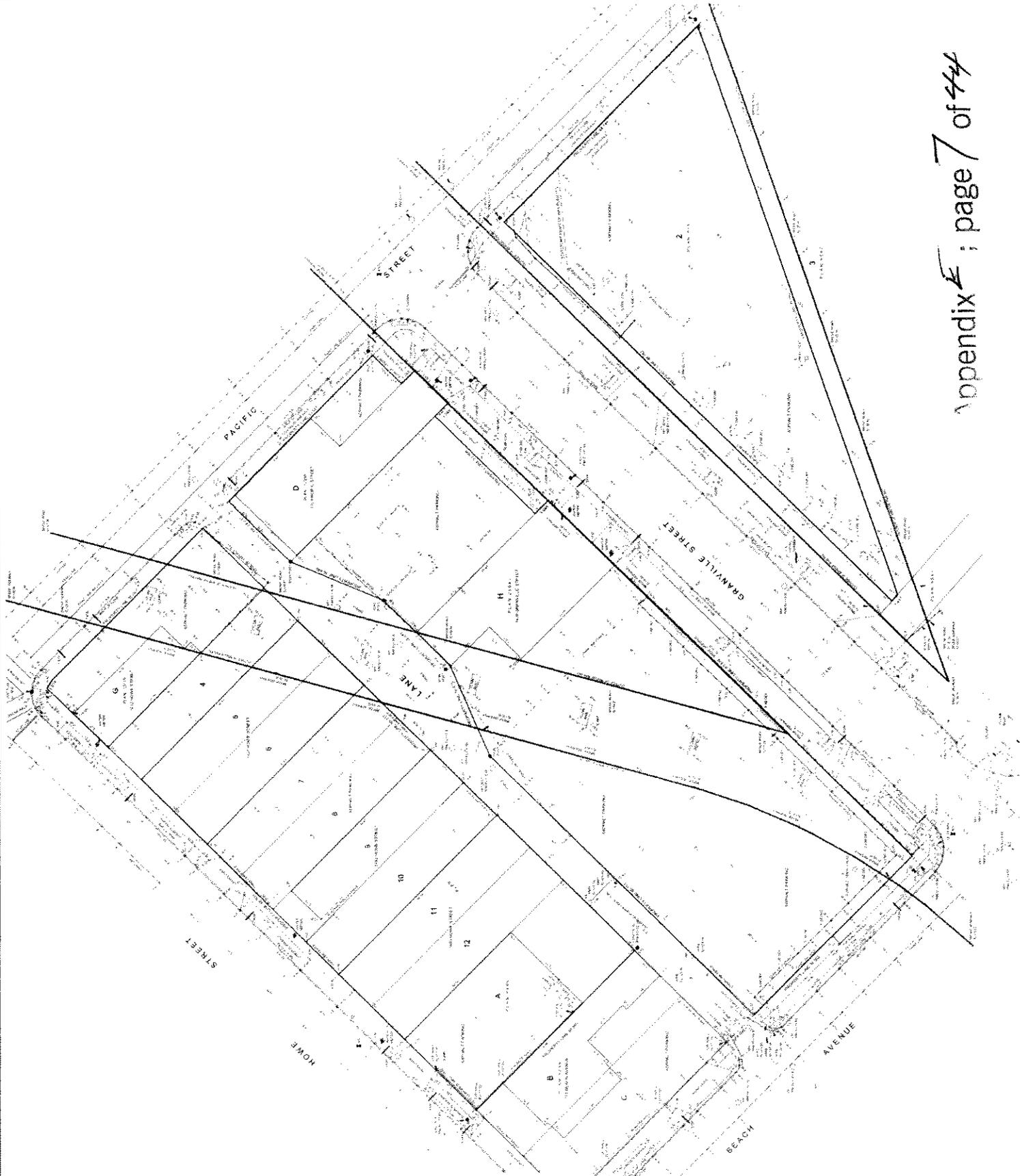
Proposed Building: 1001  
Proposed Building: 1001  
Proposed Building: 1001

Use	Area (sq ft)	Count	Notes
Office	1001	1	
...	...	...	...
<b>TOTAL AREA</b>	<b>1001</b>	<b>1</b>	

**PROJECT DATA**

A0-004





**TOPOGRAPHIC SURVEY AT PACIFIC STREET AND GRANVILLE STREET**

NOT TO SCALE

SCALE: 1" = 100'

**LEGEND**

- 1. ADJACENT PROPERTY
- 2. SURVEYED PROPERTY
- 3. UNDEVELOPED PROPERTY
- 4. DEVELOPED PROPERTY
- 5. UNDEVELOPED PROPERTY
- 6. DEVELOPED PROPERTY
- 7. UNDEVELOPED PROPERTY
- 8. DEVELOPED PROPERTY
- 9. UNDEVELOPED PROPERTY
- 10. DEVELOPED PROPERTY
- 11. UNDEVELOPED PROPERTY
- 12. DEVELOPED PROPERTY

**PROPERTY OWNERS**

LOT	OWNER
1	...
2	...
3	...
4	...
5	...
6	...
7	...
8	...
9	...
10	...
11	...
12	...

**NOTICE**

THIS SURVEY WAS MADE BY THE ENGINEER AND SURVEYOR ON THE BASIS OF THE RECORDS OF THE COUNTY OF ...

**ENGINEER AND SURVEYOR**

...

Appendix E ; page 7 of 44

















BEACH AND HOWE

1000 BROADWAY  
SUITE 2000  
NEW YORK, NY 10018  
TEL: 212 693 9000  
WWW.BACHANDHOWE.COM

WILLIAMS PROJECTS GROUP  
100 WALL STREET  
SUITE 2000  
NEW YORK, NY 10038  
TEL: 212 693 9000  
WWW.WILLIAMSPROJECTS.COM

ARCHITECTS  
100 WALL STREET  
SUITE 2000  
NEW YORK, NY 10038  
TEL: 212 693 9000  
WWW.ARCHITECTS.COM

STRUCTURAL ENGINEERS  
100 WALL STREET  
SUITE 2000  
NEW YORK, NY 10038  
TEL: 212 693 9000  
WWW.STRUCTURAL-ENGINEERS.COM

METALLIC GROUP  
100 WALL STREET  
SUITE 2000  
NEW YORK, NY 10038  
TEL: 212 693 9000  
WWW.METALLIC-GROUP.COM

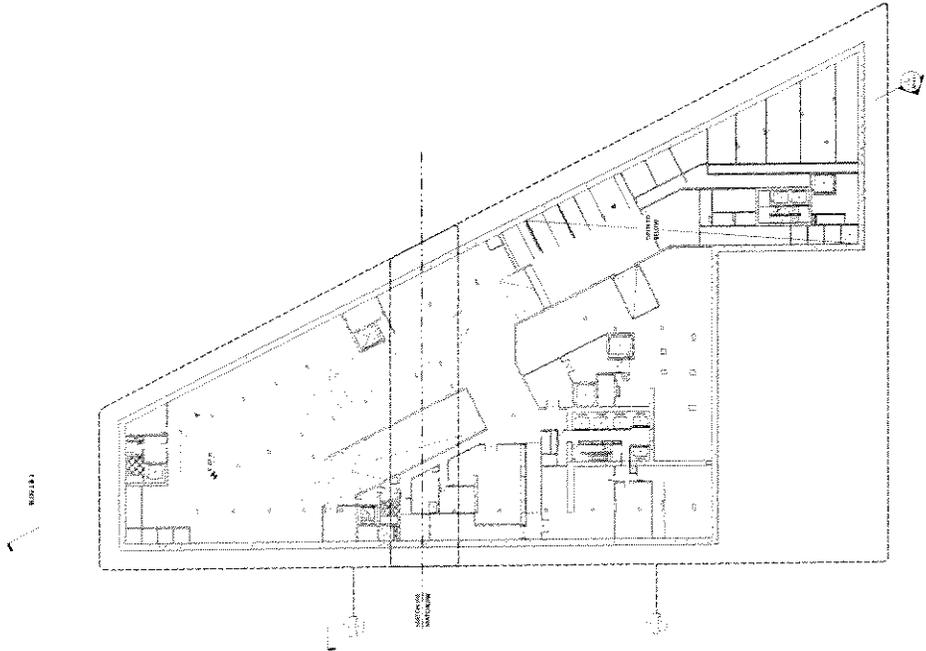
MECHANICAL ENGINEERS  
100 WALL STREET  
SUITE 2000  
NEW YORK, NY 10038  
TEL: 212 693 9000  
WWW.MECHANICAL-ENGINEERS.COM



ARCHITECTURE

PLAN LEVEL B1

A0-205



Appendix F : page 5 of 44







BEACH AND HOWE

1000 UNIVERSITY AVENUE  
ANN ARBOR, MI 48106  
TEL: 734.763.1234  
WWW.BEACHANDHOWE.COM

PROJECT: 1000 UNIVERSITY AVENUE  
ARCHITECT: BEACH AND HOWE  
DATE: 08/14/14

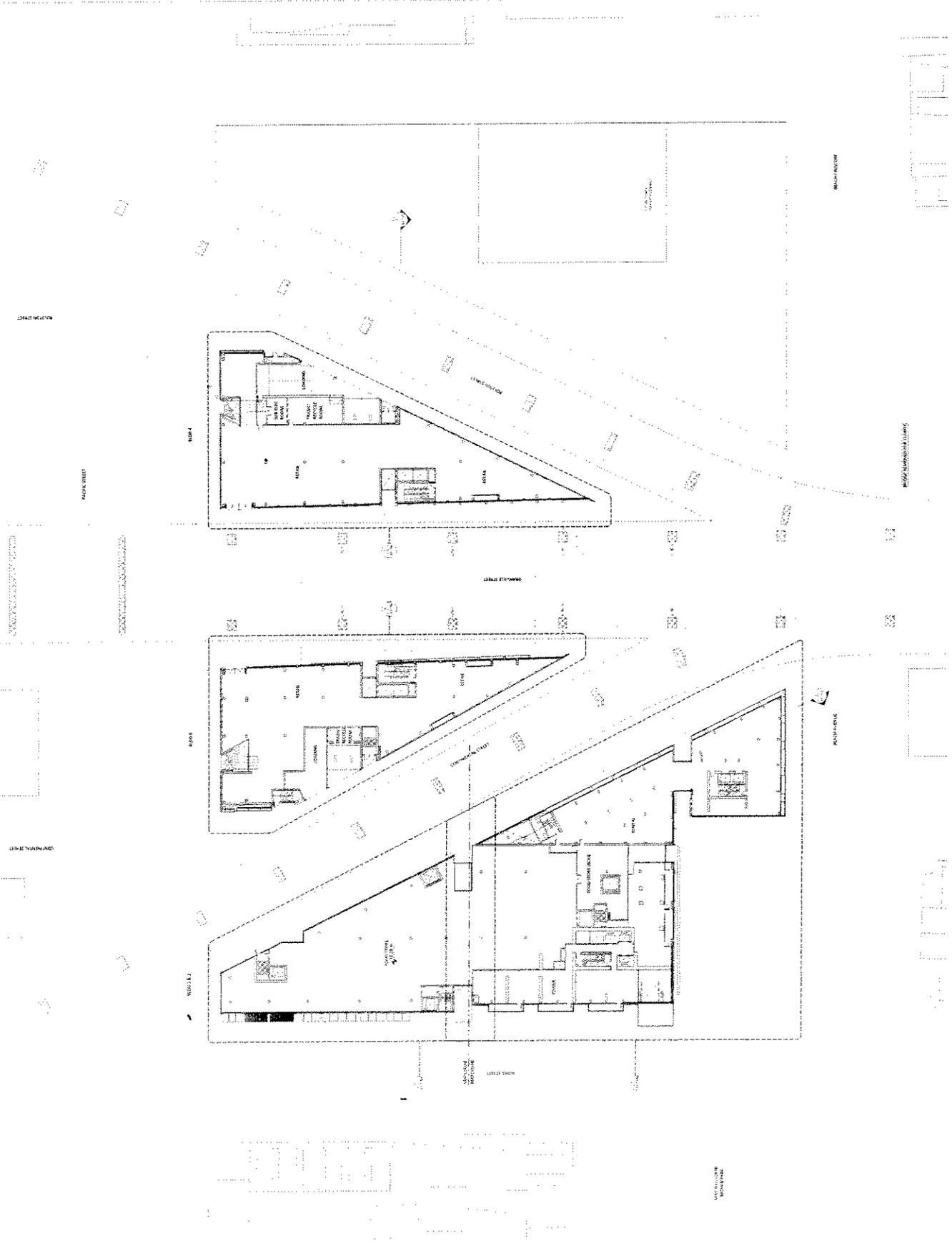
SCALE: 1/8" = 1'-0"

NO. 1000 UNIVERSITY AVENUE  
ANN ARBOR, MI 48106

NO. 1000 UNIVERSITY AVENUE  
ANN ARBOR, MI 48106

NO. 1000 UNIVERSITY AVENUE  
ANN ARBOR, MI 48106

NOT FOR CONSTRUCTION	
DATE	08/14/14
BY	ARCHITECT
PROJECT	1000 UNIVERSITY AVENUE
SCALE	1/8" = 1'-0"
PLAN LEVEL 03	
A0-208	



Appendix E: page 8 of 44



BEACH AND HOWE

ARCHITECTS

1000 AVENUE OF THE STARS

ROCKVILLE, MD 20850

TEL: 301-761-1000

FAX: 301-761-1001

WWW.BEACHANDHOWE.COM

PROJECT NO. 1000000000

DATE: 01/15/2010

SCALE: AS SHOWN

PROJECT NAME: [REDACTED]

CLIENT: [REDACTED]

LOCATION: [REDACTED]

PHASE: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

PROJECT NO.: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

PROJECT NAME: [REDACTED]

CLIENT: [REDACTED]

LOCATION: [REDACTED]

PHASE: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

PROJECT NO.: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

PROJECT NAME: [REDACTED]

CLIENT: [REDACTED]

LOCATION: [REDACTED]

PHASE: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

PROJECT NO.: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

PROJECT NAME: [REDACTED]

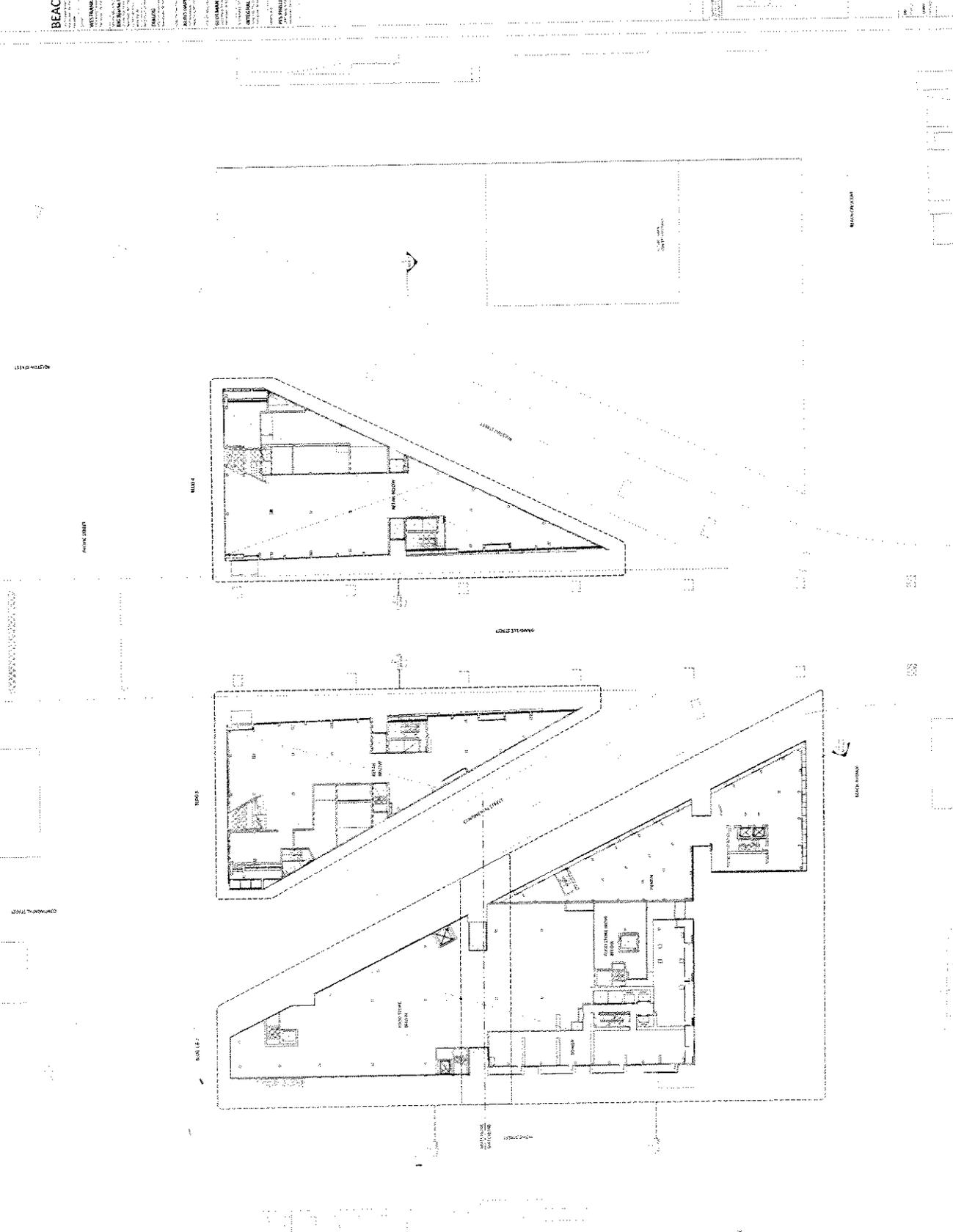
CLIENT: [REDACTED]

LOCATION: [REDACTED]

PHASE: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]



Appendix E : page 19 of 44











BEACH AND HOWE

WEST HAVEN FACILITY CORP  
1000 WEST HAVEN AVENUE  
WEST HAVEN, CT 06490  
TEL: 203.393.1234  
WWW.WESTHAVENFACILITYCORP.COM

ARCHITECT  
1000 WEST HAVEN AVENUE  
WEST HAVEN, CT 06490  
TEL: 203.393.1234  
WWW.BEACHANDHOWE.COM

MECHANICAL ENGINEER  
1000 WEST HAVEN AVENUE  
WEST HAVEN, CT 06490  
TEL: 203.393.1234  
WWW.BEACHANDHOWE.COM

ELECTRICAL ENGINEER  
1000 WEST HAVEN AVENUE  
WEST HAVEN, CT 06490  
TEL: 203.393.1234  
WWW.BEACHANDHOWE.COM

PLUMBING ENGINEER  
1000 WEST HAVEN AVENUE  
WEST HAVEN, CT 06490  
TEL: 203.393.1234  
WWW.BEACHANDHOWE.COM

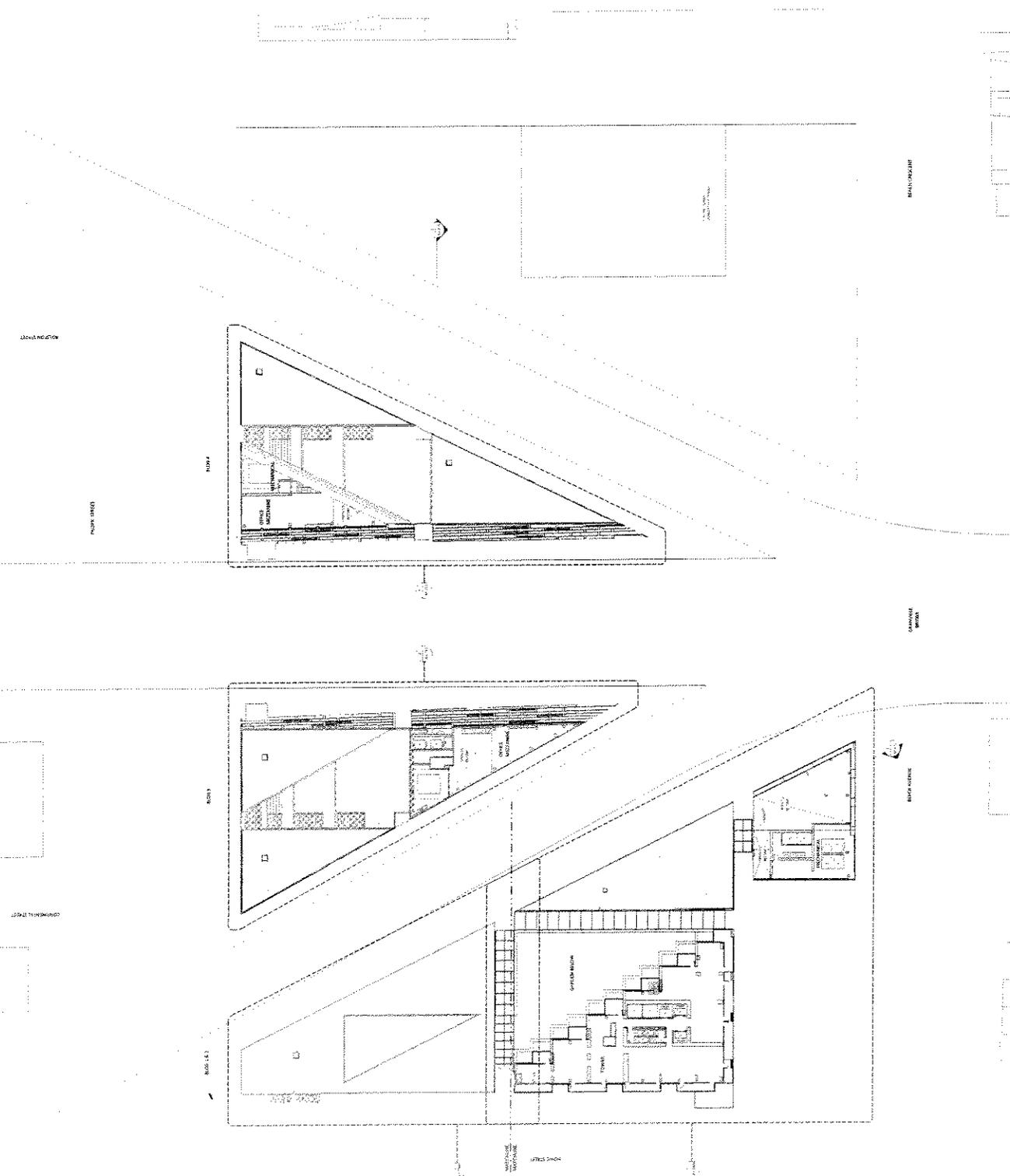
PROJECT MANAGER  
1000 WEST HAVEN AVENUE  
WEST HAVEN, CT 06490  
TEL: 203.393.1234  
WWW.BEACHANDHOWE.COM



UNIT FOR CONSTRUCTION

PLAN LEVEL 09

A0-214



Appendix E ; page 24 of 44





**BEACH AND HOWE**

ARCHITECTS  
1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.BACHANDHOWE.COM

**WESTBANK PROJECTS GROUP**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKPROJECTSGROUP.COM

**WESTBANK GROUP**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKGROUP.COM

**WESTBANK DEVELOPMENT**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKDEVELOPMENT.COM

**WESTBANK INVESTMENT**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKINVESTMENT.COM

**WESTBANK MANAGEMENT**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKMANAGEMENT.COM

**WESTBANK HOLDINGS**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKHOLDINGS.COM

**WESTBANK REAL ESTATE**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKREALESTATE.COM

**WESTBANK SERVICES**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKSERVICES.COM

**WESTBANK TRADING**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKTRADING.COM

**WESTBANK FINANCIAL**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKFINANCIAL.COM

**WESTBANK ENERGY**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKENERGY.COM

**WESTBANK MEDIA**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKMEDIA.COM

**WESTBANK TECHNOLOGY**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKTECHNOLOGY.COM

**WESTBANK HEALTHCARE**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKHEALTHCARE.COM

**WESTBANK EDUCATION**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKEDUCATION.COM

**WESTBANK ENVIRONMENTAL**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKENVIRONMENTAL.COM

**WESTBANK CONSTRUCTION**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKCONSTRUCTION.COM

**WESTBANK OPERATIONS**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKOPERATIONS.COM

**WESTBANK LOGISTICS**

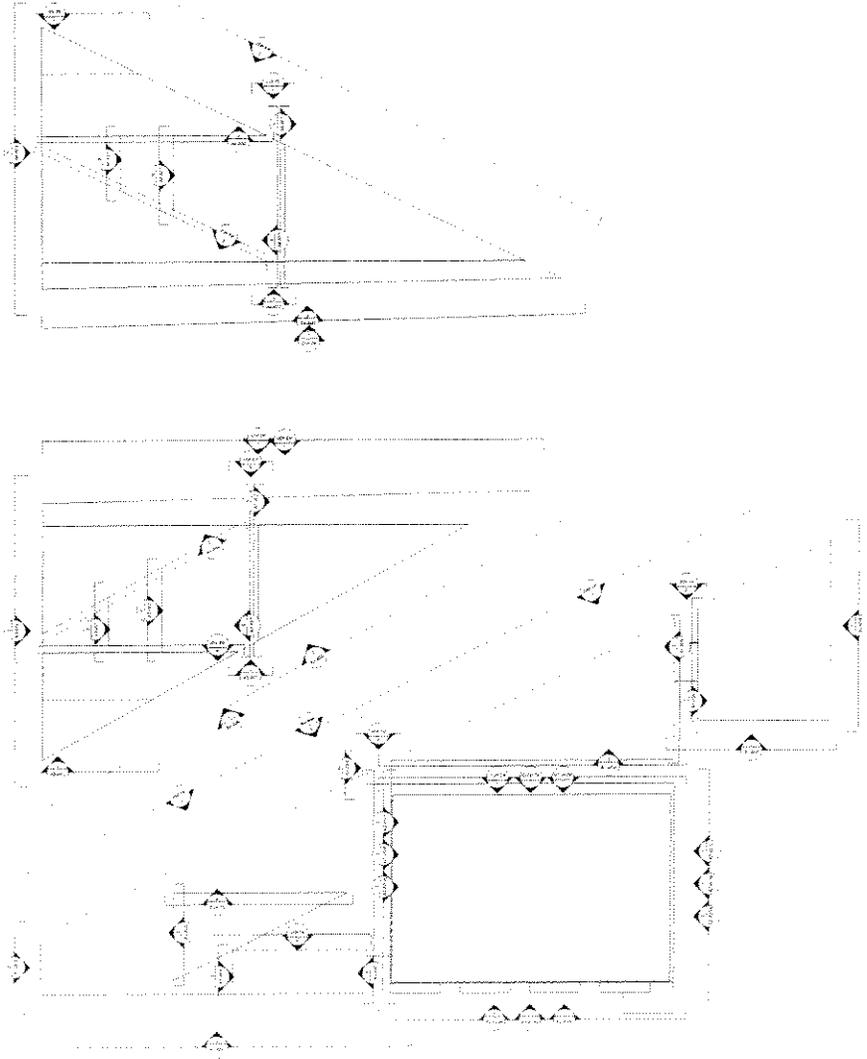
1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKLOGISTICS.COM

**WESTBANK SUPPLY**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKSUPPLY.COM

**WESTBANK DISTRIBUTION**

1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1100  
WWW.WESTBANKDISTRIBUTION.COM



**ELEVATIONS KEY PLAN**

A0-250

Appendix E ; page 26 of 44





BEACH AND HOWE

METRUM PROJECTS CORP  
 10000 15th Avenue SW  
 Suite 1000  
 Seattle, WA 98148  
 Phone: 206.465.1000  
 Fax: 206.465.1001  
 Email: info@metrum.com

BEACH AND HOWE  
 1000 1st Avenue  
 Seattle, WA 98101  
 Phone: 206.465.1000  
 Fax: 206.465.1001  
 Email: info@beachandhowe.com

PROJECT NO. 1000015000  
 SHEET NO. A0-401

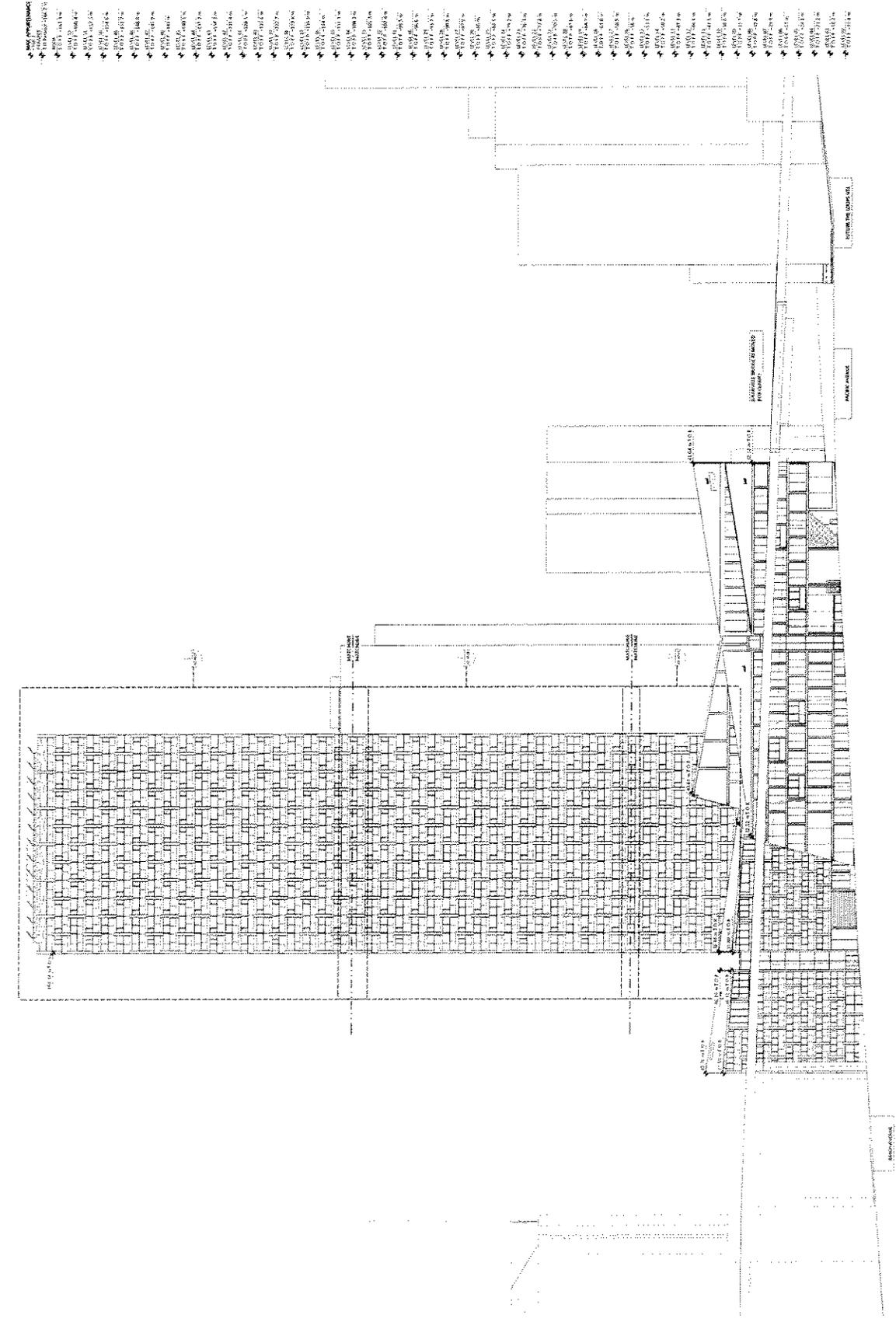
DATE: 10/15/10  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT: [Name]

PROJECT PARTNERS BUILDING  
 1000 1st Avenue  
 Seattle, WA 98101

NOT FOR CONSTRUCTION

ELEVATION EAST

A0-401













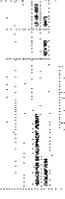


**BEACH AND HOWE**

1000 WEST 10TH AVENUE  
 SUITE 100  
 DENVER, CO 80202  
 TEL: 303.733.8800  
 WWW.BEACHANDHOWE.COM

**ARCHITECT**  
 BEACH AND HOWE ARCHITECTS, P.C.  
 1000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80202  
 TEL: 303.733.8800  
 WWW.BEACHANDHOWE.COM

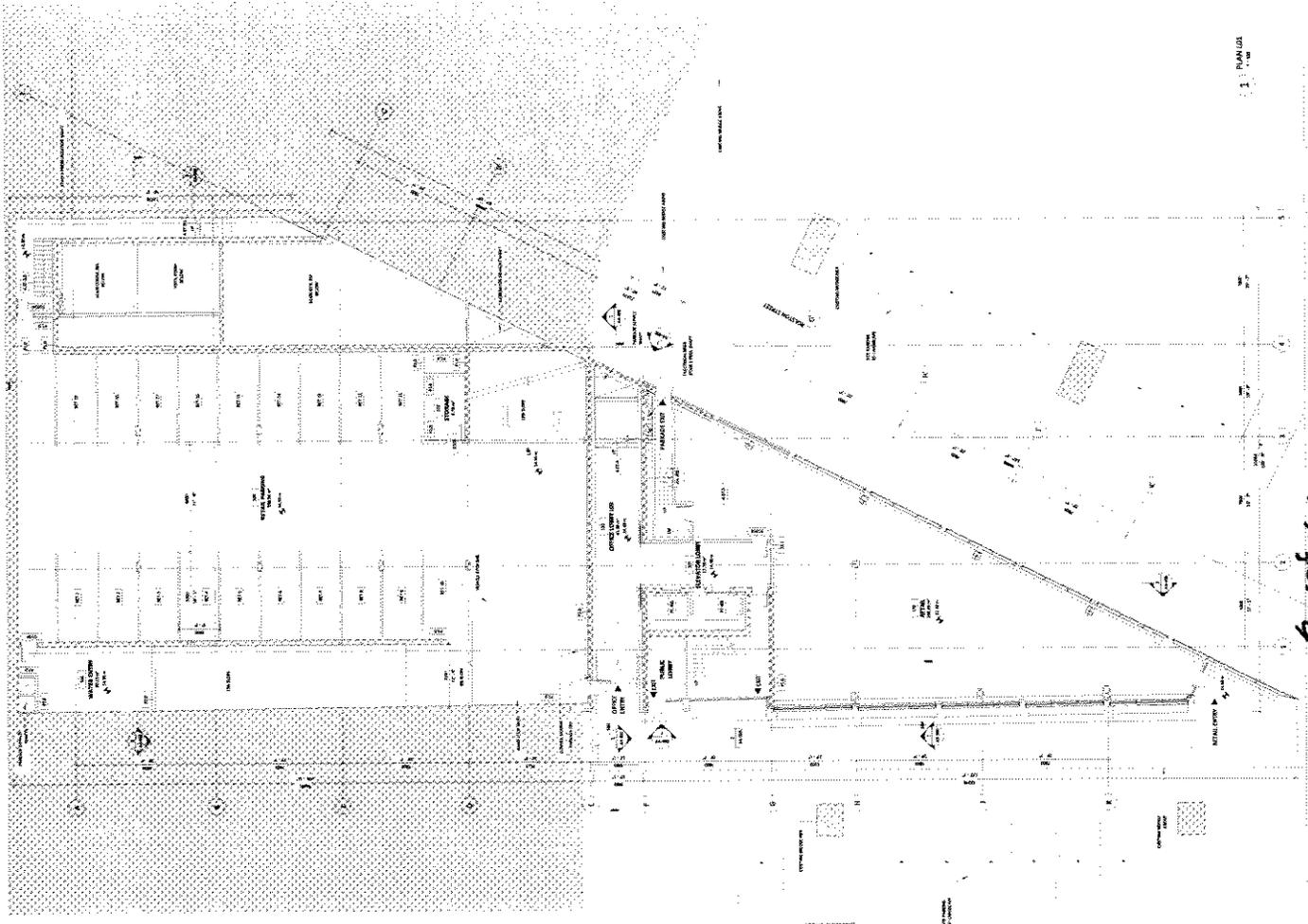
**GENERAL CONTRACTOR**  
 JACOBS  
 1775 BROADWAY, SUITE 1500  
 DENVER, CO 80202  
 TEL: 303.733.8800  
 WWW.JACOBS.COM



NET FOR CONSTRUCTION

**PLAN LEVEL 1**

**A4-202**

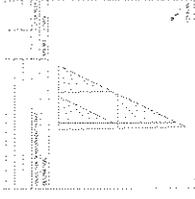


Appendix E ; page 34 of 44



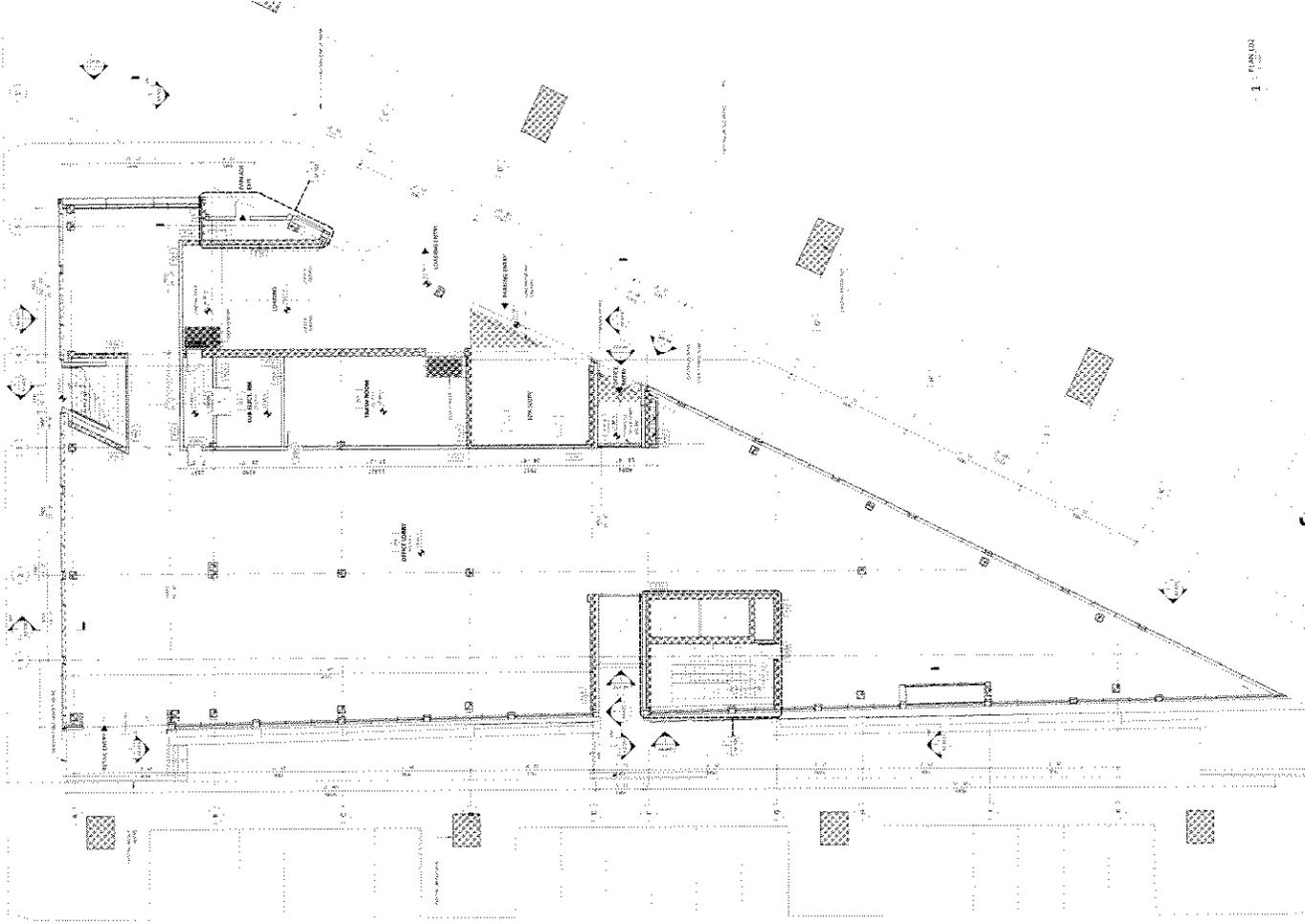
**BEACH AND HOWE**

PROJECT: [illegible]  
 LOCATION: [illegible]  
 DATE: [illegible]  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 APPROVED BY: [illegible]



PLAN LEVEL 2

A4-204



Appendix E ; page 35 of 44





**BEACH AND HOWE**

**WILSON JONES ARCHITECTS**  
 1000 BROADWAY, SUITE 1000  
 NEW YORK, NY 10018  
 TEL: 212 512 2000  
 FAX: 212 512 2001  
 WWW.WILSONJONES.COM

**BEACH AND HOWE**  
 1000 BROADWAY, SUITE 1000  
 NEW YORK, NY 10018  
 TEL: 212 512 2000  
 FAX: 212 512 2001  
 WWW.BEACHANDHOWE.COM

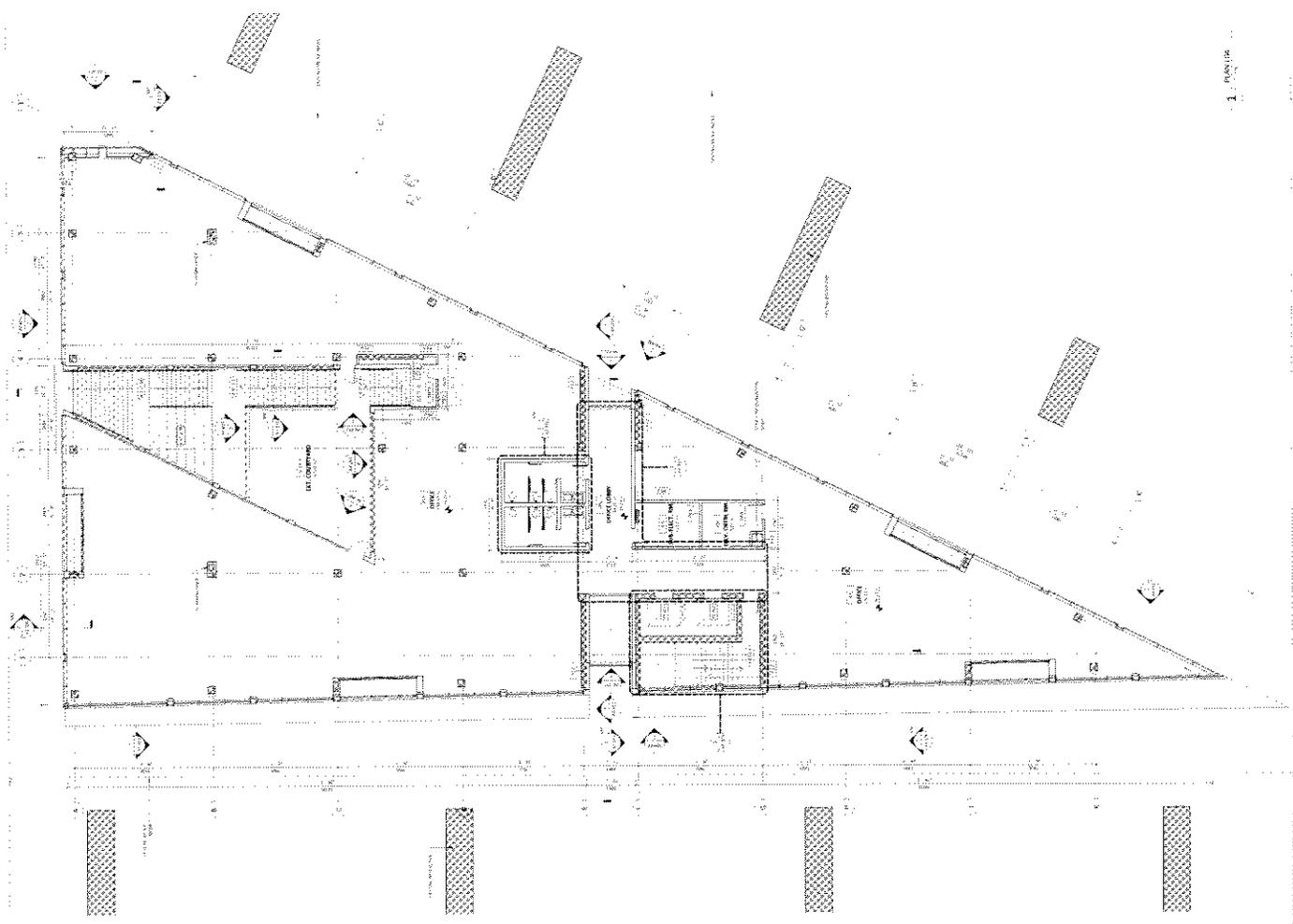
**INTERIORS GROUP**  
 1000 BROADWAY, SUITE 1000  
 NEW YORK, NY 10018  
 TEL: 212 512 2000  
 FAX: 212 512 2001  
 WWW.INTERIORSGROUP.COM

**PROFESSIONAL ARCHITECTS**  
 1000 BROADWAY, SUITE 1000  
 NEW YORK, NY 10018  
 TEL: 212 512 2000  
 FAX: 212 512 2001  
 WWW.PROFESSIONALARCHITECTS.COM

NOT FOR CONSTRUCTION  
 10/11/11

**PLAN LEVEL 4**

A4-208



Appendix E; page 3 of 44









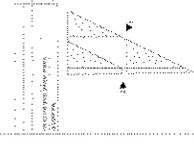
BEACH AND HOWE

MULTIMEDIA CONSULTING GROUP  
 10000 14th Avenue, Suite 100  
 Boulder, CO 80501  
 (303) 440-1100  
 WWW.MULTIMEDIACONSULTING.COM

GEORGE W. SIMPSON  
 ARCHITECT  
 10000 14th Avenue, Suite 100  
 Boulder, CO 80501  
 (303) 440-1100  
 WWW.GEORGEW.SIMPSON.COM

INTERIORS GROUP  
 10000 14th Avenue, Suite 100  
 Boulder, CO 80501  
 (303) 440-1100  
 WWW.INTERIORSGROUP.COM

FITZGERALD ARCHITECTS SMITHSONIAN  
 10000 14th Avenue, Suite 100  
 Boulder, CO 80501  
 (303) 440-1100  
 WWW.FITZGERALDARCHITECTS.COM



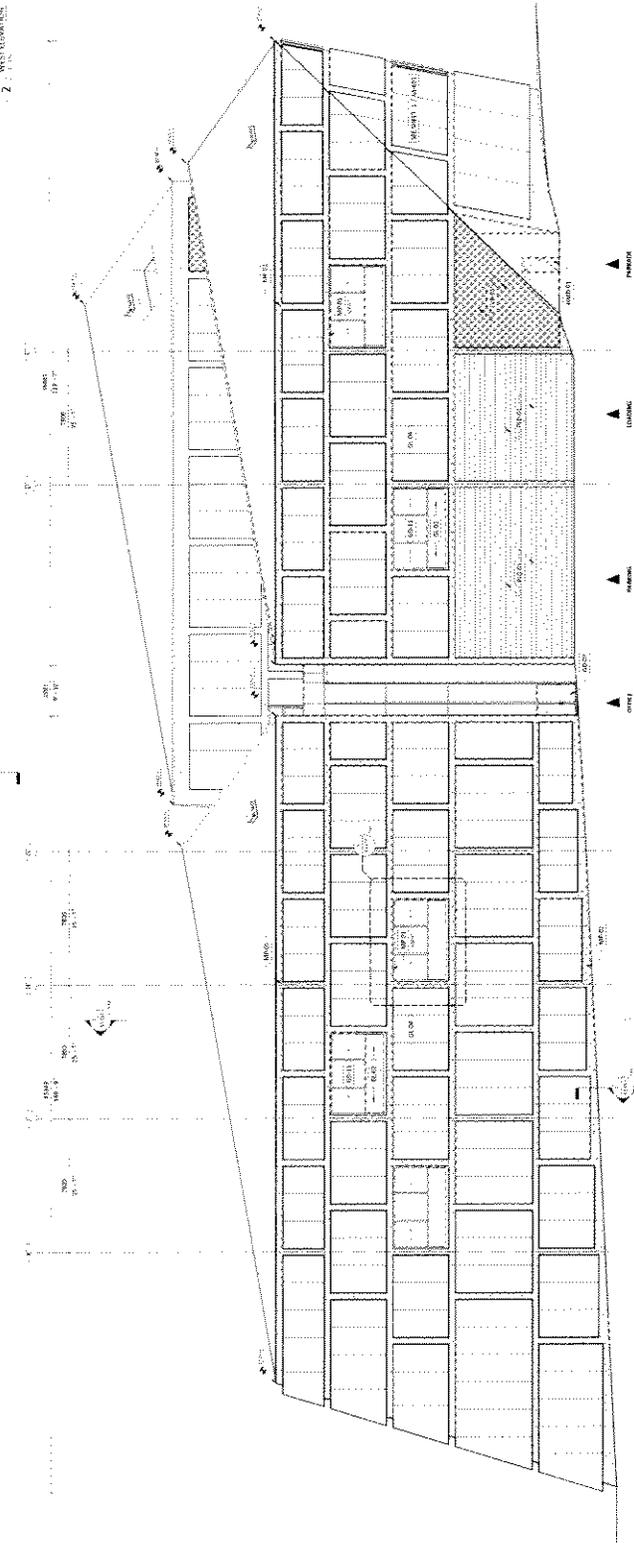
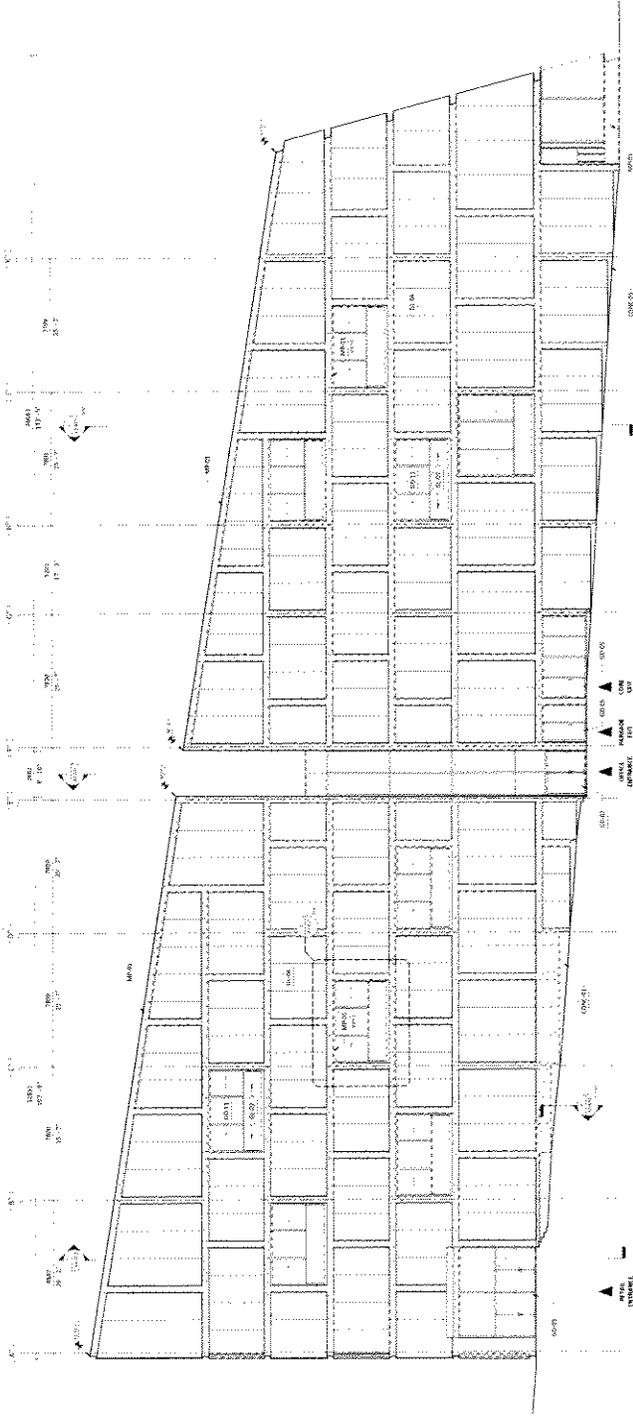
NOT FOR CONSTRUCTION  
**ELEVATIONS**  
**SOUTHEAST &**  
**WEST**

A4-400

WEST ELEVATION  
 1:10 (SEE PLAN 414-04)

- 00000 0' 0" 0.0000
- 00005 5' 0" 0.0000
- 00010 10' 0" 0.0000
- 00015 15' 0" 0.0000
- 00020 20' 0" 0.0000
- 00025 25' 0" 0.0000
- 00030 30' 0" 0.0000
- 00035 35' 0" 0.0000
- 00040 40' 0" 0.0000
- 00045 45' 0" 0.0000
- 00050 50' 0" 0.0000
- 00055 55' 0" 0.0000
- 00060 60' 0" 0.0000
- 00065 65' 0" 0.0000
- 00070 70' 0" 0.0000
- 00075 75' 0" 0.0000
- 00080 80' 0" 0.0000
- 00085 85' 0" 0.0000
- 00090 90' 0" 0.0000
- 00095 95' 0" 0.0000
- 00100 100' 0" 0.0000

- 00000 0' 0" 0.0000
- 00005 5' 0" 0.0000
- 00010 10' 0" 0.0000
- 00015 15' 0" 0.0000
- 00020 20' 0" 0.0000
- 00025 25' 0" 0.0000
- 00030 30' 0" 0.0000
- 00035 35' 0" 0.0000
- 00040 40' 0" 0.0000
- 00045 45' 0" 0.0000
- 00050 50' 0" 0.0000
- 00055 55' 0" 0.0000
- 00060 60' 0" 0.0000
- 00065 65' 0" 0.0000
- 00070 70' 0" 0.0000
- 00075 75' 0" 0.0000
- 00080 80' 0" 0.0000
- 00085 85' 0" 0.0000
- 00090 90' 0" 0.0000
- 00095 95' 0" 0.0000
- 00100 100' 0" 0.0000



1:10 (SEE PLAN 414-04)

- ▲ CENTER CORNER
- ▲ PARKING
- ▲ LOADING
- ▲ FRONT YARD

Appendix E ; page # of 44

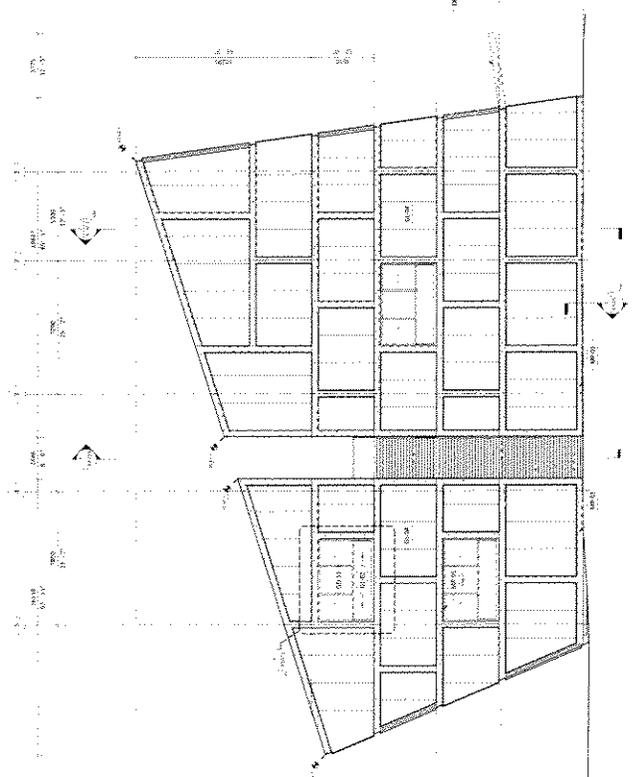
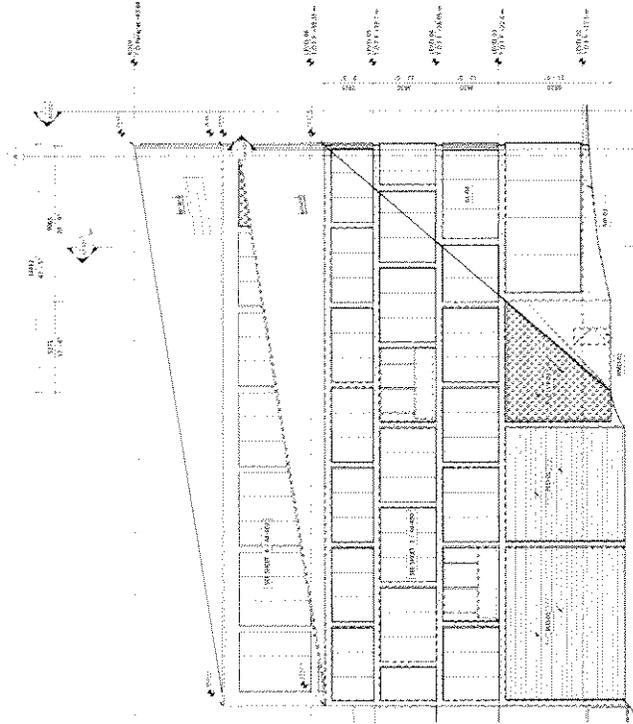


**BEACH AND HOWE**

WESTERN PROJECT CORP.  
 10000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80231  
 (303) 750-1000  
 www.westernproject.com

ARCHITECTURAL GROUP  
 10000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80231  
 (303) 750-1000  
 www.westernproject.com

GENERAL CONTRACTOR  
 10000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80231  
 (303) 750-1000  
 www.westernproject.com



WESTERN PROJECT CORP.  
 10000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80231  
 (303) 750-1000  
 www.westernproject.com

ARCHITECTURAL GROUP  
 10000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80231  
 (303) 750-1000  
 www.westernproject.com

GENERAL CONTRACTOR  
 10000 WEST 10TH AVENUE, SUITE 100  
 DENVER, CO 80231  
 (303) 750-1000  
 www.westernproject.com

**ELEVATIONS  
NORTH & EAST**

**A4-401**

Appendix E : page #2 of 44



**BEACH AND HOWE**

WESTMAN PROJECT GROUP  
10000 Westman Blvd, Suite 100  
Westman, VA 23090  
Tel: 757-428-1100  
Fax: 757-428-1101  
www.beachandhowe.com

**ARCHITECT**  
Beach and Howe

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**CLIENT**  
Westman Project Group

**LOCATION**  
10000 Westman Blvd, Suite 100  
Westman, VA 23090

**DESCRIPTION**  
Architectural Elevation

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

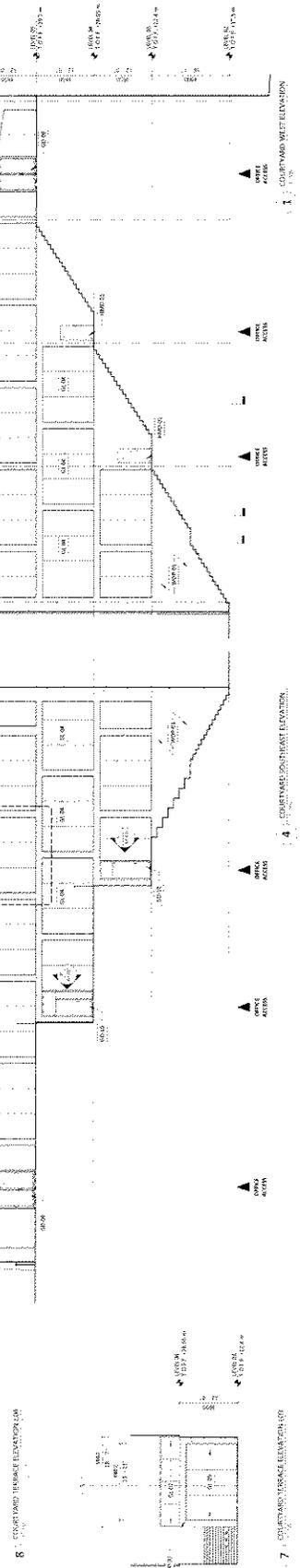
**PROJECT NO.**  
14-001

**DATE**  
08/14/14

**PROJECT**  
Westman Project Group

**ELEVATIONS  
COURTYARD &  
ATRIUM**

**A4-402**



Appendix E ; page 2 of 44



## REZONING RATIONALE

THIS SECTION OF THE REZONING APPLICATION OUTLINES THE SPECIFIC DESIGN RESPONSE OF THE APPLICATION TO THE TWO MOST IMPORTANT POLICY DOCUMENTS AFFECTING THIS SPECIFIC SITE; THE UNDER THE GRANVILLE BRIDGE NEIGHBOURHOOD COMMERCIAL CENTRE (UGBNCC) POLICIES AND GUIDELINES AND THE GENERAL POLICY FOR HIGHER BUILDINGS (GPHB). THE EXISTING SITE ZONING (BCPED - BC PLACE / EXPO DISTRICT WEST OF GRANVILLE AND FCCDD - FALSE CREEK COMPREHENSIVE DEVELOPMENT DISTRICT EAST OF GRANVILLE) ARE BOTH LONG OUTDATED ZONINGS WITH RESPECT TO THIS SITE, AND SO DO NOT PROVIDE USEFUL COMPARATIVE INFORMATION FOR THIS APPLICATION.

### RESPONSE TO:

UNDER THE GRANVILLE BRIDGE NEIGHBOURHOOD COMMERCIAL CENTRE POLICIES AND GUIDELINES

THE CITY OF VANCOUVER'S VISION FOR THE NEIGHBOURHOOD UNDERNEATH THE GRANVILLE BRIDGE FOLDS TWO IDEAS TOGETHER. THE FIRST IDEA IS A PLACE FOR NEIGHBOURHOOD SHOPPING, WITH APPROPRIATE LOCAL RETAIL USES. THE SECOND IS A DRAMATIC AND VIBRANT PUBLIC REALM THAT IS RESPONSIVE TO THE OPPORTUNITIES CREATED BY THE BRIDGE STRUCTURE. BY INCORPORATING A FOODSTORE, DRUG STORE, LIQUOR STORE, RESTAURANTS, A BANK AND SMALLER SCALE RETAIL THIS PROJECT PROVIDES A COMPLETE NEIGHBOURHOOD DESTINATION, WITH ALL KEY BASICS IN A SINGLE LOCATION. BY PROPOSING A DISTINCTIVE, HARDSCAPE DOMINATED AND FLEXIBLE PUBLIC REALM THAT INCLUDES BOTH A CURBLESS, FLEXIBLE GROUND PLANE FOR IMAGINATIVE EVENTS, AND CONTRASTING SMALLER SCALE PASSAGES AND TWO UNIQUE TRIANGULAR COURTYARDS, THE PROJECT PROPOSES A TRULY URBAN AND MEMORABLE SET OF LINKED PUBLIC SPACES.

### SPECIFIC RESPONSES:

- LAND USE AND DENSITY

THE APPLICATION INCLUDES THE GROCERY STORE, SMALL SCALE CRU'S AND RESTAURANTS RECOMMENDED IN THE UGBNCC POLICIES. THE ADDITION OF A DRUGSTORE, BANK, AND LIQUOR STORE ENHANCES THE EFFECTIVENESS AS A LOCAL SHOPPING DESTINATION. OFFICES ARE LOCATED ON UPPER FLOORS, AS REQUESTED. NO NON SUPPORTED USES (AUTO CENTRED OR RESIDENTIAL) ARE LOCATED ON THE TWO TRIANGULAR PARCELS COVERED BY THE GUIDELINES. THE UGBNCC POLICIES NOTE THAT THE GROCERY STORE SHOULD BE TO THE EAST OF GRANVILLE STREET. THE OPPORTUNITY FOR A MUCH LARGER STORE ON THE ASSOCIATED WESTERN PARCEL ENHANCES THE RETAIL DRAW, RELATIVE TO A SMALLER STORE THAT COULD BE BUILT ON THE EAST PARCEL. ACTIVE FRONTAGES ARE CREATED NOT ONLY ON GRANVILLE STREET, BUT ON KEY SECTIONS OF ROLSTON AND CONTINENTAL STREETS AS WELL. THE CURBLESS PUBLIC REALM, LIKE ON GRANVILLE ISLAND, CREATES OPPORTUNITIES FOR ON STREET GOODS DISPLAY AND OUTDOOR SEATING. THE UGBNCC POLICIES NOTE THAT "THE ZONING SHALL NOT HAVE A PREDETERMINED FSR". THE PROPOSAL HAS A GREATER COMMERCIAL FLOOR AREA THAN ENVISIONED IN THE GUIDELINES BECAUSE OF THE INCLUSION OF THE WESTERN PARCEL FACING ON HOWE STREET AND A DESIRE TO PROVIDE A MORE COMPLETE NEIGHBOURHOOD RETAIL PACKAGE.

- BUILT FORM, MASSING AND CHARACTER

THIS SECTION OF THE UGBNCC POLICIES OUTLINES THE REQUIRED CLEARANCES FOR BRIDGE MAINTENANCE, THE IMPORTANCE OF CREATING A GRANVILLE STREET URBAN ROOM, THE IMPORTANCE OF ALLOWING THE CONTINUITY OF THE "GREAT STREET" STRATEGY ALONG THE SOUTH EDGE OF PACIFIC, AND THE IMPORTANCE OF SPACE FOR SEASONAL STRUCTURES. THIS PROJECT WILL MEET ALL THE NECESSARY SETBACKS AND OTHER REQUIREMENTS FOR BRIDGE MAINTENANCE ACCESS, AND FOLLOWS ALL THE BUILD TO LINE STRATEGIES RECOMMENDED IN THE UGBNCC POLICIES. THE PROJECT WILL ALSO ALLOW SUFFICIENT NORTH PROPERTY LINE SETBACK TO PERMIT THE "GREAT STREET" SECTION CONTINUITY. LASTLY, WE HAVE ALLOWED SPACE FOR, AND ENVISION FREQUENT USE OF SEASONAL STRUCTURES FOR DAY TO DAY USE AND SPECIAL EVENTS. IN TERMS OF BUILDING HEIGHT, THE PROPOSED STRATEGY OF ALLOWING THE GREEN ROOF TOPPED DISTINCTIVE TRIANGULAR FORMS TO POP OUT ABOVE THE BRIDGE DECK ENHANCES THE CITY SUPPORTED STRATEGY OF CREATING A GRANVILLE GATEWAY. THIS SECTION OF THE UGBNCC POLICIES ALSO OUTLINES THE IMPORTANCE OF CREATING ACTIVE STREET EDGES ON GRANVILLE. TO RESPOND TO THIS, WE HAVE LOCATED THE MAJOR IMPEDIMENTS TO ACTIVE EDGE CONTINUITY, THE LOADING DOCKS, ON ROLSTON AND CONTINENTAL, ALLOWING FULL RETAIL CONTINUITY ON GRANVILLE STREET. THIS SECTION ALSO OUTLINES THE DESIRE FOR AN "INDUSTRIAL" ARCHITECTURAL CHARACTER, WITH AN EMPHASIS ON TRANSPARENCY- ESPECIALLY AT GRADE. IT ALSO NOTES "MASSING AND BUILDING FORM SHOULD BE RECTILINEAR AND SIMPLE AS A STRATEGY TO COMBINE INDIVIDUAL SITES INTO A MORE COHESIVE, IDENTIFIABLE PRECINCT CHARACTER." OUR PROJECT PROPOSES A COMBINATION OF SIMPLE WALL PLANES AND GEOMETRIES THAT ARE RESPONSIVE TO THE TRIANGULAR SITE, ENHANCED BY DRAMATIC TRANSPARENCY TO THE LIFE OF THE BUILDING. THIS OVERALL STRATEGY WILL CREATE A COMBINATION OF AN ARCHITECTURALLY UNIQUE NEIGHBOURHOOD, THAT RESPONDS TO THE EXTRA LARGE SCALE OF THE BRIDGE STRUCTURE WITH CLEAN LINED, RICH BUT NOT OVER ARTICULATED FORMS, AND SUBSTANTIAL TRANSPARENCY TO EXPOSE THE LIFE WITHIN THE BUILDINGS. SUPPORTED BUILDING MATERIALS INCLUDE CONTEMPORARY METAL CLADDING SYSTEMS; HEAVY TIMBER STRUCTURAL ELEMENTS; GLASS AND STEEL; BRICK; AND ARCHITECTURAL CONCRETE. WE PROPOSE USING ALL OF THESE EXCEPT FOR BRICK AND HEAVY TIMBER. THE ROOF OF PARCELS 2 AND 3 WILL BE LANDSCAPED WITH GREEN ROOF TREATMENT, IN ACCORDANCE WITH THE GUIDELINES. THE UGBNCC POLICIES SUGGEST LOADING AND RECYCLING AREAS SHOULD BE SCREENED. THIS WILL BE TRUE FOR, AND /OR THEY WILL USED AS OPPORTUNITIES TO ENHANCE INTEREST WITH ACTIVITY AND COLOUR.

- MOVEMENT AND INFRASTRUCTURE

THE REZONING DESIGN RESPONSE TO PARKING AND LOADING IS COMPLEX, AND HAS BEEN DISCUSSED EXTENSIVELY WITH THE CITY. THE MOST SUBSTANTIVE DIFFERENCE FROM THE MOVEMENT, PARKING AND LOADING STRATEGY OUTLINED IN THE UGBNCC POLICIES IS OUR INTENT TO HAVE ROLSTON AND CONTINENTAL STREETS BOTH TWO WAY. THIS WILL SLOW TRAFFIC, ALLOW RIGHT-ANGLED PARKING, AND, MOST IMPORTANTLY, CREATE ROUTE FLEXIBILITY IN ORDER TO REDUCE THE CHALLENGES OF CLOSING GRANVILLE STREET FOR

## Appendix F : page 2 of 3

### EVENTS.

WITH RESPECT TO STREET PARKING LOCATIONS AND LOADING BAY LOCATIONS THE PROJECT CONFORMS TO THE GUIDELINES FOR PARCEL 2 AND 3. PARCEL 1 LOADING IS OFF OF CONTINENTAL STREET - A SUPERIOR LOCATION TO HOWE STREET.

FOR A MUCH MORE EXTENSIVE DISCUSSION OF TRAFFIC AND TRANSPORTATION ISSUES PLEASE SEE THE TRAFFIC AND TRANSPORTATION SECTION (7) OF THE DOCUMENT AND THE SEPARATE BUNT AND ASSOCIATES REPORT.

THE DESIGN OF UTILITIES WILL ADHERE TO THE UGBNCC POLICIES.

- PUBLIC REALM TREATMENT

THE UGBNCC POLICIES ARE NOT PRESCRIPTIVE WITH RESPECT TO THE PUBLIC REALM DESIGN (EXCEPT FOR LIGHTING), NOTING ONLY THE IMPORTANCE OF A COHESIVE URBAN (HARDSCAPE) STRATEGY, QUALITY MATERIALITY, AND FLEXIBILITY FOR EVENTS.

THE PUBLIC REALM DESIGN OF BEACH AND HOWE MEETS AND EXCEEDS THE INTENTIONS OF THE UGBNCC POLICIES. IN PARTICULAR, THE GRANVILLE ISLAND LIKE CURBLESS PAVING TREATMENT AND OUR AGENDA TO BUILD IN A DRAMATIC DEGREE OF FLEXIBILITY FOR GRANVILLE STREET WILL CREATE A UNIQUE ENVIRONMENT THAT HAS THE POTENTIAL TO ANCHOR A COHESIVE SENSE OF URBAN PLACE THAT COULD STRETCH SOUTH TO FALSE CREEK IN FUTURE.

WE SEE DRAMATIC AND FLEXIBLE LIGHTING AS CENTRAL TO THE SUCCESS OF THE PROJECT. THE UGBNCC POLICIES ARE PRECISE WITH RESPECT TO LIGHTING, BUT WE BELIEVE THAT THE DISTINCTIVE ARCHITECTURAL CHARACTER PROPOSED BY THIS APPLICATION, AND THE RAPID TECHNOLOGICAL CHANGES IN LIGHTING

POSSIBILITIES MEANS THAT THE LIGHTING STRATEGY PROPOSED IN THE UGBNCC POLICIES SHOULD BE REVISITED. THE AGENDA OF THE DESIGN TEAM IS TO DO THIS DESIGN WORK AS PART OF THE DEVELOPMENT PERMIT PHASE.

FOR A MORE EXTENSIVE DISCUSSION OF PUBLIC REALM ISSUES INCLUDING LANDSCAPE DESIGN PLEASE SEE THE PUBLIC REALM SECTION (2.3) OF THE DOCUMENT.

- ENVIRONMENT

THE PROJECT IS FAR MORE AMBITIOUS FROM A SUSTAINABILITY PERSPECTIVE THAN OUTLINED IN THE UGBNCC POLICIES. FOR A MORE EXTENSIVE DISCUSSION OF SUSTAINABILITY ISSUES INCLUDING LANDSCAPE DESIGN PLEASE SEE THE SUSTAINABILITY SECTION (3) OF THE DOCUMENT AND THE NOTES BELOW WITH RESPECT TO THE RESPONSE TO THE MORE AMBITIOUS TALL BUILDING SUSTAINABILITY GOALS.

RESPONSE TO:  
GENERAL POLICY FOR HIGHER BUILDING

THE CITY OF VANCOUVER'S VISION FOR THE REMAINING FEW TALL BUILDING SITES IN THE DOWNTOWN CORE IS THAT OF INVIGORATING ARCHITECTURAL EXCELLENCE FUSED WITH A COMPREHENSIVE, ADVANCED SUSTAINABILITY STRATEGY. THIS PARTICULAR SITE ALSO HAS A KEY GATEWAY ROLE. OUR PROJECT THEREFORE PROPOSES THE MOST DISTINCTIVE TOWER FORM IN THE CITY. ONE THAT IS BOTH RESPONSIVE TO THE UNIQUE SITE CONDITIONS CREATED BY THE GRANVILLE BRIDGE AND ARCHITECTURALLY APPROPRIATE FOR A PROMINENT GATEWAY SITE. IN TERMS OF SUSTAINABILITY, WE PROPOSE ONLY THE SECOND APPLICATION OF LEED NEIGHBOURHOOD DEVELOPMENT IN THE CITY - AN UNUSUAL DOWNTOWN OPPORTUNITY TO MOVE BEYOND GREEN BUILDINGS INTO GREEN NEIGHBOURHOODS.

SPECIFIC RESPONSES:

- BUILDING HEIGHT

THE 496'-9" HEIGHT PROPOSED IS HIGHER THAN THE 425' STATED IN THE GPHB. HOWEVER, THE GPHB RECOGNIZES THAT THIS GATEWAY SITUATION COULD ACCOMMODATE A HIGHER HEIGHT BY ITS USE OF THE WORDS "GENERAL HEIGHT OF HIGHER BUILDING", SUBJECT TO URBAN DESIGN, SHADOW AND ARCHITECTURAL ANALYSIS. STAFF REQUESTED THAT THE TEAM INVESTIGATE 3 HEIGHTS: 425 FT, 450 FT AND 470 FT. THE APPLICANTS PROPOSED A HEIGHT OF 497 FT. THE DOCUMENT CONTAINS MULTIPLE RENDERINGS AND COMPARATIVE ELEVATIONS THAT CLEARLY DEMONSTRATE THE ABILITY OF THE SITE TO ACCOMMODATE A 496'-9" TALL TOWER, AND THAT SUCH A TOWER PROPORTION SUPPORTS THE OVERALL AGENDA OF ARCHITECTURAL EXCELLENCE. THE SITE ITSELF IS CHALLENGING GIVEN ITS TRIANGULAR SHAPE AND THE REQUIRED 30 M BRIDGE SETBACK, WHILE FORM AND CHARACTER ARE DERIVED FROM THE SITE'S LOCATION AND PHYSICAL CONSTRAINTS. THE TOWER SIZE AND HEIGHT RESPONDS TO THE KEY CHALLENGE OF THE SITE FROM A DEVELOPMENT PERSPECTIVE- THE ABILITY TO ACHIEVE THE NECESSARY DENSITY TO MAKE THE PROJECT FEASIBLE AND VIABLE. INNOVATIVE DESIGN WAS NECESSARY TO GET THE DENSITY WHICH LED TO THE FORM OF THE BUILDING STARTING FROM A TRIANGULAR SHAPE AT THE BASE TO A RECTANGULAR SHAPE AT THE TOP. INEFFICIENT TRIANGULAR LOWER FLOOR PLATES ARE COMPENSATED FOR BY EFFICIENT UPPER FLOOR PLATES. ACCORDINGLY, THE HEIGHT IS DRIVEN BY THE NEED TO ACHIEVE A CERTAIN DENSITY BUT, THE RESULTANT HEIGHT IS A FUNCTION OF THE DESIGN, AND NOT THE DRIVER OF THE DESIGN.

- CREATIVITY AND EXCELLENCE

THE TOWER AT BEACH AND HOWE COMBINES AN EXTRAORDINARY ARCHITECTURAL FORM AND EXPRESSION WITH AN EXTRAORDINARY STRUCTURAL SOLUTION. CITY OF VANCOUVER DESIGN HAS TOO OFTEN LIMITED ITSELF TO ARCHITECTURAL "EXPRESSION" AT THE COST OF ARCHITECTURAL INVENTION. THE TOWER AT BEACH AND HOWE WILL BE THE MOST DISTINCTIVE FORM OF ANY TOWER IN THE CITY OF VANCOUVER, AND THAT FORM IS GENERATED BY A THOUGHTFUL AND SPECIFIC RESPONSE TO A PARTICULAR SITE.

- LEADERSHIP AND ADVANCES IN SUSTAINABLE DESIGN AND ENERGY CONSUMPTION / ADVANCING THE CITY'S CARBON NEUTRAL OBJECTIVES

IN TERMS OF SUSTAINABILITY THE MOST AMBITIOUS ASPECT OF THIS SCHEME IS TO INTEGRATE MULTIPLE BUILDINGS IN A GREEN NEIGHBOURHOOD. AS NOTED, WE PROPOSE TO APPLY FOR LEED ND PLATINUM AND WE ARE TARGETING LEED PLATINUM FOR THE TOWER AS WELL, ALTHOUGH THIS IS NOT YET CERTAIN TO BE ACHIEVABLE. THIS WILL INVOLVE MULTIPLE DETAILED EXPLORATIONS. THESE INCLUDE THE INVESTIGATION OF DISTRICT ENERGY POSSIBILITIES, TRANSFER OF ENERGY BETWEEN COOLING DOMINATED COMMERCIAL SPACES AND HEATING DOMINATED RESIDENTIAL SPACES, GEOTHERMAL ENERGY AND ADVANCED ENVELOPE DESIGN. THE PROJECT WILL MEET AND EXCEED THE REQUIREMENTS IN THE GPHB. SEE ALSO THE SUSTAINABILITY SECTION (3) OF THE DOCUMENT

- ENHANCED DESIGN REVIEW

IN ADDITION TO THE ADVANCED DESIGN REVIEW PROCESS OUTLINED IN THE GPHB, WESTBANK HAS SPONSORED A FREE PUBLIC LECTURE IN APRIL BY BJARKE INGELS AND A FOLLOW UP PANEL DISCUSSION FOCUSING ON THE OPPORTUNITY FOR THIS PROJECT BECOMING A NEW BENCHMARK FOR ARCHITECTURAL AND URBAN DESIGN EXCELLENCE IN THE CITY OF VANCOUVER. OUR AGENDA IS TO USE THIS PROJECT AS AN EXEMPLARY EXAMPLE OF RAISING THE DESIGN BAR IN OUR CITY.

- COMMUNITY BENEFITS / PUBLIC REALM

BEACH AND HOWE WILL MEET OR EXCEED ALL THE PUBLIC REALM AND SIGNAGE DESIGN REQUIREMENTS OF THE GPHB. SPECIFIC COMMUNITY BENEFITS INCLUDE THE PROVISION OF RENTAL HOUSING, AND THE PUBLIC REALM IMPROVEMENTS. HOWEVER, WE FIRMLY BELIEVE THAT THE GREATEST COMMUNITY BENEFIT OF THIS PROJECT IS TO ACT AS AN INSPIRING EXAMPLE OF ARCHITECTURAL EXCELLENCE ANCHORED IN A UNIQUE URBAN PUBLIC REALM- AN OUTSTANDING DEMONSTRATION THAT VANCOUVER CAN BE A "CITY BY DESIGN" AND A "CITY OF DESIGN".