

Vancouver city council

CATCHING UP

Vancouver city council this week tackles a backlog of items left over from heavy agendas two weeks ago, although this week looks just as busy.

Tonight, council continues its public hearing on regulating marijuana sales, in which more than 200 speakers have signed up to address council, causing the hearing to continue over three sessions so far.

“The hearing is to amend the zoning and development bylaw to include a new conditional land use; a new licence category called “retail dealer - medical marijuana-related use;” an annual licence fee of \$30,000; a ban on customers under 19 and a 300-metre distance between stores and from schools and community centres.” Council Tuesday is expected to make a decision on using city land on Powell for the Downtown Eastside street market. Although a number of people spoke to the issue two weeks ago, the item was held over.

Council’s planning, transportation and environment committee Wednesday will discuss the annual reports on developer cost levies and community amenity contributions, which had been deferred two weeks ago. They provide an update on the amounts of developer contributions and the community amenities, such as affordable housing, parks and child care.

Also Wednesday, council will deal with an update of the heritage action plan, which includes a zoning review of character houses across the city. Council will also consider approving up to \$73,250 for a pilot program to offer grants to owners of character homes to upgrade their energy efficiency. [nru](#)

Waterfront hub

GRANVILLE THE KEY?

By Karenn Krangle

A new connector road between **Cadillac Fairview’s** 555 West Cordova site and The Landing directly to the east may not be necessary if the city goes ahead and extends the north end of Granville first, the **Vancouver city planning commission** was told last week.

Frank Ducote and **Christina DeMarco**, of the **Downtown Waterfront Working Group**, said in a presentation to the commission that part of the problem with plans for a proposed 26-storey building is that it’s constrained by the site.

“The building for various reasons is constrained at the ground ... and [needs] to leave enough room for a road that comes over here [points to the east] in the future,” Ducote said. (See Cordova connector on diagram.)

“We think it’s important to open up Granville street sooner rather than later and see if it works without this road. They may have to hold this approval in place for a while, or delay it, but we’d like to see this happen and we hope there’s interest.”

The city has said extending Granville through Cadillac Fairview’s parkade at 200 Granville is part of the 2009 Waterfront Hub framework plan.

DeMarco called the plan to extend Granville “wonderful urban repair.

“It’s complex and will need a lot of work. [CONTINUED PAGE 10](#) ▶

INSIDE

Affordable housing election issue

Mayor speaks to Urban Land Institute

p 6 >

Block F

Musqueam plan for UEL site

p 7 >

Grandview citizens assembly

Advisory group presents report

p 8 >

UPCOMING DATES

- JUNE 22**
Vancouver park board, 7 p.m.
- JUNE 23**
Vancouver city council, 9:30 a.m.
- JUNE 24**
Vancouver city council planning, transportation and environment committee 9:30 a.m.
- JUNE 25**
Public hearing, 6 p.m.
- JULY 3**
Metro Vancouver board, 9 a.m.
- JULY 6**
Vancouver heritage commission, 11 a.m.
Vancouver park board, 7 p.m.
- JULY 7**
Vancouver city council, 9:30 a.m.
- JULY 8**
Vancouver city council finance and services committee 9:30 a.m.
- JULY 10**
Regional mayors committee, 1 p.m.
- JULY 13**
Development permit board, 3 p.m.
Public hearing, 6 p.m.
- JULY 15**
Vancouver city planning commission, 12:15
Urban design panel, 4 p.m.
- JULY 16**
Public hearing, 6 p.m.
- JULY 20**
Vancouver park board, 7 p.m.



Planning Institute of B.C. awards

HEALTHY WINNERS

Vancouver’s healthy city strategy was named top winner of the **Planning Institute of B.C.’s** award of excellence in planning policy, while West Vancouver’s study into coach houses shared the top award of excellence in planning practice.

At the PIBC annual meeting late last week, Vancouver was also recognized for its Marpole community plan as well as for the Pearson Dogwood site redevelopment, although that award was given to **Vancouver Coastal Health**, which owns the site.

The healthy city strategy, which won a gold award in the city and urban areas category, contains goals and targets to promote health and well-being among Vancouver residents, but also looks to issues such as transportation, climate change, reconciliation with aboriginal groups, immigration, aging, culture, continuing education, social relationships and local-area planning.

The PIBC jury said the plan called *A Healthy City for All*, whose first phase city council adopted in October, “bridges the divide between traditional land use planning and truly integrated community building.”

The Marpole plan, which won a silver award in policy planning (city and urban areas), was praised for its community outreach program and First Nations engagement.

The Pearson Dogwood site plan, which shared the silver category with Marpole, was given to the health authority and its project partner, **DIALOG** for its sustainable design and implementation.

“The link between health and environmental design while keeping the project economically viable was viewed as a real strength of the submission,” the jury said.

The coach house study and engagement program in West Vancouver took a gold award for excellence in planning practice (city and urban areas) for a “thorough and rigorous” process.

“While West Vancouver is not the first community to introduce coach houses, it has established a unique policy and regulatory framework, allowing for rental coach houses as a detached form of secondary suite; and ownership coach houses in limited circumstances,” the jury said. “They took the time to meaningfully engage the community, looked at examples from elsewhere, and then developed an approach that was suited to the local context and needs, such as maintaining neighbourhood character and preserving existing houses.”

Other winners:
 • Capital Regional District, also gold award for excellence in planning practice (city and urban areas) for its pedestrian and cycling master plan;

CONTINUED PAGE 5

Ian A.R. Graham, Publisher,
iang@nrupublishing.com

Karen Krangle, Writer/Editor
karennk@nrupublishing.com

Jeff Payette, Layout/Graphics
jeffp@nrupublishing.com

Follow us on Twitter @NRUpublishing

CIRCULATION/ADVERTISING
irenak@nrupublishing.com
416.260.1304

Annual subscription rate is
\$335 + GST(BC).

Complimentary trial subscriptions
are available.

Advertising rates available
upon request.

NRU Vancouver Edition is
not to be redistributed without
the written consent of the
publisher.

NRU Vancouver Edition is
published 45 times a year by
NRU Publishing.

NRU Publishing Inc.
Vancouver Editorial Office
1350 Burrard Street, Suite 368
Vancouver, BC V6Z 0C2
T: 604.779.6135
F: 416.979.2707

Billings Department
34B McMurrich Street
Toronto, ON M5R 2A2
Tel: 416.440.0073
Fax: 416.440.0074



Urban design panel

NEW IDEAS FOR 555 CORDOVA

By Karenn Krangle

The architect for **Cadillac Fairview's** property next to the old CPR station last week showed Vancouver's urban design panel nine alternative concepts for the faceted tower that they rejected earlier this year.

While some of the new schemes still cantilever over the station, they vary in their massing and design features and are the same height as the original 26-storey faceted tower.

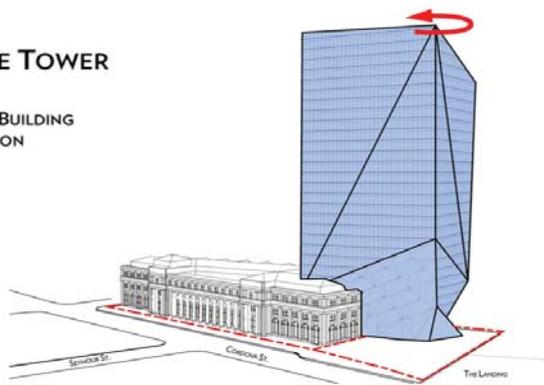
At a workshop session on the site and on the city's waterfront hub framework plan, architect **Gordon Gill** of Chicago's **AS+GG Architecture** quickly took the panel through the various concepts, slotting the series of small building models into a master model of the space at 555 West Cordova, now a parking lot between the station and The Landing.

The city and project team would not allow the new models to be photographed, but the various concepts have different sculptural forms, facets, chamfers, folds, tilts, pedestals and crevices, with floor plates of 15,000 to 16,080 square feet.

Gill told the panel that he has rotated the tower 90 degrees, and relocated the building. The design team also reconfigured the building's core to increase porosity on the plaza and limited its projection on a future right-of-way to the east of the building.

1
ROTATE TOWER

IMPROVES BUILDING ORIENTATION



ALS CTC **TOWER ROTATION** Cadillac Fairview CITY OF VANCOUVER
Drawing of how the building was rotated on the site.

Gill also suggested the building have a viewing terrace open to the public some of the time, thereby including part of the building in the public realm.

“What we’re doing is picking up the lobby portion and lifting it into the air,” he said. “If you can elevate the lobby up, it becomes more pleasing at eye level.”

Several panel members seemed to favour option 7, which Gill described as “the one that is meeting everyone’s needs. It has a narrower base, he said.

Of the two options that did not cantilever over the station, Gill said these would have to go over the five-metre allowance the city has given on the right-of-way to the east. The panel was divided on which overhang they preferred.

Development planner **Sailen Black** responded: “We won’t be supporting the tower that’s over the roadway.”

Architect **James Cheng**, who is working as a local consultant to Gill’s team, said the point of the exercise was not for the panel to fix on any one of the options, but to establish some urban design principles.

“The plaza might exist for another 25 years,” he said, referring to future development of the waterfront hub area to the north.

Panel members had generally positive responses to the options.

Stefan Aepli said the new options look promising so far and that the plaza should be as open as it can be.

“It will be very important to take the sculpting quite seriously,” he said.

Arno Matis said he was pleased the building has not lost any of its architectural character.

“It’s actually improved dramatically at grade,” he said. “I think you’ve done all the right moves.”

Roger Hughes, who said one of the options looks “like the beaver got to the tree just as it was about to fall over,” said he had no problem with an overhang above the station.

Russell Acton agreed, and like Hughes, said the building almost “feels it wants to be more orthogonal.”

CONTINUED PAGE 4

URBAN DESIGN PANEL

CONTINUED FROM PAGE 3

Neal LaMontagne said he would rather see the overhang above the station than the road and likes the idea of a public viewing area from the lobby.

He said he's not comfortable with the size of the floor plate. **Ken Larsson** said he preferred the overhang above the sidewalk and commented on the ability of the faceted glass building to reflect light in various angles.

Matthew Soules said height restrictions because of the city's view cones means this project ends up with a "stubby" tower.

But panel chair **Jennifer Marshall** told Gill: "I think you need to be thinking about the impact on views whatever you do."

She added: "You need to keep your moves very simple as you get closer to grade."

Gill, who said the project is becoming richer through revision, told the panel that he will be able to address issues they raised.

"We know we can comply with the city on the new corridor [on the east side of the site], the right-of-way and we think by introducing new areas for the public to have access, there is a new dimension to the plaza," he said

"When the road does become active, we don't want people to feel they've lost the plaza."

In January the panel voted not to support the original design for the tower, saying it was out of context with the site and the adjacent heritage buildings and had other design concerns. Both the scheme's design and placement brought a lot of negative public criticism.

[41st and Oak precinct](#)

The panel was less charitable in its other workshop last week, on a concept plan for **TransLink's** old bus barn site at 41st and Oak.

City planners **Kirsten Robinson** and **Pat St. Michel**, with architect **Joyce Drohan** of **Perkins + Will**, presented the draft concept for the 13.8-acre site known as Oakridge Transit Centre, which they said was a variation of three ideas presented at an open house in February. Each varied in their placement of a central street and the park with different inner street and housing patterns.

"There was no consensus on any one concept," Robinson said of public feedback on the earlier ideas. "There was support for a more centrally located park and more units fronting on it."

She also said there was strong preference for a curved central street."



Concept plan
Bus barn concept plan presented to UDP and at open houses. CITY OF VANCOUVER

Drohan said the team wanted to move away from "the orthogonal kind of planning we've seen so much of in this city. There's an opportunity to have more movement, more dynamism."

But some panel members did not feel the same way.

"You're going to wind up with this gesture that starts nowhere and goes nowhere," Acton said. "To me, there's a logical approach and then there's a swoopy kind of approach."

Marshall acknowledged that the concept is a continuation of the "sort of suburban" feel of nearby Oakridge, but added that she'd like to see a justification of "why it's like this."

Soules said the concept is "like everything we've seen everywhere, but it's curved."

"I can't help but think the proposal would be stronger if it was more generally rectilinear."

City council last year endorsed a planning program for the site, bounded by the half-block east of Oak, 41st, Willow and 38th, to examine heights and densities. The area is expected to become a new, midrise residential district featuring a large park, a daycare centre and a variety of housing types, with buildings up to 15 storeys and retail uses along 41st. Low-rise affordable housing could be built along Willow.

CONTINUED PAGE 5

HEALTHY WINNERS

CONTINUED FROM PAGE 2

- City of Campbell River, **DIALOG**, **PWL Partnership** and **Highland Engineering and Surveying**, silver award for excellence in planning practice (small town and rural areas) for public realm improvements on St. Ann's block;
- District of Tofino and **DIALOG**, silver award for excellence in planning practice (small town and rural areas) for a plan for Tofino's main street;
- Nanaimo Regional District with **EKISTICS Town Planning Inc.**, **Bentall Kennedy (Canada) LP** and **Fairwinds Real Estate Management Inc.** for a plan and phased development agreement for the Fairwinds community;
- **David Nairne and Associates Ltd.** with **Western Canada Mountain Bike Tourism Association** and **Northern BC Tourism**, silver award for excellence in policy planning (small town and rural areas) for the Northern B.C. mountain

bike, recreation and tourism development strategy;

- Sunshine Coast Regional District with **Investment Agriculture Foundation**, **AEL Agro Ecological Consulting** and **Upland Consulting**, honourable mention for excellence in policy planning (small town and rural areas) for the Sunshine Coast agricultural area plan.
- District of Lake Country with **Golder Associates**, honourable mention for excellence in policy planning (small town and rural areas), for the Lake Country integrated sustainability plan;
- **EcoPlan International** and **UN-Habitat** with Compass Resource Management, silver award for research and new directions in planning, for the initiative *Planning for Climate Change: a values-based strategic approach for urban planners.*

For more information: www.pibc.ca 

URBAN DESIGN PANEL

CONTINUED FROM PAGE 4

Consulting architect Drohan said the idea was to create something unique on the site and that accommodating the park in the site was an urban design challenge.

She said the team envisioned an intimate neighbourhood like Arbutus Walk on the old O'Keefe brewery site in Kitsilano, with narrower, lane-like streets.

"This is an opportunity for a new urban direction for this neighbourhood," she said.

But Marshall said the concept lacks "a big enough idea of itself."

Panel members also had concerns about the density immediately north of the tallest buildings along 41st.

Matis suggested some of the density could be moved towards the centre of the site.

Aeppli said he wondered if "the whole scheme isn't lined up along the wrong artery," and Matis said Oak was "nonexistent in this plan."

However, Robinson pointed out that the properties directly fronting on Oak are privately owned and are being developed separately, as will be properties to the north, across 38th.

The panel also discussed planning concepts for three adjacent sites, including the parking lot of the Jewish Community Centre, the gas station at the corner of 41st and Oak and Oakmont medical centre at 41st and Willow.

Drohan called 41st and Oak a "forgotten intersection."

"It doesn't have a lot going for it. There should be more of an urban node here."

St. Michel said the 3.4-acre JCC site has 800 feet of frontage and could accommodate six storeys, including a midrise massing over the centre.

The Oakmont site is governed by the Cambie corridor plan, and it and the gas station could go to eight storeys, she said.

She told NRU that the JCC will be developing its site itself.

Acton, whose firm designed King David high school at 41st and Willow, remarked that the centre has been interviewing architects.

These sites are part of an overall comprehensive plan for 41st Avenue between Oak and Willow streets.

Two open houses on the concept were also held last week.



Speech to Urban Land Institute

HOUSING TOP ISSUE: MAYOR

By Chris Rose

The lack of affordable housing is the biggest challenge currently facing Vancouver and political parties in the upcoming federal election need to be part of the solution, Mayor **Gregor Robertson** said last week.

“We have to acknowledge affordable housing isn’t easy to build, but it is necessary,” Robertson said at an **Urban Land Institute** luncheon in downtown Vancouver. “There’s no bigger challenge that we face in our city.”

Robertson, who is also chair of the Big City Mayors’ Caucus of the **Federation of Canadian Municipalities**, said affordable housing is a problem in other parts of the country but Vancouver and Toronto have the greatest challenge.

All political parties, he said, need to deal with housing and affordability issues. Nationwide, he added, about 850,000 affordable housing units have been lost in the last decade.

Financial partnerships are needed with the federal and provincial government in order to tackle the lack of affordable housing, he said, but “they are reluctant to get involved.”

Noting the upcoming election, he said another electoral term can’t be allowed to pass by without significant help coming from the federal government towards major housing improvements.

Leaders of political parties “need to come to the table to talk about housing, about affordability,” Robertson said.

He also said a federal government decision to sell its large RCMP and Jericho land parcels in the city is shortsighted, since the properties could be used to provide large amounts of affordable and mixed housing units.

On the plus side, he said, Vancouver is currently an economic leader in Canada and is also expected to do well next year.

The city is getting lots of attention around the world for its environmental position, he said, with more than 50 per cent of trips now occurring via transit, bike and walking.

In addition, he said, Vancouver is increasingly a vibrant place with many street celebrations and festivals. “There are opportunities [here] that very few cities get to enjoy.”

But the continued pressures caused by seemingly never-



ending growth creates challenges, he said, particularly in terms of affordable housing, helping the homeless and improving rapid transit.

Noting that an additional one million people are expected to arrive in Vancouver and the Metro region in the next 25 years, he said it is essential that a new east-west rapid transit line be built along Broadway.

“Here in Vancouver we know we need to invest in transportation,” he said, adding an efficient transit system is critical to Vancouver’s economy, its way of life, its environment.

Robertson told reporters after his speech that an east-west rapid transit line on Broadway is just a matter of time, even if the recent transit referendum — which asked citizens in Metro Vancouver if they supported a 0.5 per cent regional sales tax to help pay for about \$7.5 billion in transit improvements over the next 10 years — fails.

He added city workers are now examining ways of building the estimated \$3-billion underground line, which he referred to as “Plan B,” from Commercial Drive to Arbutus.

Robertson released no other details of the “Plan B” line. The result from the transit referendum is expected to be released within the next month.

Surrey Mayor **Linda Hepner** earlier promised to have a light rail line built in her municipality by 2018 regardless of the results of the transit referendum. [nru](#)

Musqueam First Nation

THE BLOCK F PLAN

By Chris Rose

Launi Lucas, a long-time resident of Vancouver's Point Grey neighbourhood, likes everything about the new **Musqueam** Band proposal to transform a 21.44-acre wooded parcel into a new housing community in the University Endowment Lands (UEL) except for one thing: those four 18-storey towers are just too high.

"I think they have done a very good job," Lucas said of the plans, displayed last week at an open house, which could result in as many as 1,250 condos, market rental, and non-market rental housing units, on 99-year leases with the UBC Property Trust, for as many as 2,500 people.

She added, however, the 18-storey buildings are so tall they don't integrate with the nearby existing community or the proposal itself. She added six- to eight-storey buildings would be a much better match for the area as they would be the approximate height of the second-growth forest.

"I think you have to look at the tree canopy," Lucas said in an interview. "I think you really have to respect that."

The open house was put on by the UEL in an attempt to gather further public input into the Musqueam proposal, which is located along University Boulevard south to Ortona Avenue. The original rezoning application of the Block F parcel was submitted in August, 2013 and UEL accepted a revised application in May.

The land was given to the Musqueam by the provincial government as part of a reconciliation agreement in 2008.

After the UEL is happy with any final changes, it will make its recommendation on the rezoning application to **Coralee Oakes**, the Community, Sport and Cultural Development minister, to make the final decision.

The original proposal called for two residential towers of 22 storeys, two 18-storey buildings, a six-storey midrise and four low-rise buildings, including blocks of townhouses. It also included a 120-room hotel.

The current plan features four 18-storey structures, one 12-storey building, two six-storey buildings, one four- to six-storey structure, one five-storey low-rise, two four-storey apartments and a series of townhouses.

The hotel has vanished and there is now a 15,000-square-foot community centre that may contain a gymnasium, a

fitness centre, meeting rooms, indoor and covered outdoor gathering space, a coffee bar and/or kitchen, and an office.

In addition, the plan, designed by **Rositch Hemphill Architects**, sees 30,000 square feet of commercial space, a 40-space child care facility, a civic plaza, greenways and wetlands. There is also a 3.1-acre park which includes the high point of land in the parcel.

It would, if approved, take 10 to 12 years to build.

Jaraad Marani, a University of B.C. planning student, said he thought the plan was amazing.

"I think it's going to be a big asset to the community," Marani said. "It's kind of nice to see the neighbourliness in something as large as this."

He said he was not at all concerned about the four 18-storey towers proposed for the site.

"They have to have some density to make the whole project work," said Marani. "You have to make the numbers work."

Stephen Lee, CEO of the **Musqueam Capital Corp.**, said changes to the proposal over the years have required a significant amount of planning work.

"It's taken a while," Lee said. "There was a lot of work that's gone into it."

UEL manager **Jonn Braman** said he was pleased with the planning process.

More information can be found here: www.universityendowmentlands.gov.bc.ca/businessservices/blockf.htm **nrU**

THOUGHT YOU KNEW VANCOUVER?

To subscribe or advertise in **NRU Vancouver Edition**, go to www.nrupublishing.com

Get the information only the insiders know.

NOVÆ res urbis
VANCOUVER EDITION



Grandview Woodland citizens' assembly

LOWER HEIGHTS PREFERRED

By Chris Rose

The city's hotly contested proposal to greatly increase density in the Grandview-Woodland area of Vancouver, including a 36-storey tower at Commercial Drive and East Broadway, has been significantly reduced in scope by a citizens' assembly.

According to the assembly's recently released 75-page report, the maximum building height near Commercial and Broadway should be no higher than 12 storeys, while most structures should be between four and eight storeys.

The report is scheduled to be discussed Wednesday at the city's planning, transportation and environment committee but its 270 recommendations are not binding on council.

Rachel Magnusson, chair of the assembly, noted in the report that members wrestled with many of most challenging issues facing cities today.

Those issues, Magnusson said, include: "How do we make it easier and safer for more people to walk, bike or use public transportation? How does a city make room for new residents without displacing others? How can a community retain its character as well as its local businesses in the face of growing economic pressure?"

Grandview-Woodland runs from Burrard Inlet to East Broadway, from Clark Drive to Nanaimo Street.

The report said the neighbourhood is clearly changing.

"The number of renter households in the community — in 2011 it was 66 per cent, compared with a city average of 52 per cent — is falling. Statistics Canada numbers suggest that between 2006 and 2011 the aboriginal population of Grandview-Woodland declined by at least 12 per cent."

The report also said Grandview-Woodland's total population has actually declined in the last decade, despite being home to one of the busiest transit hubs in North America.

"While Vancouver's population has grown by 42 per cent in the last four decades, the federal census pegged the population of Grandview-Woodland at 27,297, down nearly 2,000 from 2001, and just 500 more than in 1971."

Two years ago, area residents were stunned by plans to build a 36-storey building and others more than 20 storeys tall in the area around the SkyTrain station.

The 48-person citizens' assembly was formed following a heated backlash towards the original plan.

The assembly looked at the seven different neighbourhoods

Grandview Woodland planning

Whether the recommendations from the Grandview Woodland citizens' assembly find their way into the final community plan remains to be seen.

Between now and the end of the year, city staff intend to review and analyze them and work on the directions of the new community plan and a public benefit strategy, possibly with a report by winter.

The new draft plan for Grandview Woodland, is not likely to be seen until early next year.

The plan would "appropriately integrate the work of the citizens' assembly," a report to city council says.

The report, by assistant planning director **Kent Munro**, says the first step would be for staff to assess consistency and adherence to the assembly's terms of reference.

"A comprehensive analysis of the planning implications of the recommendations will also be

undertaken by staff," it says.

"This will include an estimation of the potential growth that would be accommodated, economic analysis of development viability at key sites, preliminary urban design analysis and an assessment of the fiscal implications of the proposals.

"Staff will also consider the context of the overall community planning process, including all feedback to date and an evaluation around whether the recommendations will effectively address the opportunities and challenges inherent in Grandview Woodland's future."

Assembly members will be given a chance to comment on the draft plan before it goes to council.

The report notes that although the assembly process has been used before for electoral reform, this one is unique because "it appears to be one of the first times that the engagement tool has been used in the realm of local land use or community planning policy."

- Karenn Krangle

within Grandview-Woodland, focusing on housing, public realm, transportation, local economy, services and amenities, arts, energy and climate change, and heritage.

"We consider Commercial Drive to be the 'heartbeat' of the Grandview-Woodland neighbourhood," the report said. "It contains the elements that make the area unique, diverse, and accepting; and all of these elements need to be maintained.

"We also want to create opportunities to sustain and support the local economy while encouraging

VANCOUVER BRIEFS

[Development permit board](#)

Last week's development permit board meeting was deferred to today because of computer problems.

The board reviews a social housing project at Southeast False Creek and an application to formalize permission for a downtown residential building to turn some suites into hotel units.

DYS Architecture's social housing project at 95 East First near the Olympic Village is a 15-storey building and three-storey podium containing 135 non-market rental units to be given to the city as a turnkey social-housing project.

It is one of five buildings in **Concert Properties'** development at First and Quebec.

Musson Cattell Mackey Partnership has applied to change 98 units on 12 floors

of the 34-storey Carmana Plaza at 1128 Alberni from rental residential uses to hotel suites.

[Panel on B.C. market](#)

NAIOP's monthly breakfast meeting Thursday features a panel discussion on what and who are driving the B.C. investment market.

Panel members are **Michael Deighton**, vice-president of acquisitions at **Bosa Properties**; **Bob Tattle**, vice-president for business development at **Anthem Properties**, and a third speaker to be announced. The moderator is **Jon Ramscar**, senior vice-president for capital markets at **JLL**.

The event is from 7 to 9 a.m. at the Fairmont Waterfront Hotel, 900 Canada Place Way.

For tickets and more information: www.naiopvcr.com

[com/events/event-details/?EventID=182](#)

[BOMA EARTH award](#)

An energy and water retrofit of **Cadillac Fairview's** 777 Dunsmuir building has one it the B.C. EARTH award from the **Building Owners and Managers Association**. The award is for owners

who have made efforts to minimize the environmental effects of their buildings. The geo-exchange retrofit project involved routing excess heat underground and storing it until needed.

The 19-storey building, at Dunsmuir and Granville, also contains the Holt Renfrew end of Pacific Centre. [nru](#)

VANCOUVER PEOPLE

Planner **William Dunn**, of Vancouver's active transportation branch, is this year's winner of the Planning Institute of B.C.'s young professional leadership award. Dunn, who has also been involved in food-security issues, was described as "a big picture thinker who understands the finer details," and who "has strong values and is dedicated to the betterment of

his community and the planning profession."

Vancouver school board trustee **Christopher Richardson** resigned last week as board chair, citing personal reasons unrelated to health. He had been criticized by city council the week before for presenting a VSB committee discussion on marijuana-store regulations as a board position. A new chair will be chosen this week. Richardson is staying on as a trustee.

LOWER HEIGHTS PREFERRED

CONTINUED FROM PAGE 8

small scale and independent retail and commercial business and diversity of building form."

The report described the Broadway and Commercial sub-area as a transit-oriented, walkable community that helps meet regional and city transit goals.

"We recognize concerns regarding increasing the height of our sub-area's built form, particularly the issues of shadowing,

losing human-scale, community character, and the potential for social isolation.

"However, we also recognize the benefits of moderate increases to height, including accommodating growth, community amenity contributions, and a potential for an expanded stock of affordable housing."

The report can be seen here: www.grandview-woodland.ca [nru](#)

GRANVILLE THE KEY?

CONTINUED FROM PAGE 1

Hopefully all of that will be done before approval is given to 555 West Cordova. As you know, Granville Street extension is also owned by Cadillac Fairview.

“Cadillac Fairview owns a lot of the waterfront, including 200 Granville, so that’s why we’re tying these two together. The gateways of the hub framework are actually owned by Cadillac Fairview.”

Ducote said the planned Cordova connector road takes up more than half the site between the old station building and The Landing.

“If [Granville] is open, do we need this other road through the side, or maybe it can be a tiny thing that takes basically bikes and pedestrians and enlarges the site for development and open space and emergency vehicles only,” he said. “Another option is only one lane, again being the narrower right-of-way.

The presentation came a few hours before the urban design panel heard a city presentation on the hub plan and held a workshop with the design team for 555 West Cordova (see separate story).

Anita Molaro, assistant planning director for urban design, reviewed the hub plan and said a Granville extension could open up the western end of the hub area.

“We could take the extension through at the P1 level,” she said. “It’s a very key element in the functioning of this circulation.

“We know there are some significant challenge to this. The city does not own this land.”

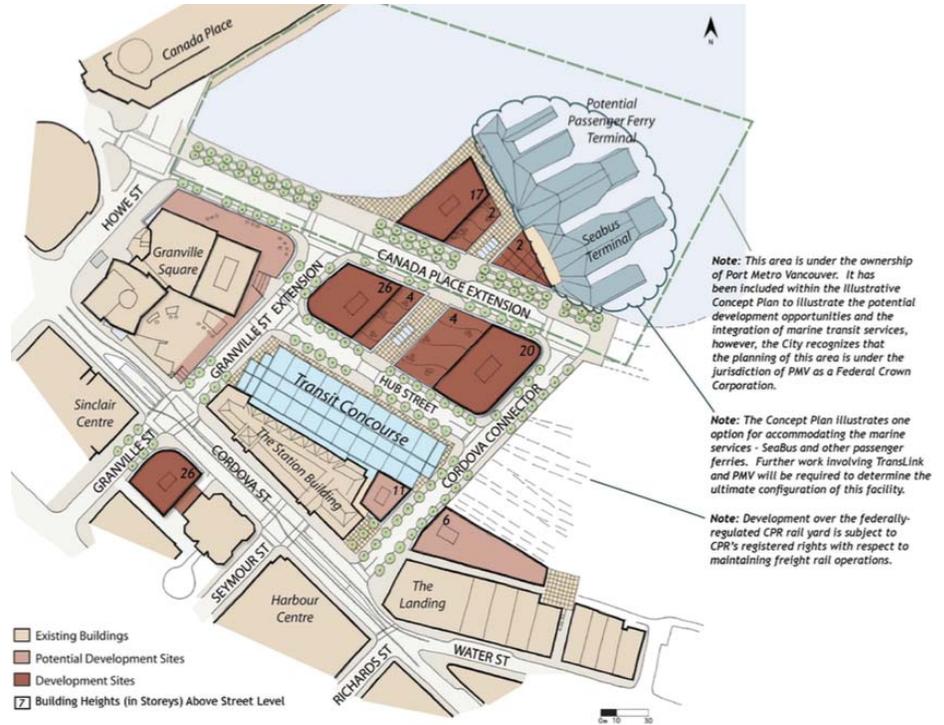
She said earlier that the upper level of the parking garage was built to support fire trucks.

Ducote said the Granville extension would also be an opportunity for a street end showing the water and mountains — what he described as “the DNA of Vancouver.”

But now, he said, it’s just an entrance to Granville Square parkade: “Our number-one street in the city and you come into that parkade.”

Molaro said the intent of the hub is to:

- Connect the city with the waterfront



The waterfront hub.

CITY OF VANCOUVER

Note: This area is under the ownership of Port Metro Vancouver. It has been included within the Illustrative Concept Plan to illustrate the potential development opportunities and the integration of marine transit services, however, the City recognizes that the planning of this area is under the jurisdiction of PMV as a Federal Crown Corporation.

Note: The Concept Plan illustrates one option for accommodating the marine services - Seabus and other passenger ferries. Further work involving TransLink and PMV will be required to determine the ultimate configuration of this facility.

Note: Development over the federally-regulated CPR rail yard is subject to CPR's registered rights with respect to maintaining freight rail operations.

- Introduce high-quality development integrated with a transit hub with a commitment to environmental sustainability
- Create a world-class transportation interchange

The working group, which consists of planners, some of whom worked at city hall, and other urbanists, has asked the city to take another look at the Waterfront Hub plan, which includes the old CPR station area, 200 Granville, air space over the rail tracks, the SeaBus terminal and envisions elevated roadways over the railway tracks and an extension of the north end of Granville.

DeMarco said the group met recently with head planner **Brian Jackson**, who said the city is in no rush on the site, and has met with **Greg Kerfoot**, of **Carrera Management**, which owns lands in the hub area, including The Landing.

“And we’re asking for solutions to go beyond this little site, for Cadillac Fairview to work with Carrera and see if they could push the building farther north or make the site bigger,” she said. “And we’re very encouraged about the possibilities there.

“We can’t colour in the future of the waterfront until those questions are answered.” [nru](#)