
CITY OF VANCOUVER
COMMUNITY SERVICES GROUP

DEVELOPMENT PERMIT STAFF COMMITTEE REPORT
MAY 21, 2014

FOR THE DEVELOPMENT PERMIT BOARD
JUNE 16, 2014

510 SEYMOUR STREET (COMPLETE APPLICATION)
DE417745 - ZONE DD

AMcL/LB/AW/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
M. Holm, Engineering Services

Also Present:

A. McLean, Urban Design & Development Planning
L. Berdahl, Development Services
A. Wroblewski, Development Services

APPLICANT:

MCMP Architects
Attention: Peter Odegaard
1600 - 555 Burrard Street
Vancouver, BC
V7X 1M9

PROPERTY OWNER:

Serracan Properties
Suite 1630 - 701 West Georgia Street
Vancouver, BC
V7Y 1C6

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a ten storey retail/office building over two levels of underground parking having vehicular access through a car elevator at the lane, and also requesting an increase in the Floor Space Ratio using a Heritage Density Transfer from a donor site at 55 East Cordova Street (providing 6,552 sq.ft.).

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

Appendix E Letter "A" from the receiver and donor regarding the purchase of the heritage density

- **Issues:** No significant issues
 - **Urban Design Panel:** Support
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE417745 submitted, the plans and information forming a part thereof, thereby permitting the development of a ten storey retail/office building over two levels of underground parking having vehicular access through a car elevator at the lane, and also requesting an increase in the Floor Space Ratio using a Heritage Density Transfer from a donor site at 55-99 East Cordova Street (providing 6,552 sq.ft.), subject to the following conditions:

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

1.1 design development to the east elevation;

Note to Applicant: The east elevation is significantly higher than its neighbour and may be visible for some time. Increase the visual interest of this elevation through increased relief. This can be achieved by following the "basket weave" or "tilted planes" pattern on the other elevations, or through other techniques. Provide a detail dimensioning the proposed reveals.

1.2 design development to the ground floor facade to improve pedestrian interest;

Note to Applicant: The proposed curtain wall façade is high quality, but offers limited detail for pedestrian interest. This condition can be achieved by differentiating the office entrance, and providing more variety of colour or texture at this level.

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

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

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size ¹			78.0 ft. x 119.98 ft.
Site Area ¹			9,358.44 sq.ft.
Floor Area ²	Sub-area C1 in DD zone: 72,059.99 sq.ft.		Commercial 71,049.34 sq.ft. Total 71,049.34 sq.ft.
FSR ²	Sub-area C1 in DD zone: 7.7 including 10% Heritage transfer		Commercial 7.59 (71,049.34 sq.ft.) Total 7.59 (71,049.34 sq.ft.)
Height	299.54 ft.		Top of Elevator Machine Room 158.14 feet
Parking ³	Commercial Maximum 57 spaces Small Car 10 (25% max. with a relaxation to 40%)	Minimum 46 spaces	Commercial Standard 18 spaces Small Car 19 spaces Disability 4 spaces *accessed by car elevator Total 41 spaces *45 spaces with Disability spaces counted twice Small car spaces 19 spaces Disability spaces 4 spaces
Bicycle Parking		Commercial Class A 13 Class B 6 Total	Commercial Class A 17 Class B 12 Total
Loading ⁴		Commercial Class A 1 Class B 3 Total	Commercial Class A 2 Class B 1 Total
Amenity ⁵ 10 th floor & roof terrace	10,000 sq.ft. (max.)		9,892.14 sq.ft.

¹ **Note on Site Size and Site Area:** The development site consists of three separate sites and must be consolidated as part of this approval.

² **Note on Floor Area and FSR:** The total density for area C1 of the Downtown District shall not exceed a floor space ratio of 7.0. Under Section 3.14, a heritage density transfer of 10% may be considered by the Development Permit Board (maximum 7.7 or 72,059.99 square feet). See Standard condition A.1.1.

The proposed covered roof top terrace of 1,930.08 square feet is included in the amenity exclusions. The proposed "brise soleil" of 1071 square feet shall be excluded in FSR as per section 6 (b) when approved by the Director of Planning.

Note to Applicant: Provide area information in FSR overlays (see condition A.1.11).

³ **Note on Parking:** Parking in the original submission is deficient by one stall. One of the 2 class A loading spaces located in the parking level can be relocated to the lane and the space can be utilized as a standard parking

stall to meet the minimum parking requirement (see note on loading). The small car ratio can be relaxed to 40%, 46% (19) is being proposed.

- ⁴ **Note on Loading:** 1 Class A and 3 Class B loading are required for this development, however, a relaxation of the required loading to 2 Class A and 1 Class B can be considered. Engineering staff support a relaxation of the loading space requirement provided that 1 Class A and 1 Class B are located at the lane with 1 Class A located in the parking level. This has been addressed in condition 2.3.
- ⁵ **Note on Amenity:** The submitted drawings show the entire 10th floor as amenity space; however the FSR overlays show a portion of the floor as general office (leasable area). The applicant has not included circulation (elevators/hallway) in calculation of floor area. The above table reflects the entire 10th floor as amenity. If the area is to be general office, a portion of the circulation (ratio) will be included in the FSR and the table will be adjusted accordingly. Both options of a split office and amenity, or a full floor amenity area are within the allowable FSR limits.

● **Legal Description**

Lots: 1-3
Block: 34
District Lot: 541
Plan: 210

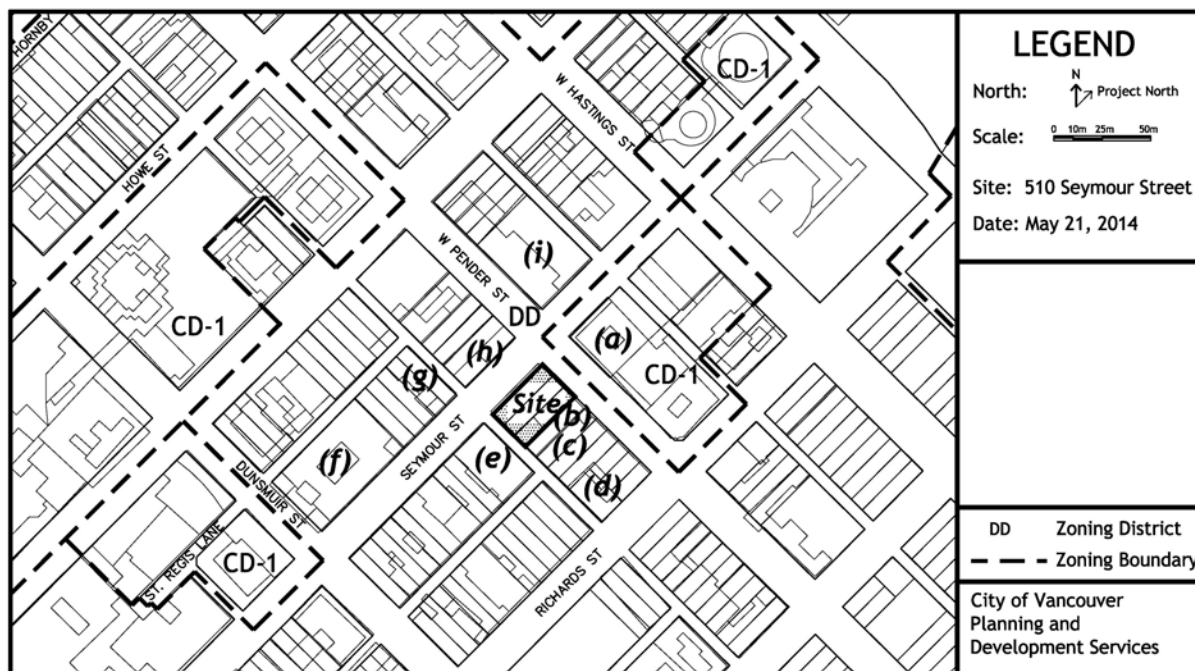
● **History of Application:**

14 03 06 Complete DE submitted
14 04 09 Urban Design Panel
14 05 21 Development Permit Staff Committee

● **Site:** The site is located at the corner of Seymour Street and West Pender Street. The consolidated frontage along Seymour Street is 23.77 m (78.0 ft.) and lot depth is 36.57 m (119.98 ft.). The site slopes down to the north approximately 1.5 m (5 ft.) along the west property line and 2 m (6.5 ft.) along the east property line with a cross slope running east to west along the lane. At present, the site use is low rise commercial.

● **Context:** Significant adjacent development includes:

- (a) The Residences at Conference Plaza - 515 West Pender Street, a 30-storey mixed-use tower
- (b) 534 West Pender Street, 2-storey mixed-use building
- (c) Metro Parking Ltd - 516 West Pender Street, 6-storey commercial/parking building
- (d) The Lumbermens Building - 509 Richards Street, 8-storey office building
- (e) Fraser Building - 540 Seymour Street, 2 storey commercial building
- (f) BCIT - 555 Seymour Street, 7-storey institutional building
- (g) Seymour Building - 525 Seymour Street, 9-storey commercial/office building
- (h) Seymour Cambie Hostel - 515 Seymour Street - 3-storey commercial/hotel
- (i) Diamond Parking Ltd. - 443 West Pender Street - 5 storey commercial/parking building



● **Background:**

Staff had several pre-application meetings with the applicant before the application. Staff advised that a building set back would be required to achieve a sidewalk width of 18 ft.

The relative small size and slope of the site creates a challenge for providing parking, loading and service access from the lane, as well as at-grade retail access. Several iterations for the ground level were discussed.

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

- Downtown Official Development Plan (DODP)
- Downtown (Except Downtown South) Design Guidelines
- DD (except Downtown South), C-5, C-6, HA-1 and HA-2 Character Area Descriptions
- Central Area Pedestrian Weather Protection (except Downtown South)

1. Downtown Official Development Plan (DODP)

Use: Office Commercial and Retail Commercial uses may be permitted in this C1 area of the Downtown District.

Retail Continuity: Retail continuity is required at this location of the Downtown District

Density and Height: The maximum permitted density in this C1 area is 7.0 FSR. A transfer of heritage floor space to a maximum of 10 percent over the total permitted floor space ratio may be permitted under Section 3.14 of the DODP.

The height of a building must not exceed a basic maximum height of 91.4m (299.54 ft.) in this Area 5 in the Downtown District.

Social and Recreational Amenities and Facilities: Uses of a social or recreational nature are excluded from the floor area measurement up to 20 percent of the allowable floor space ratio or 10,000 sq.ft., whichever is the lesser.

2. Downtown (Except Downtown South) Design Guidelines

In summary, the intent of the Guidelines as they relate to this development are:

- Proposed design should consider thoroughly the relationship of the building size to the site area, configuration and surrounding physical environment;
- To strengthen the community by encouraging the presence of people in the Downtown district at all hours of the day by permitting mixed-use developments throughout the area;
- The physical urban environment of Downtown should be of a very high quality;
- New structures should observe energy-conserving principles within the constraints of the building;
- Regardless of heights, new developments should create a pedestrian environment along their major sidewalks which is attractive to, and in scale with the pedestrian.

3. DD (except Downtown South), C-5, C-6, HA-1 and HA-2 Character Area Descriptions

The development is located in Existing Character Area "E". This area is the major centre for tourism, lunchtime shopping, business and entertainment and should grow as a strong, elegant Downtown focus, to take advantage of its central location. The Character Area recommendations as they relate to this development are to permit intensive office use, and to require retail continuity.

4. Central Area Pedestrian Weather Protection (except Downtown South)

Where present zoning controls require retail use at ground floor level as a definite condition of development, then pedestrian weather protection is desirable to be provided along the public street frontage associated with ground level retail uses

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

Downtown Official Development Plan (DODP)

Use: The proposed uses comprising 4,408 sq.ft. of retail commercial and 67,619 sq.ft. of office commercial conform to the zoning.

Density: In terms of density, Staff generally support the proposal including the transfer of heritage floor area of approximately 6,552 sq.ft. to the site. Standard condition A.1.1 seeks the requisite documentation of the transfer transaction (Letter B).

Height: The proposed height at 158.14 ft. is considerably less than the permitted basic maximum height of 299.54 ft. There are three view cones above the site: 3.2.3., 9.1 and 9.2.2. The lowest of these is at 297 ft. This does not affect this development as the proposed height is much lower.

The proposed height is compatible with the recommendations of the area guidelines within the context of adjacent building forms.

Retail Continuity: The development complies with this requirement by proposing retail commercial use along both the West Pender and Seymour Streets frontages.

Amenity: Recreational amenity areas are proposed for the building occupants.

Downtown (Except Downtown South) Design Guidelines

DD Character Area Descriptions

Built Form and Massing: The proposed ten storey building, on this small corner site, is supported as an appropriate massing solution.

The relatively small site size (9,358.44 sq.ft.) with setbacks provided to create a generous sidewalk width, has produced floor plates of approximately 8,000 sq. ft. With the proposed 10-storey height, the guidelines support a robust mid-rise form. The massing is reminiscent of older office blocks in the area (Seymour Building, Lumbermens Building).

The heritage floor area transfer (6,551 sq.ft.) equates to approximately one floor of height, and assists with the proportion of the building.

The proposal integrates well with the surrounding environment, which includes a variety of building heights, and site sizes, creating a varied composition of building forms.

Public Realm:

The building setbacks which provide an 18 ft. sidewalk and the retail use at the ground floor creates pedestrian comfort and interest. Retail entries are located to address both frontages of the site, and glazed canopies are proposed to provide weather protection. The office entry is discrete and Staff believe that it could be enhanced to improve legibility and increase pedestrian interest. This is addressed in Recommended Condition 1.2.

Architectural Treatment:

The development proposes different high-quality material treatments for different façade relationships. The predominant materials are glass curtain wall and cast-in-place concrete. The Urban Design Panel commented that the concrete wall at the shared property line could have a stronger expression. Staff agree that design development can benefit this façade (see Recommended Condition 1.1).

• **Conclusion:**

Staff support this proposal and believe that it will make a positive contribution to the Downtown Core area. The discretionary increase in density has been earned in the following manner:

- Continuity of pedestrian activity and movement
- Building massing that integrates well with the surrounding physical environment
- High quality material and expression

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on April 9, 2014, and provided the following comments:

EVALUATION: SUPPORT (7-0)

- **Introduction:** Ann McLean, Development Planner, introduced the proposal for a corner site in the downtown. This area of the downtown permits office/commercial use and requires continuous ground floor retail-commercial and does not permit residential uses. She noted that a 10% transfer of Heritage density is also permissible. Ms. McLean described the context for the area and noted that the properties around the site are zoned DD with the exception of the 29-storey mixed-use building zoned CD-1 across the street. The guidelines for the “central core” area of the DD zone, requests a “strong, elegant Downtown focus with a sympathetic pedestrian environment”. The adjacent buildings have a variety of heights and uses including parkades.

The proposal is a 10-storey building with parking provided underground and accessed by two car elevators from the lane. The entry to the offices is provided off Seymour Street and entries to the retail/commercial units at grade are from both Seymour and Pender Streets. Weather protection is provided around the building and an amenity space is proposed at the top level.

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

1. Discretionary Earnings: Has this project earned the discretionary density 7.0 FSR (plus an additional 10% heritage density transfer) for a total of 7.7 FSR?
2. Architectural Expression: Are the proposed materials, detailing and expression suitable to each of the orientations?
3. Has the public realm interface provided a “sympathetic” environment for the pedestrian?

Ms. McLean took questions from the Panel.

- **Applicant’s Introductory Comments:** Mark Whitehead, Architect, further described the proposal and mentioned that the site is close to transit making it suitable for office space. It is a boutique office building with a significant amount of amenity space on the roof. The building is in proportion to some of the older buildings in the neighbourhood. The site grade precludes a ramp into the parking so two parking elevators have been introduced at the lane. Mr. Whitehead described the architecture noting the cast in place concrete and accented by a wood trellis.

Peter Kruek, Landscape Architect, described the landscaping plans and mentioned that the sidewalk is not changing but in the setback areas they are introducing a higher quality of material

other than the city standard. He added that a lot of that space will be used for outdoor use for the retail. The upper deck is a bit of a party room as there is an outdoor kitchen space, fireplace and gathering area as well as planters.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - The Panel had no substantial aspects needing improvement.
- **Related Commentary:** The Panel supported the proposal and thought it was well done.

The Panel supported the additional density and thought the massing was appropriate for this site. They liked the architectural expression with the set in windows and the use of faux wood. As well they liked the colour accent in the window recesses and thought the basket weave of the concrete on the lane façade was appropriate. However, a couple of Panel members thought the party wall could have a stronger expression.

One Panel member suggested the applicant flip the insets around the windows to have them better address Seymour Street and their solar exposure. Another Panel member wanted to see a return of the glass in the retail around to the lane.

The Panel thought the applicant had done a good job of dealing the edges in the public realm. As well they liked the outdoor amenity space on the roof.

Regarding the sustainability strategy it was suggested that the applicant provide extra shading on the west side of the building using a passive component to the wall system.

- **Applicant's Response:** Mr. Whitehead mentioned that the northwest face doesn't get a lot of sun as the rest of the city shadows the site. He added that he thought the Panel had some good comments and would consider how the insets address Seymour Street.

ENGINEERING SERVICES

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There are no significant CPTED issues. Recommendations for minor additions to the lane and common property line elevations to reduce nuisance activities such as graffiti are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

This is a downtown urban condition with limited opportunities for soft landscaping. The subject site is surrounded by paving at the public sidewalk and lane. There are existing street trees along the Seymour and Pender Streets to be protected as part of new construction.

This development is proposing feature paving at the pedestrian street level. Staff support this approach to providing visual interest at the public sidewalk. There is a common amenity for building occupants proposed at the 10th floor, with open space, landscaped planters and furniture to facilitate gathering.

The drawings note the provision of a feature art piece on private property at the Pender and Seymour street corner. See Standard Condition A.1.4.

NOTIFICATION

On April 9, 2014, 851 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

One response was received, with comments related to:

- Concern about the loss of the existing buildings which they feel adds character to the street.
- Concern that mostly glass material at street level creates generic, sterile retail units.

Staff Response:

The existing two-storey building is not on the Heritage Register. Staff agree that the proposed street level treatment could be developed to have more interest for the pedestrian. This is addressed in Recommended Condition 1.2.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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

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

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 Section 5.2 of the Parking By-law for the number of loading spaces. The Staff Committee support the relaxation proposed, provided that one Class A and one Class B loading space are provided at grade.

The Staff Committee support this proposal subject to the conditions contained in this report.

J. Greer
Chair, Development Permit Staff Committee

A. McLean
Development Planner

L. Berdahl
Project Coordinator

Project Facilitator: A. Wroblewski

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 provision of a Letter "B" (sample copy attached) which includes confirmation from the owner of the "donor" site that the agreement has been finalized, and confirming the new "balance" of the transferable density remaining on the donor site.

A.1.2 increase the depth of the street level canopy;

Note to Applicant: As the canopy is approximately 14 ft. high on the majority of the building frontages, the canopy should extend at least 10 ft. for adequate weather protection. If desired, the canopy can step back to 8 ft. (minimum) depth at the building corners where the façade changes plane.)

A.1.3 provision of additional information for the ground floor canopy, and upper level brise soleil;

Note to Applicant: Provide notes indicating the proposed material and finishes for both the canopy and brise soleil. Confirm that the height for the canopy is a minimum of 9 ft. from the sidewalk at all points.

A.1.4 clarification of the proposed future public art referenced on the plans;

Note to Applicant: A separate development permit will be required for public art. Planning supports public art on this site, however careful consideration must be given to the type of art installation and its possible conflict with pedestrian movement. Add notation to the drawings: "Public art is shown for reference only and is not approved under this Development Permit".

A.1.5 provision of information on elevations and site plans to identify the location of proposed exterior lighting;

Note to Applicant: Exterior building lighting can enhance pedestrian interest and safety, as well as the city "nightscape". Lighting should be low-intensity and located at the pedestrian level, including the lane. Any lighting incorporated into upper levels of the building, should also be noted, and the design must avoid glare that could impact neighbouring developments.

A.1.6 provision of a conceptual signage package noting compliance with the Sign By-law;

Note to Applicant: Show locations and size of proposed signage on the site and building for reference. Signage should be integrated with, but not detract from architectural elements. Ensure that signs suspended from the canopy has adequate clearance from the sidewalk. A recessed sign panel below the canopy may be a good alternate solution.

The development permit does not approve signage. Add notation to drawings:

"All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits";

The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

A.1.7 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.1.8 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.9 written confirmation shall be submitted by the applicant that:
- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
 - adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
 - mechanical (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;
- A.1.10 clarification of the proposed uses on the level 10;

Note to Applicant: There is a discrepancy between the original application and the FSR overlay. If areas on the level 10 are to include office uses, the circulation area will be counted in FSR but may be a prorated FSR calculation.

- A.1.11 provision of area calculations for the brise soleil on the FSR overlays;
- A.1.12 Remove outdoor seating from plans;

Note to Applicant: For commercial areas, a 5.5m wide area between curb face and building is typically required for sidewalk functions (see Standard Condition A.2.2). Outdoor patio seating may be considered at some locations where it does not impede sidewalk functions and requires that a separate application for a time limited Development Permit be approved by the Director of Planning and General Manager of Engineering Services.

Standard Landscape Conditions

- A.1.13 provision of high efficiency irrigation for all planters;

Note to Applicant: Irrigation setup to include a minimum of one hose bib for hand watering of plants at the common amenity patio.

- A.1.14 provision of larger-scale architectural details section details at 1/2"=1'-0" or better to illustrate proposed landscape elements including planters, paving, benches, arbours and trellises;

Note to Applicant: Planter section details should confirm planting depth on structures, to British Columbia Society of Landscape Architects (BCSLA) latest standard, drainage and trellis attachment to wall.

- A.1.15 provision of a larger- scale architectural plan and section paving detail at 1/2"=1'-0" to illustrate a seamless transition of paving across the property line at Seymour and Pender Streets and material labels;

Crime Prevention Through Environmental Design (CPTED)

- A.1.16 design development to the east and south elevations taking into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for reducing opportunities for nuisances such as graffiti;
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Note to Applicant: Large blank walls adjacent the lane and above the roof level of the neighbouring building should be treated with a paint-type anti-graffiti treatment.

A.2 Standard Engineering Conditions

A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 1 to 3, Block 34, DL 541, Plan 210 to create a single parcel;

A.2.2 arrangements to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services for a Statutory Right of Way for the 2.43m setback on Seymour Street and the 1.69m setback on Pender Street for pedestrian purposes;

Note to Applicant: The setback shall be clear of patio tables, chairs, bike racks and public art that may impede clear passage to pedestrians in order to maintain the 5.5m width of the pedestrian realm, unless otherwise approved under separate permit (see Standard Condition A.1.12).

A.2.3 Provision of 1 Class B and 2 Class A loading spaces.

Note to Applicant: At least 1 Class A and 1 Class B stall to be located at grade, with the other located on P1.

A.2.4 Provision of direct loading access for CRU 1 and CRU 2;

Note to Applicant: Loading access to the commercial units should be free of stairs. This can be achieved by ramping the internal access corridor.

A.2.5 provision of a signed letter from the BC Safety Authority which in principle supports the provision of the vehicle elevator/ lift device;

Note to Applicant: Without this approval in principle, a Development Permit will not be issued.

A.2.6 provision of a section drawing through the loading bay showing 3.8m of vertical clearances and note on plans;

A.2.7 provision of 2.3m of vertical clearance for disability stalls on P1 and P2;

Note to Applicant: The vertical clearance for the vehicle elevator on the P1 and P2 levels measures 7' (2.1m) on drawing A301.

A.2.8 provision of design elevations at the property line adjacent all entrances, west side of loading bay and at the centre of vehicle elevators;

A.2.9 a canopy application is required;

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

A.2.10 the General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. In addition, there will be no

reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch;

B.1 Standard Notes to Applicant

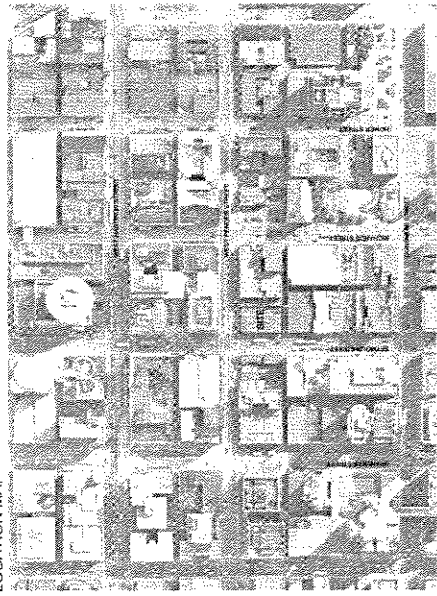
- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **November 17, 2014**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 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.2 Conditions of Development Permit:

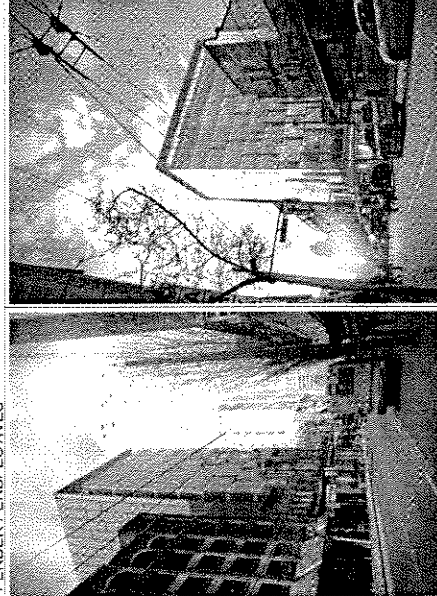
- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not 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 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.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 In the event, contamination of any environmental media are encountered, a Notice of Commencement of Independent Remediation must be submitted to the Ministry of Environment and copied to the City of Vancouver.
- Upon completion of remediation, a Notification of Completion of Independent Remediation must be submitted to the Ministry of Environment and copied to the City of Vancouver.
 - Dewatering activities during remediation may require a Waste Discharge Permit.
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- Submit a copy of the completion of remediation report signed by an Approved Professional stating the lands have been remediated to the applicable land use prior to issuance of an Occupancy Permit.
- B.2.6 Notice of offsite migration must be submitted to the Ministry of Environment and copied to the City of Vancouver if offsite contaminant migration is suspected or identified. A soils agreement will be required to be signed and registered at the Land Title Office. Supporting investigation and remediation data/reports signed by an Approved Professional stating the City Property has been remediated in accordance with the standards outlined in the Remediation on City Streets Policy must be provided to the City of Vancouver prior to the issuance of an Occupancy Permit.
- The soils agreement and ‘covenants” will be released upon receipt of acceptable investigation and remediation data/reports.
- B.2.7 In the event, there is a lane dedication or subdivision to the City of Vancouver, further investigation may be required to confirm that the environmental media on the dedicated land is in accordance with the standards outlined in the Remediation on City Streets Policy. Supporting investigation and remediation data/reports signed by an Approved Professional stating that the standards have been met.
- B.2.8 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.
-

LOCATION MAP



PENDER PERSPECTIVES



OFFICE BUILDING DEVELOPMENT 500 SEYMOUR STREET VANCOUVER, BC, CANADA DEVELOPMENT PERMIT APPLICATION

PROJECT INFO AND STATISTICS

CLIENT ADDRESS	50 WEST FENDLER STREET VANCOUVER, BC, V6B 1E3
LEGAL ADDRESS	LOTS 1,2,3 BLOCK 34 DL 541 PLAN NUMBER 230
ZONING	DD(C1)
PERMITTED DENSITY	7.0
HEIGHT	131.0' (39.92m)
NUMBER OF STOREYS	10
LOT DIMENSIONS	78 ft x 23.77 m
SITE AREA	9360.00 ft ² 869.51 m ²
MAXIMUM PERMITTED FSR	7.70
SITE AREA	20,631.00 sqm Heritage Permit 14m/16m
PROPOSED FSR	72,072.00 ft ² 6,695.71 m ²

REQUIRED TOTAL PARKING	MINIMUM	46 SPACES
	1 SPACE / 145 SQM	
	MINIMUM	56 SPACES
	1 SPACE / 145 SQM	
TOTAL PROVIDED PARKING		45 SPACES
MINIMUM REQUIRED ACCESSIBLE PARKING		45 SPACES (4 ACCESSIBLE SPACES COUNTED TWICE)
	1 SPACE PER 500 SQM	1
	4.7 PER 1000 SQM	2.3
TOTAL		4 SPACES
TOTAL PROVIDED ACCESSIBLE PARKING		4 SPACES
MINIMUM REQUIRED BICYCLE SPACES		13.4 SPACES
	1 SPACE PER 500 m ²	
	CLASS B	6 SPACES
	CLASS A	
REQUIRED CLASS B LOADING SPACES		2 SPACES UP TO 5,000 MM
		REFER TO RINT REPORT FOR PROPOSED LOADING
REQUIRED CLASS A LOADING SPACES		15 SPACE UP TO 5,000 MM

DRAWING LIST

DRAWING NO.	DESCRIPTION	SCALE	DATE
001	GENERAL NOTES	AS SHOWN	08.11.2014
002	CONTRACT ADMIN. STATE	AS SHOWN	08.11.2014
003	CONTRACT ADMIN. STATE	AS SHOWN	08.11.2014
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\$10 Seymour

Development
Permit
Submission

PROJECT DIRECTORY

OWNER
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1630 - 701 WEST GEORGIA
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MCM ARCHITECTS
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INTEGRAL GROUP
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604-687-1800

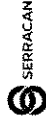
LANDSCAPE ARCHITECT
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100 - 1152 MAINLAND STREET
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BJAT & ASSOC.
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CONTACT: ERIC PETERSON
604-630-2276

SURVEYOR
BUTLER SUNDAVICK
4 - 19089 94TH AVE
SURREY, BC, V4N 3S4
CONTACT: GARY SUNDAVICK
604-513-9611

CODE CONSULTANT
LMOS BUILDING CODE
CONSULTANTS LTD.
4TH FLOOR, 780 BEATTY STREET
VANCOUVER, BC, V6B 4X2
CONTACT: RYAN MARTIN
604-682-7146



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Mackey
Partnership

Title
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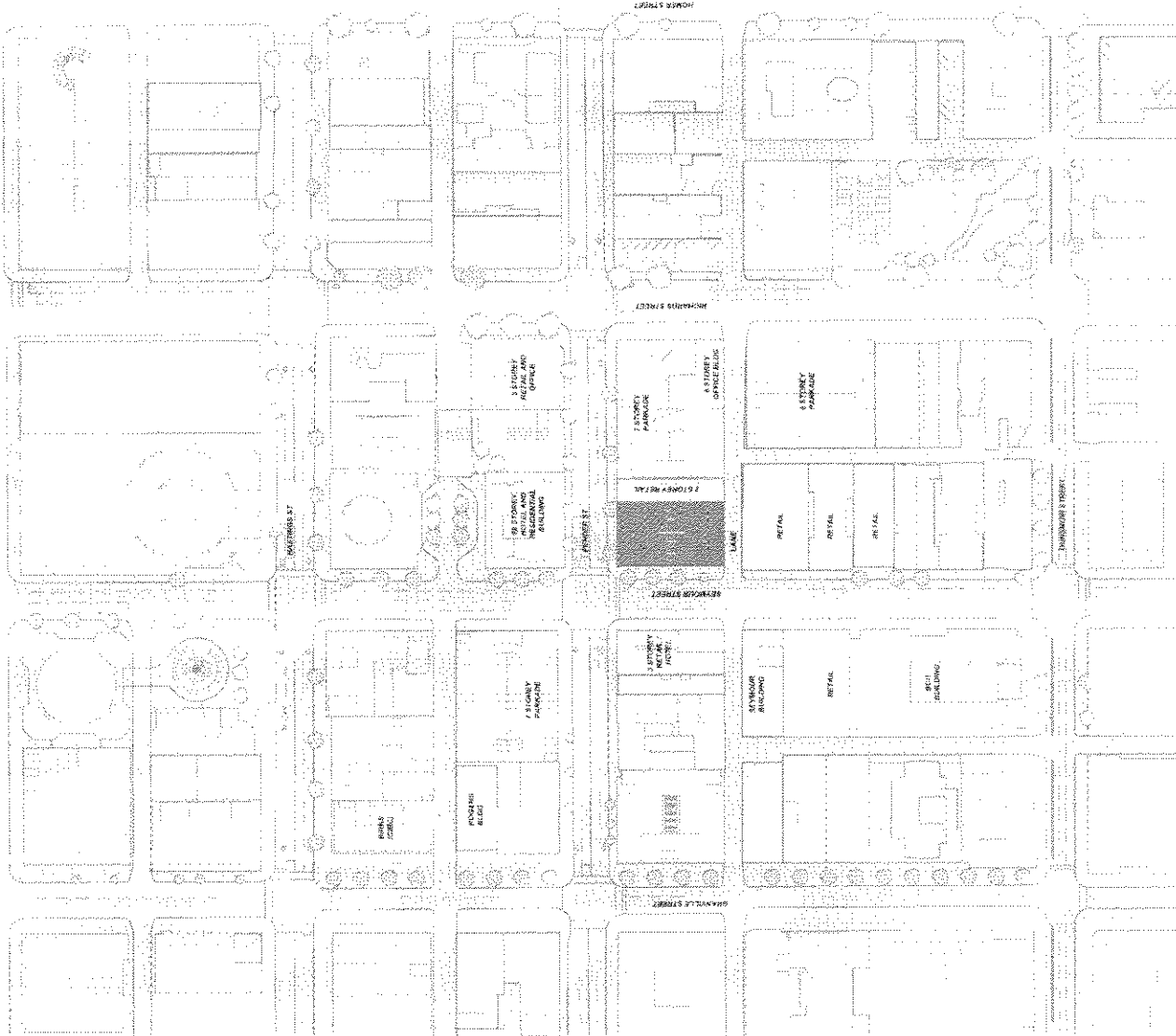
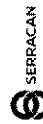


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Context
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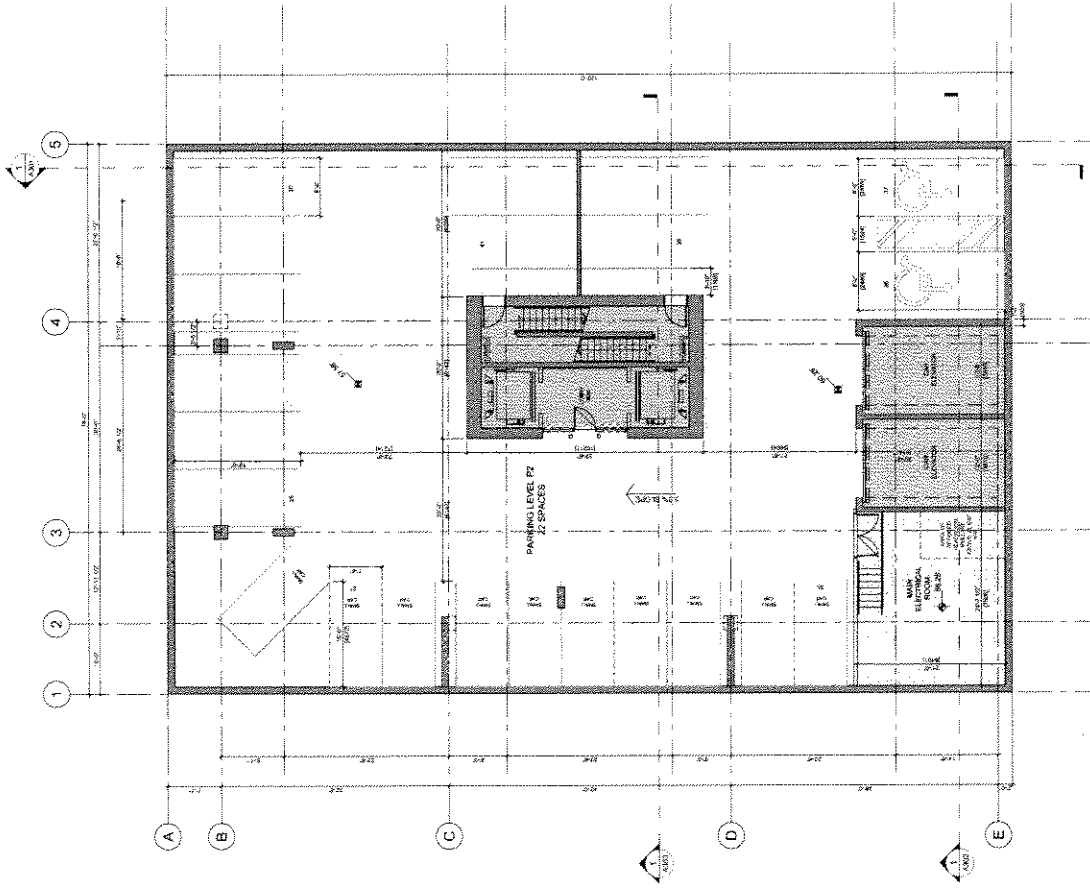


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Parking
Level 02
Plan



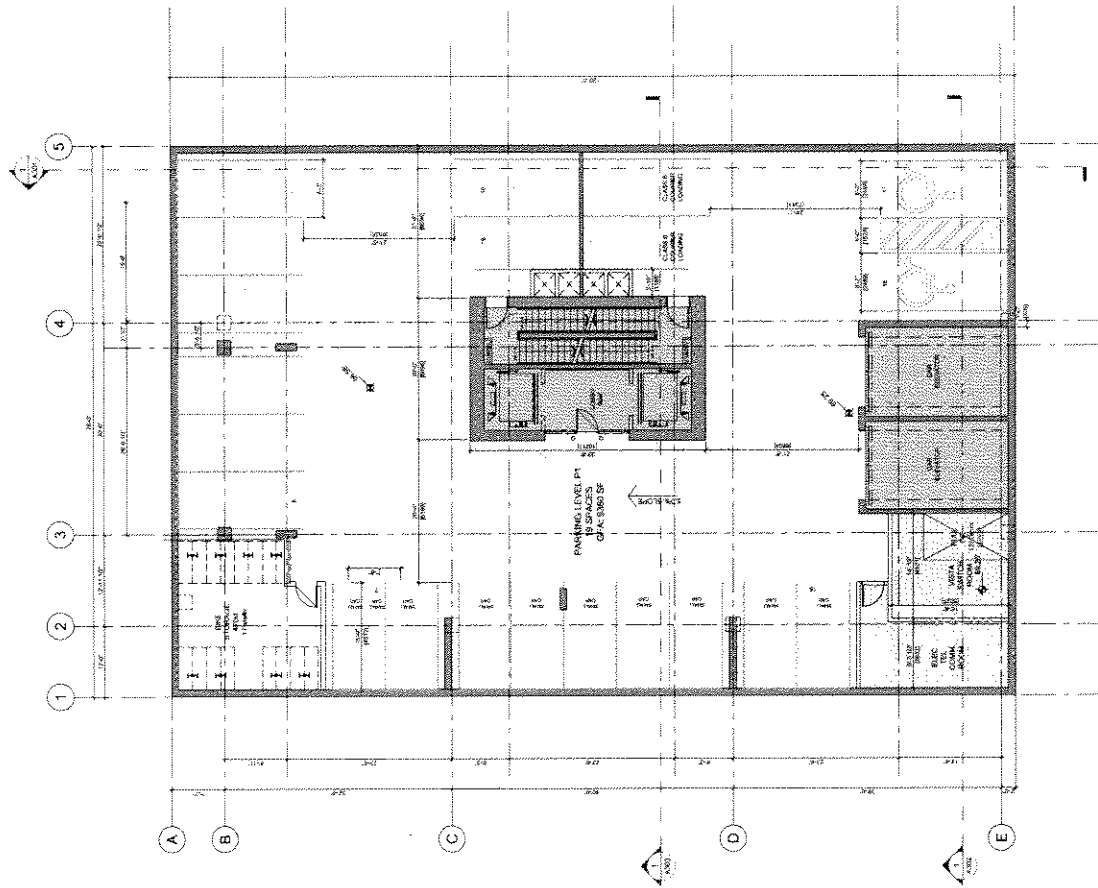


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Parking
Level 01
Plan



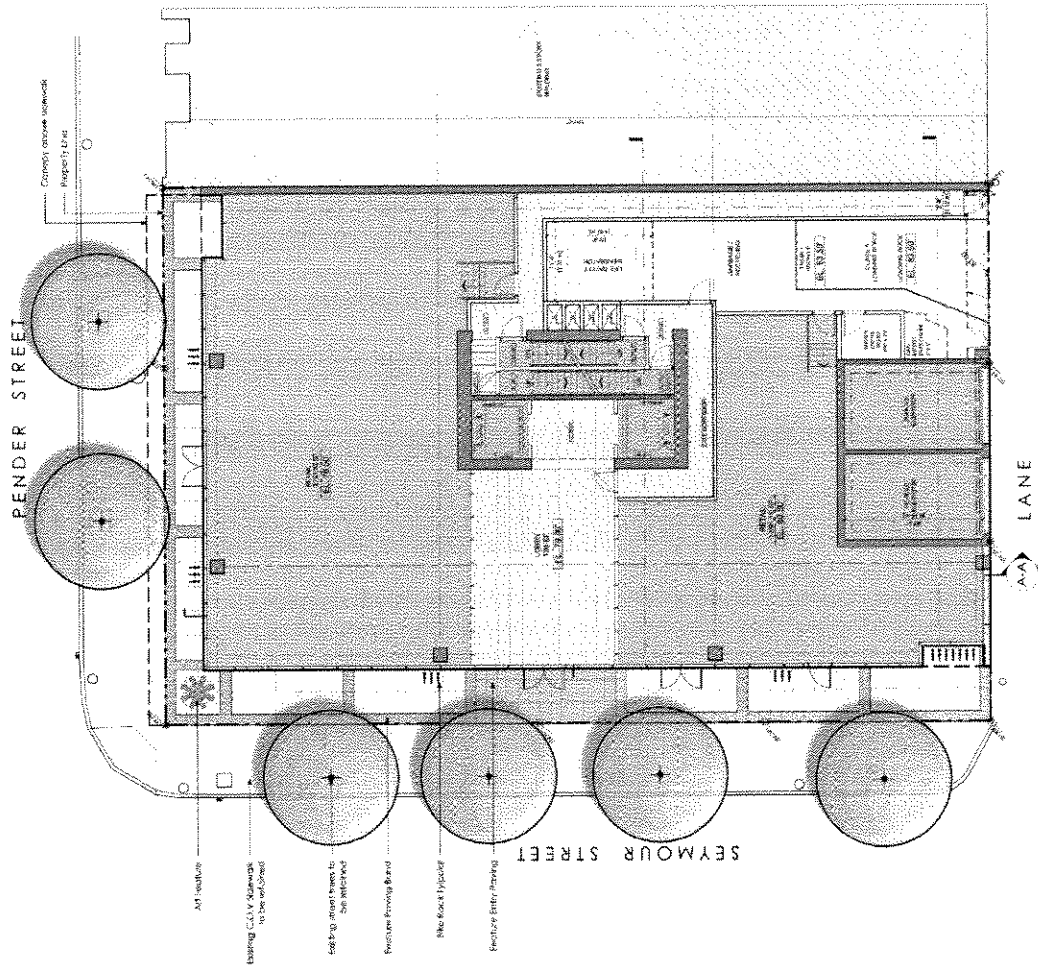


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Ground
Floor
Plan



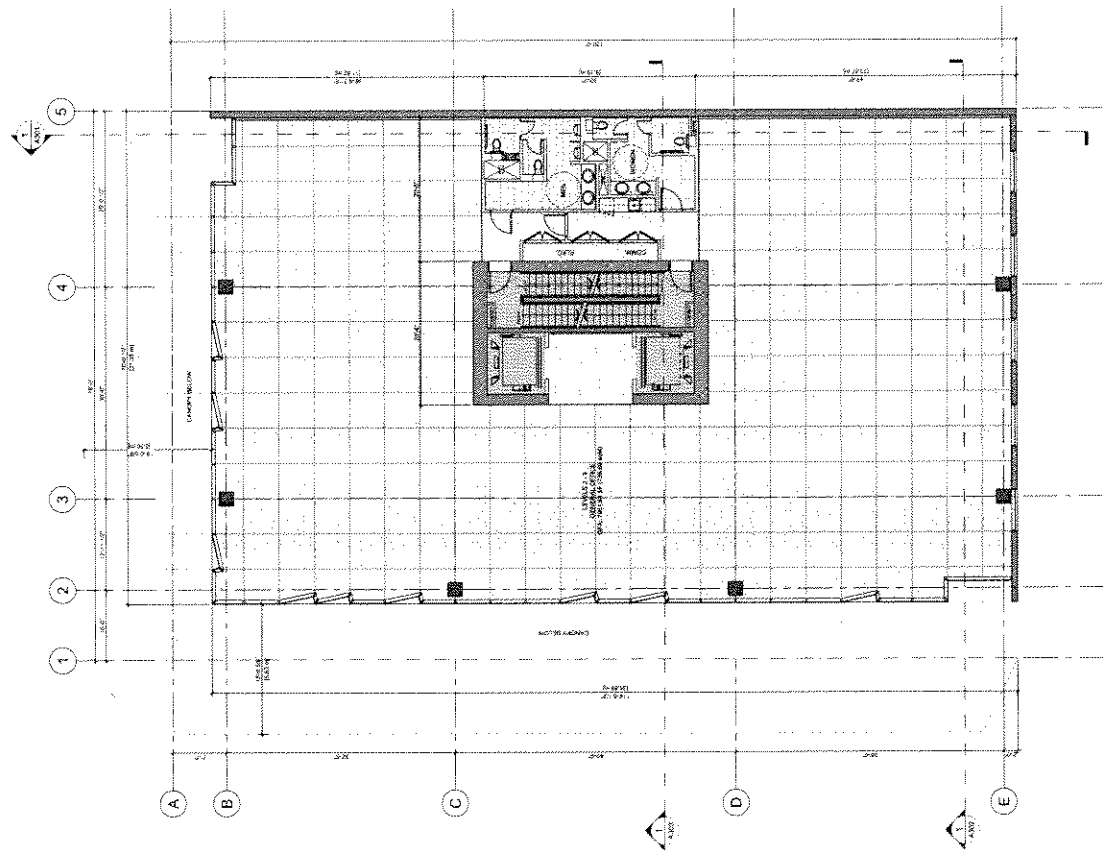


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Levels 02-09
Plans



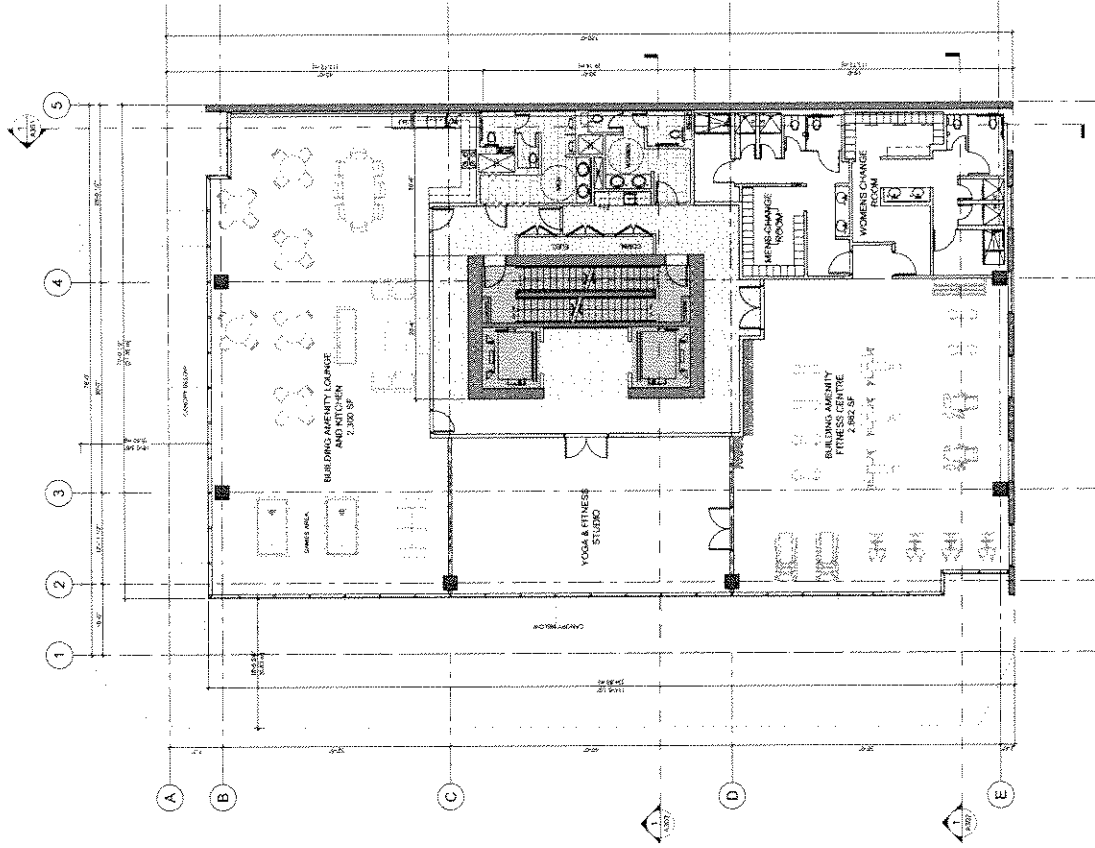


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Level 10
Plan



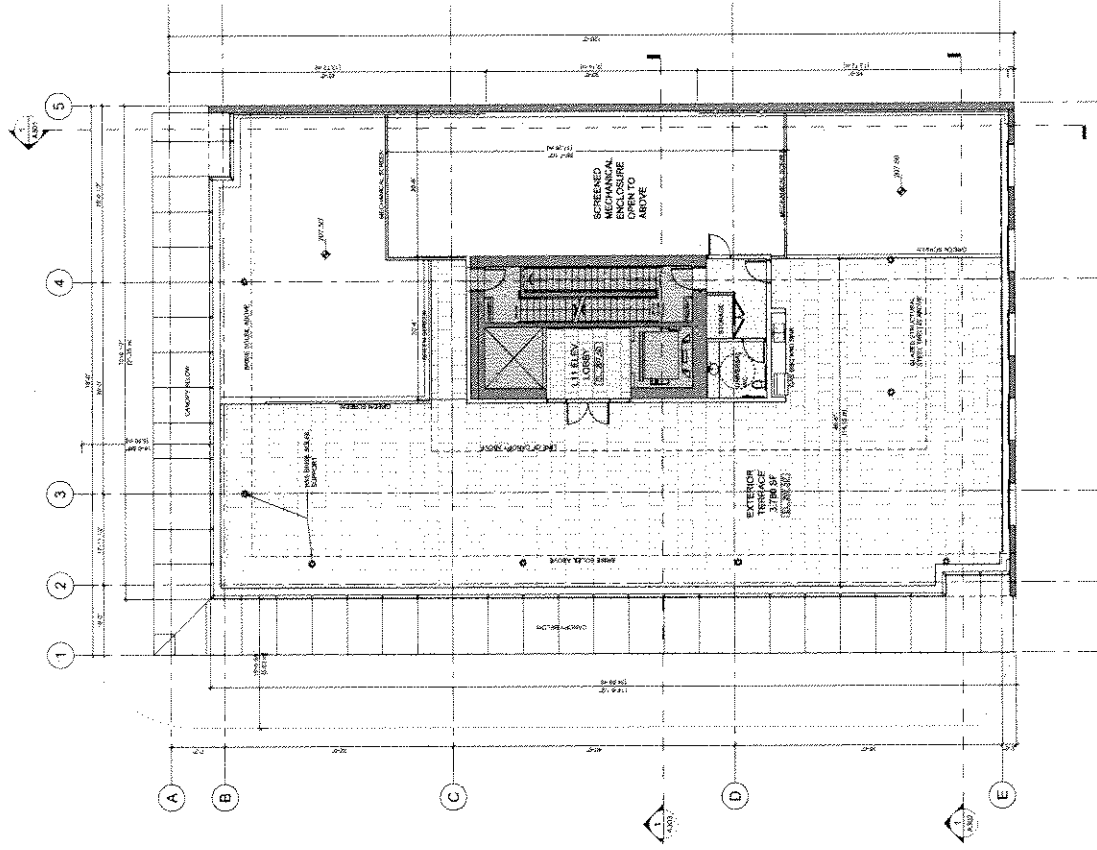


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Level 11
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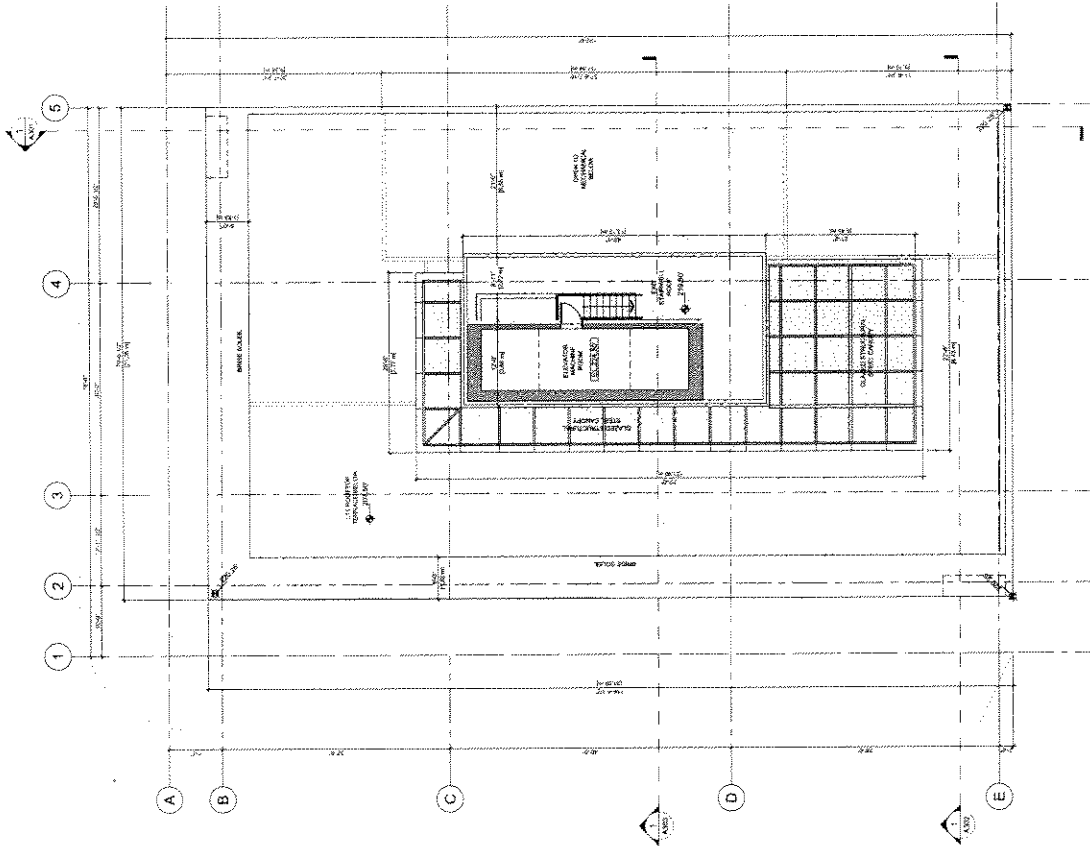


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Level 12
Plan
Mechanical
Penthouse



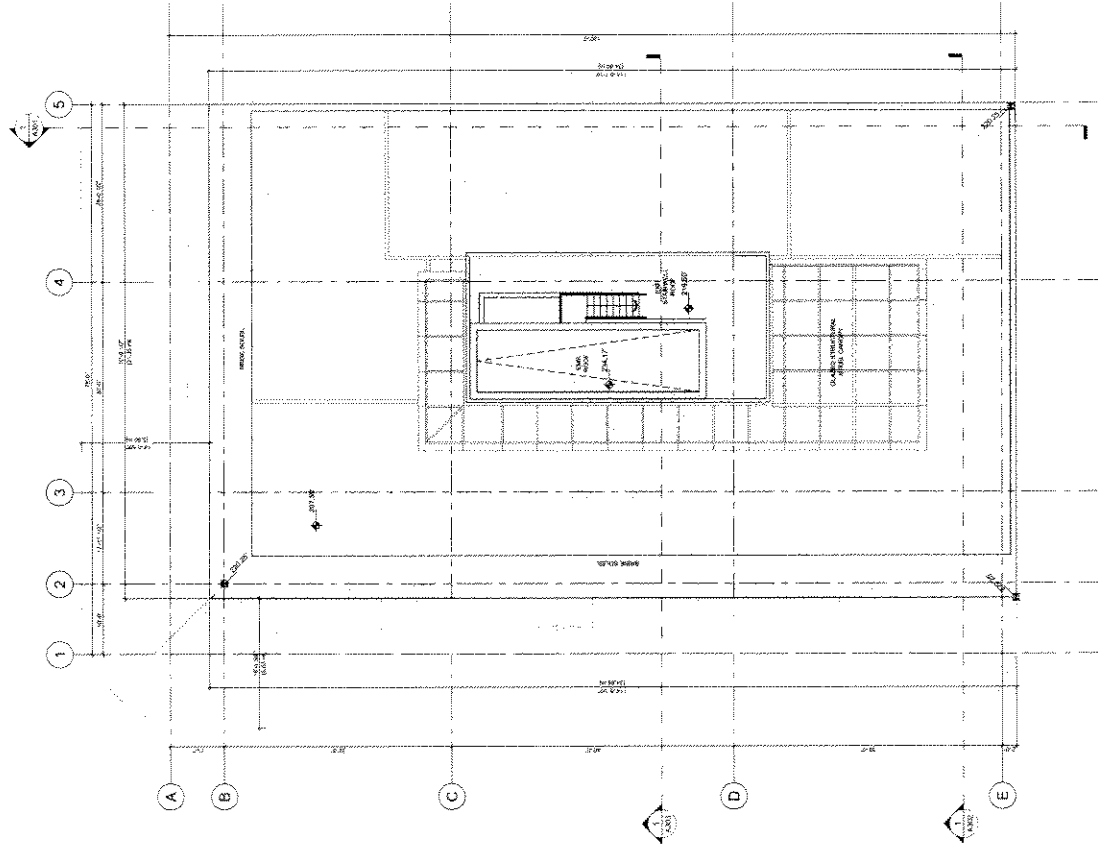
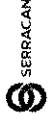


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Roof
Plan





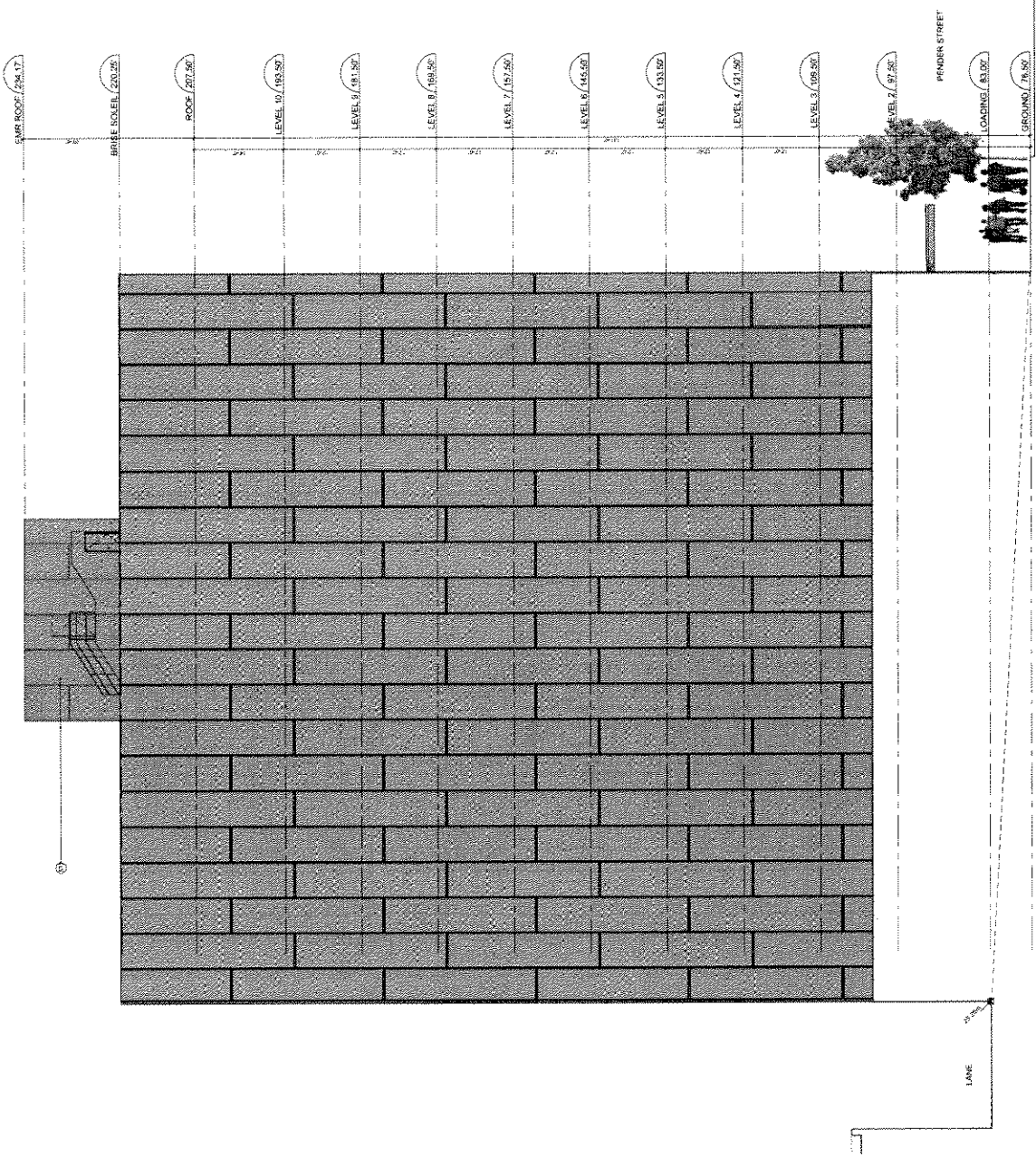
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Partnership

- MATERIALS LEGEND**
- 1. POLYURETHANE INSULATION BOARD
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Development
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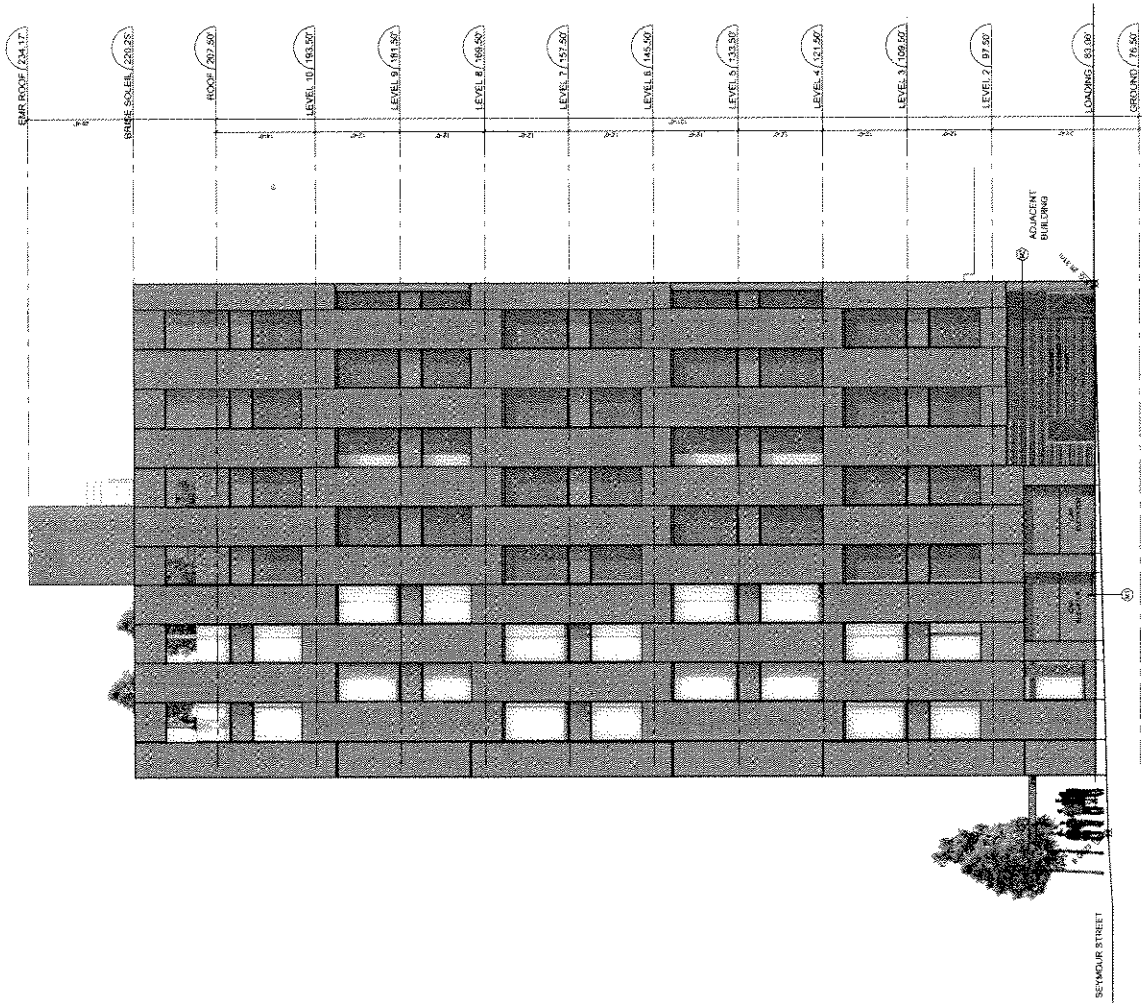
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Elevation





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- MATERIALS LEGEND**
- ① POLYURETHANE INSULATION
 - ② POLYURETHANE INSULATION
 - ③ POLYURETHANE INSULATION
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510 Seymour

Development
Permit
Submission

South
Elevation





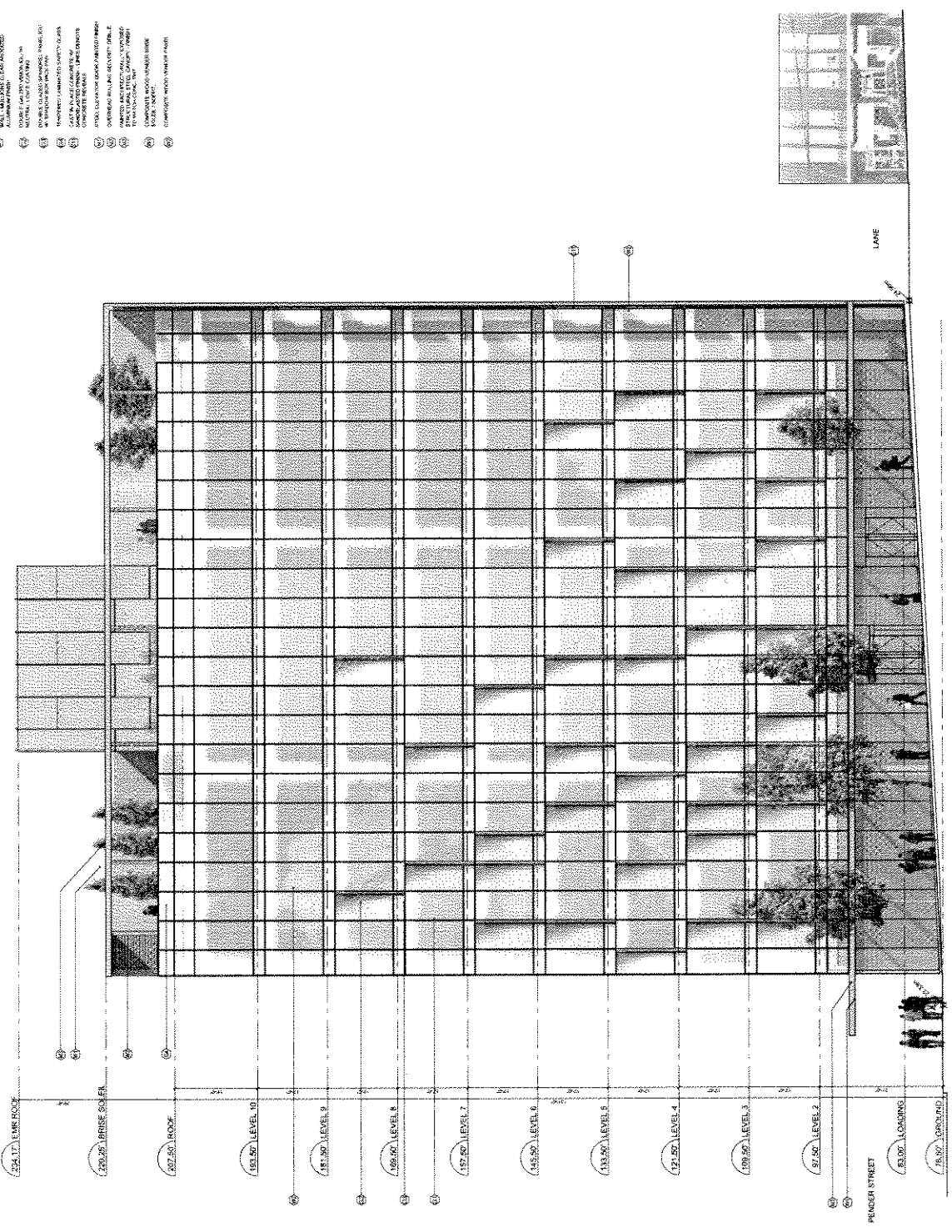
Musson
Cartell
Mackey
Partnership

- MATERIALS LEGEND**
- ① DARK SLATED ROOFING SYSTEM WITH ALUMINUM FINISH
 - ② METAL PANEL SYSTEM WITH ALUMINUM FINISH
 - ③ STAINLESS STEEL PANEL SYSTEM WITH ALUMINUM FINISH
 - ④ STAINLESS STEEL PANEL SYSTEM WITH ALUMINUM FINISH
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West
Elevation



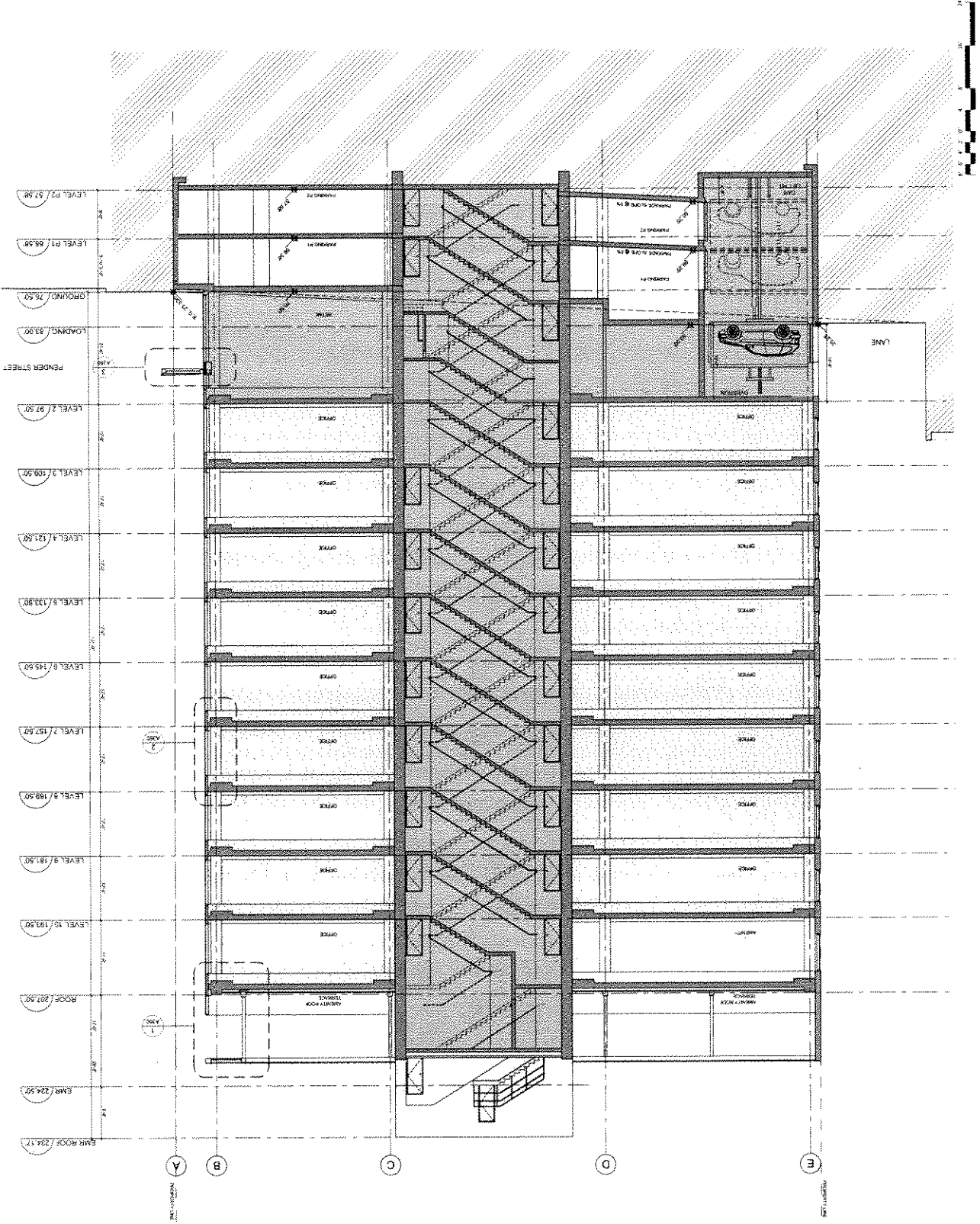
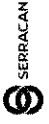


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Building
Section
AA



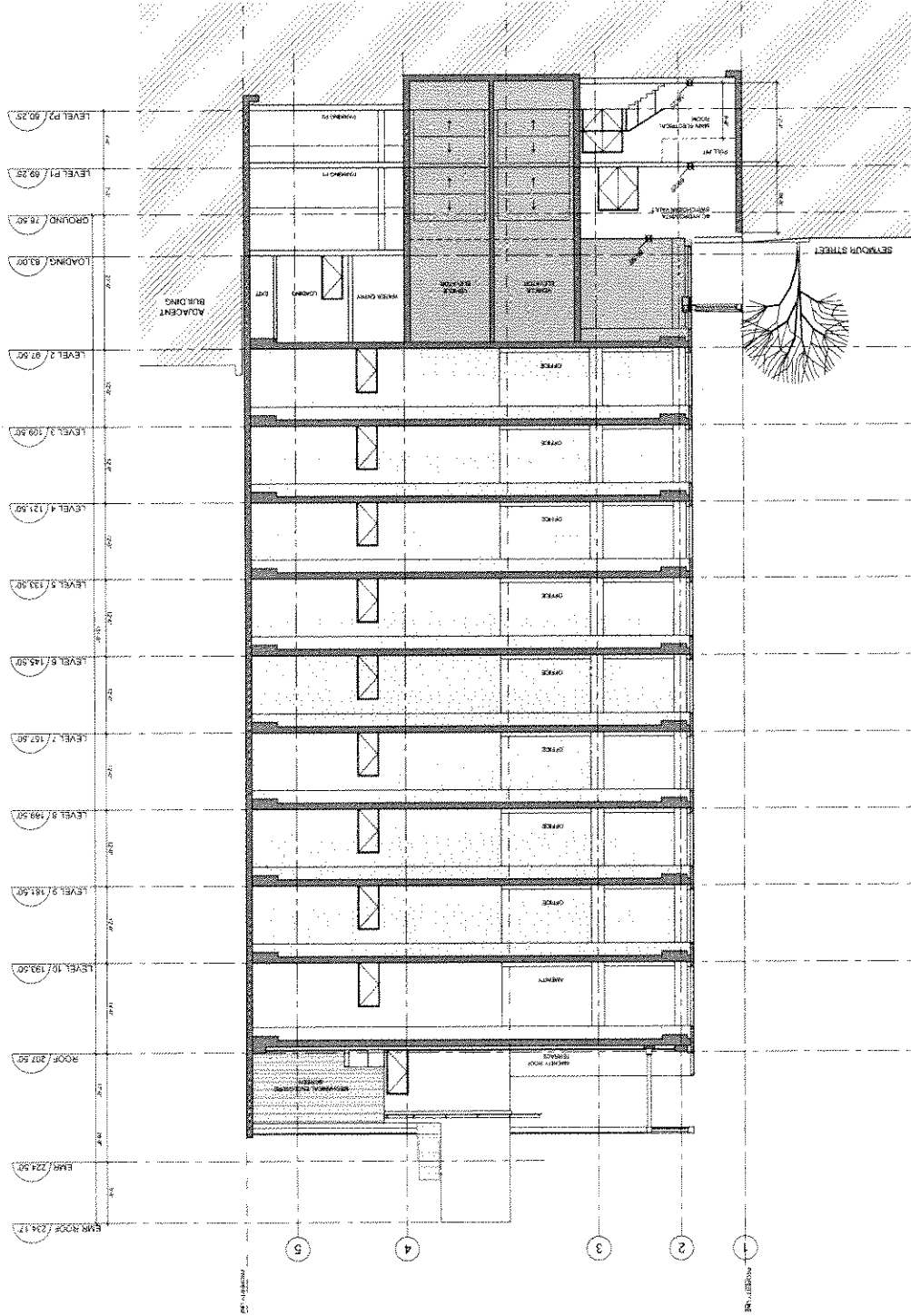


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Building
Section
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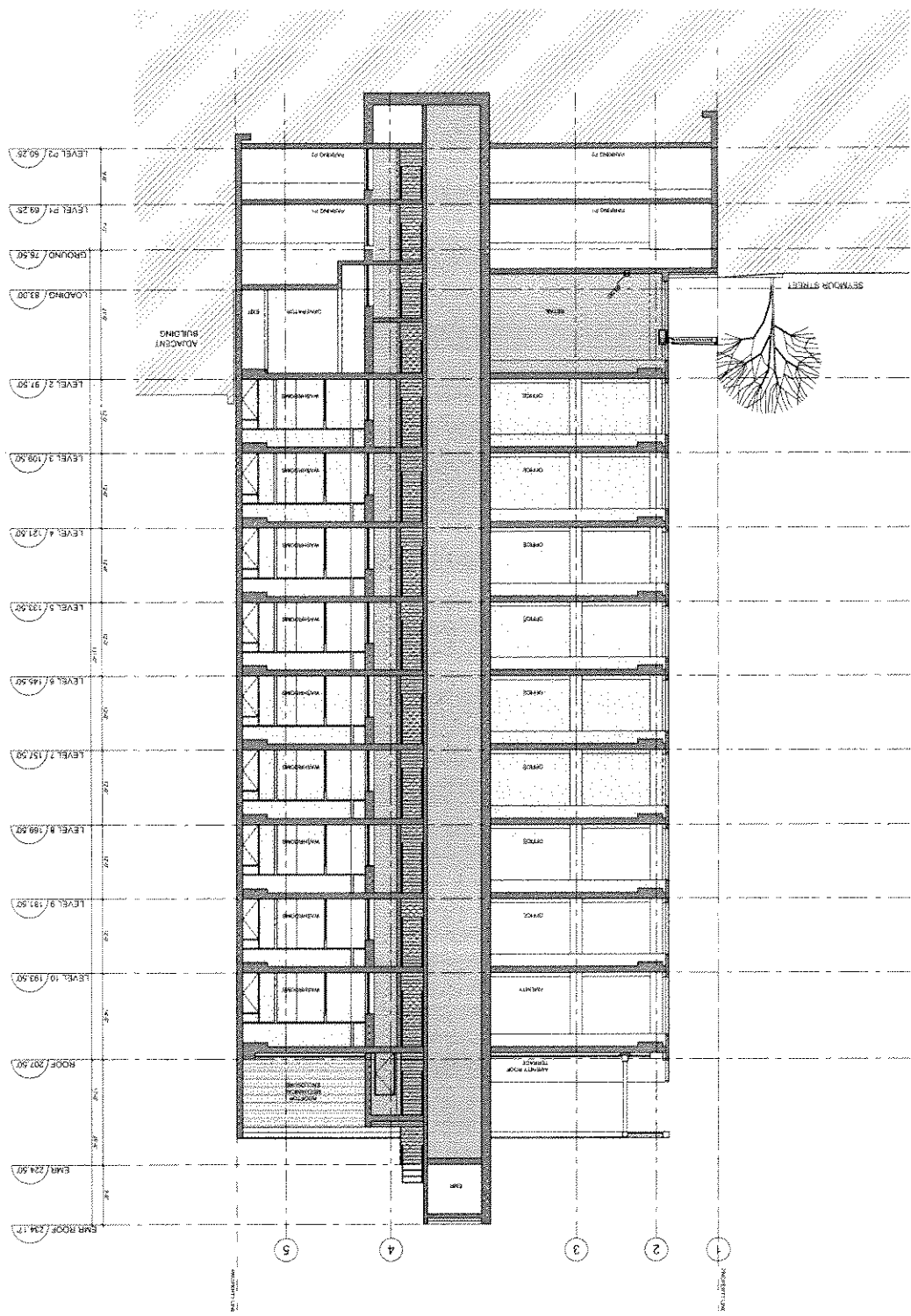
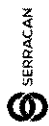


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Building
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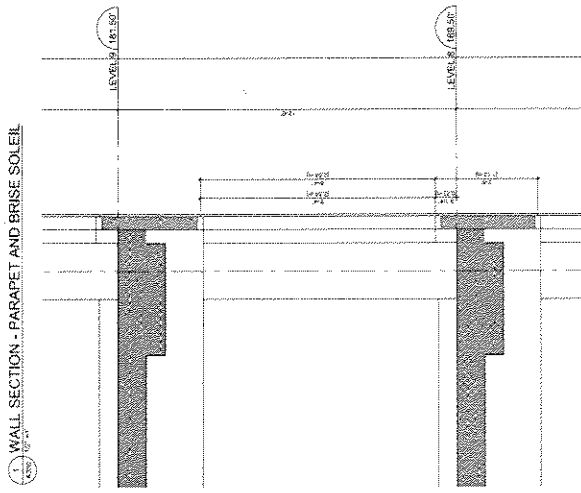
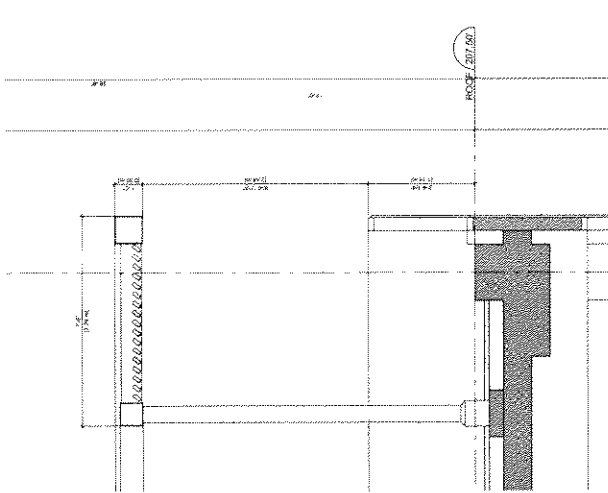
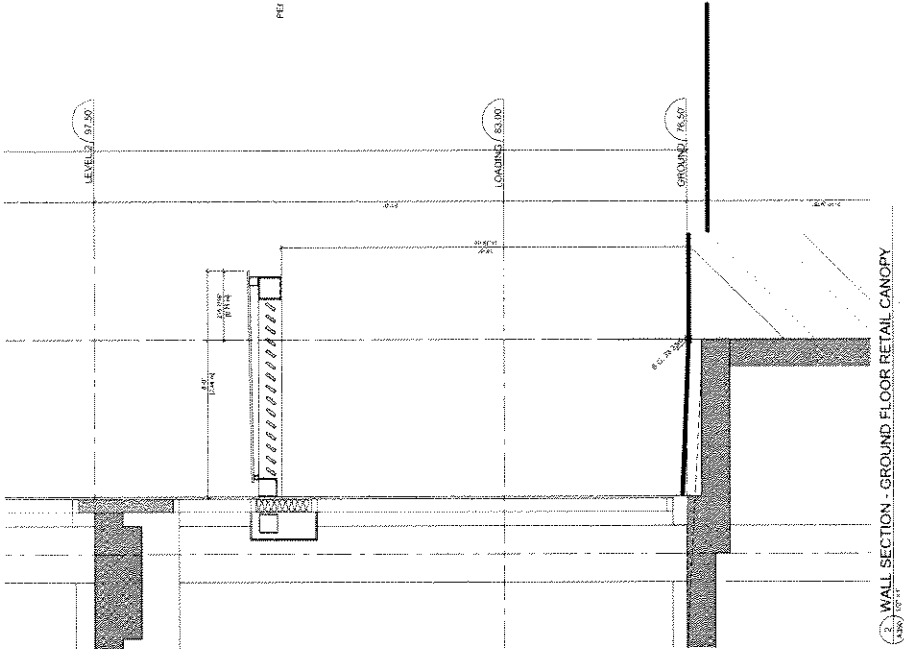
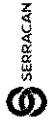


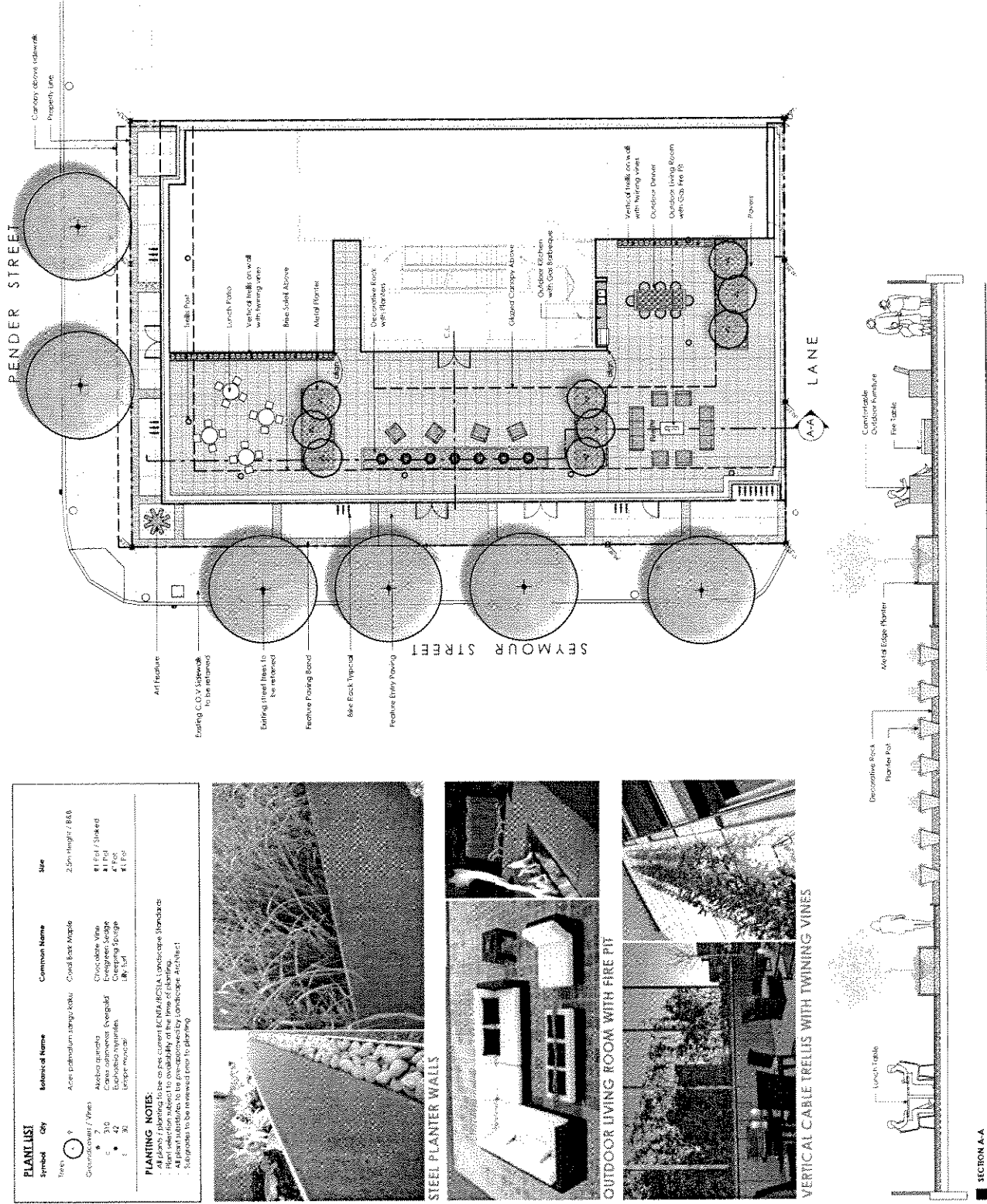
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Wall
Details



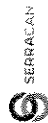




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SERRACAN

Neighbourhood Background

Vancouver's 'Crosstown' district bridges the gap between downtown's corporate core and historic Gastown and Chinatown neighbourhoods and is thus by nature transitional. It is the connective tissue between several districts of downtown Vancouver that are very disparate in character. To the west is the CBD that is largely glassy and corporate. To the South is Yaletown. To the east are historic Gastown and Chinatown. The resulting influence of the adjacent neighbourhoods results in a mixed use community with office, residential, institutional and retail including a limited but strong restaurant, bar, home décor scene. Despite the abundant and varied context, crosstown west lacks focal points or nodes of activity. Relic-like above grade parking structures can be found in nearly every block. The neighbourhood is perhaps next in line to see retail and office employment generation to Vancouver's creative class following the success of Gastown, Railtown and others.

The Proposal

This document is in support of a development permit application by Musson, Cattell Mackey on behalf of Serracan Properties to construct a 10 storey office building at the 510 Seymour Street in Vancouver.

510 Seymour embraces its richly diverse surroundings by providing a boutique office building that draws inspiration from the varied character of the crosstown neighbourhood. The building endeavours to both embrace the neighbourhood's character while creating a focal point for renewal on an important intersection in the district. This commitment to the neighbourhood is reinforced by the building becoming the corporate headquarters and identity for a major Vancouver-based retail company. The proposal draws on the inspiration from its adjacent neighbours. It will provide 70,000 square feet of high quality office space found in the CBD to the west while embracing elements of the character and scale found in the converted warehouses and loft spaces to the east.

Developer Vision

The owner of 510 Seymour Street, Serracan Properties, is a family owned company with a passion for creating lasting legacy with quality architecture that not only fits, but enriches neighbourhoods. 510 Seymour is intended to be a representation of these values: Architecture that is thoughtful, cutting edge, but styled to be able to withstand the test of time. The considerations result in a proposal conceived as an opportunity to enrich the corner, and more importantly neighbourhood, with a building that is contemporary but also complimentary to the historical context.

Serracan is committed to operating to the principle of sustainable land use and development through a respect for resources and the environment. 510 Seymour represents for resources and the environment. 510 Seymour a LEED Gold certified office environment in Vancouver's downtown core.

Site

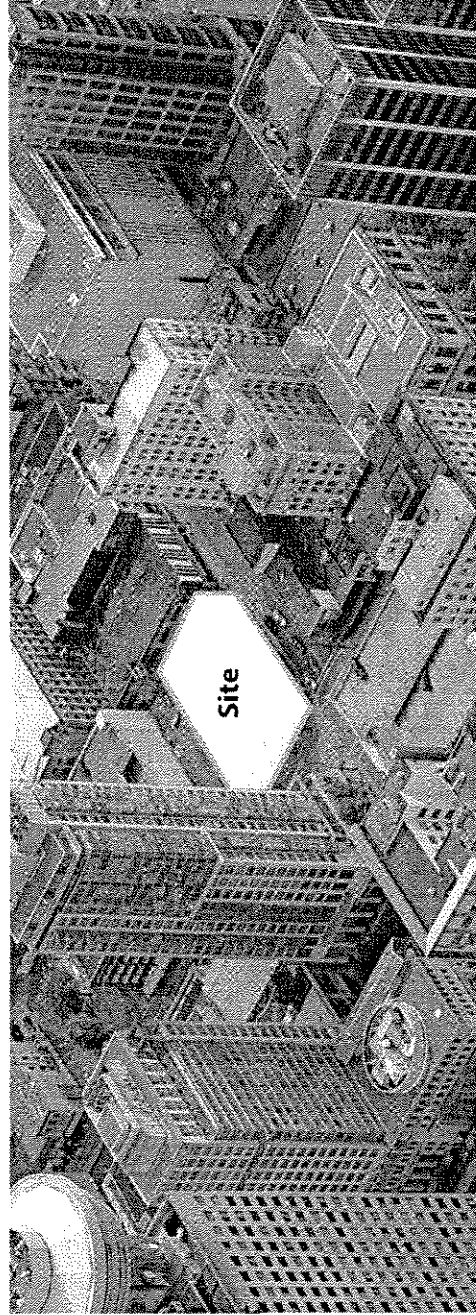
The site of 510 Seymour is located at an important intersection between historic districts to the east and Vancouver's CBD. It is also marks the intersection of two important streets through downtown Vancouver.

Pender Street serves as an important linkage through the downtown that connects the West End and East Vancouver with the city core. Seymour Street is a one way street that is the principle entry into the downtown off of the Granville street bridge. Seymour terminates at waterfront station, the original CPR Steamship terminal to Vancouver that is now a multimodal transportation hub linking the downtown with much of the lower mainland.

510 Seymour is located on the South East corner of Pender and Seymour Streets. Composed of 3 legal parcels the lot measures 78 feet (23.77m) wide affording Pender Street by 120 feet (36.58m) deep facing Seymour Street. A 20' wide mid-block lane runs parallel to the south lot line and provides access to parking and loading to the block. The East lot line is interior and faces an existing two storey retail building. Much of the balance of the block to the east is occupied by a seven storey above grade parking structure with retail at grade facing Pender Street. The parkade surrounds the eight storey historic registered Lumbermens Building completed in 1912 at 509 Richards Street.

The existing sidewalk along Seymour is 10'-6" to the property line and contains four city street trees. On Pender the sidewalk is 12'-6" and is home to two mature street trees.

The immediate context contains a diverse mix of buildings in uses, age, and style. Facing the site across Pender Street is the 29 Storey Conference Plaza Hotel and Condo building. Across Seymour are the Seymour Building and Malone's Bar which are both heritage registered. On the opposing north corner is a six storey parkade with retail facing Pender.

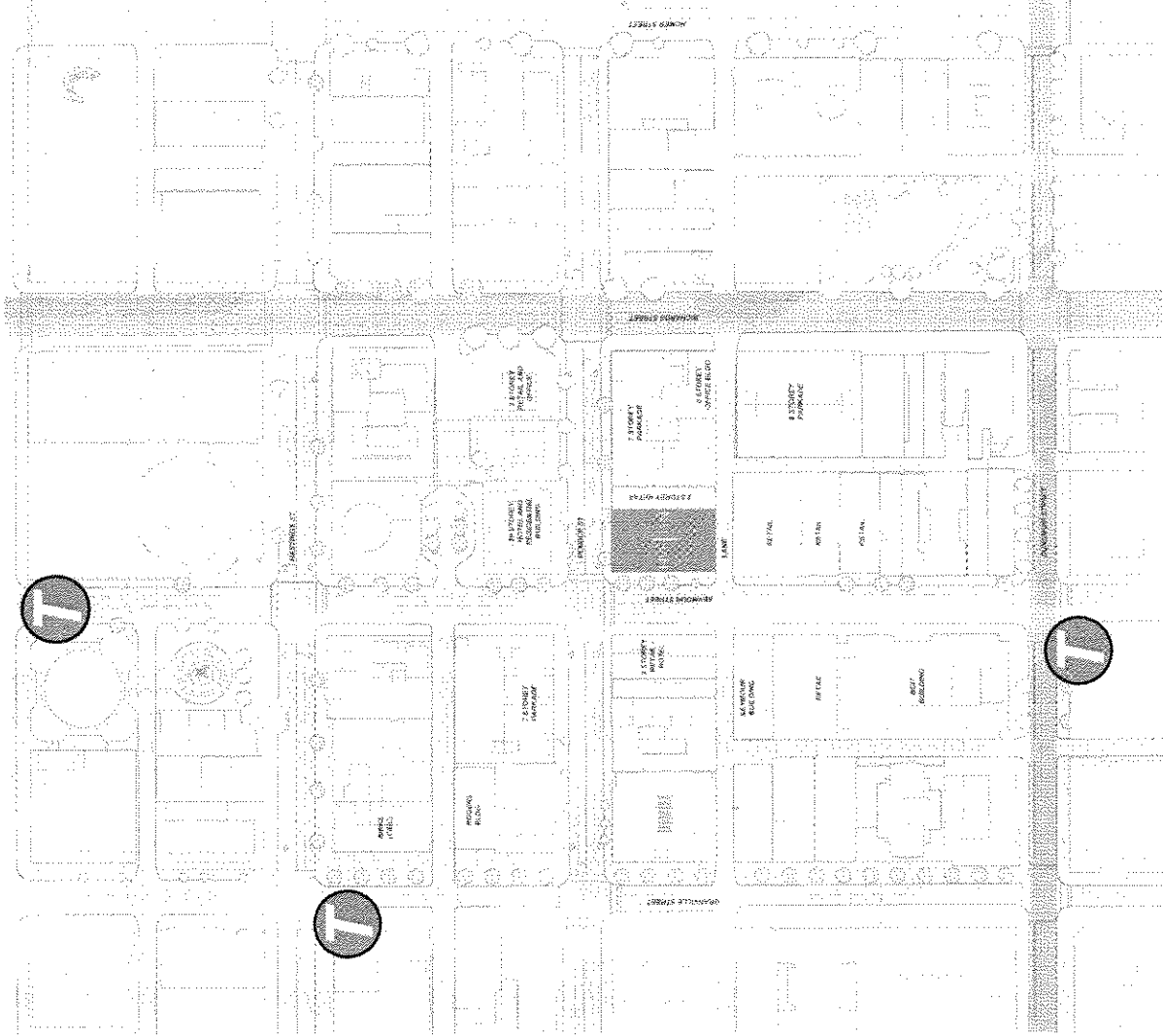


Aerial from the North

Transit + Bike Routes

510 Seymour Street enjoys excellent connectivity to both local and regional transit infrastructure. Waterfront station located two blocks (250m) to the north will provide building occupants with immediate access to virtually all lower main-land areas by Seabus, West Coast Express, Canada Line, Expo, and Millennium Skytrain lines. Additional rapid transit stations are located even closer than Waterfront Station at Dunsmuir and Seymour and Granville and Hastings.

Major bus routes heading east along Pender and North along Seymour each have stops located within the same block as the site.




Legend



Separated Bike Lane

Painted Bike Lane

Painted Shared Use Lane

 Skytrain Station

Context Photographs

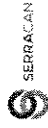
This series of photos demonstrates the varied nature of crosstown's architecture and public realm. The neighbourhood contains what is perhaps the most richly diverse mix of architecture in style, use, scale, and vintage. Everything from new condominium buildings to some of Vancouver's oldest office buildings can be found within a few blocks radius from the proposed site.



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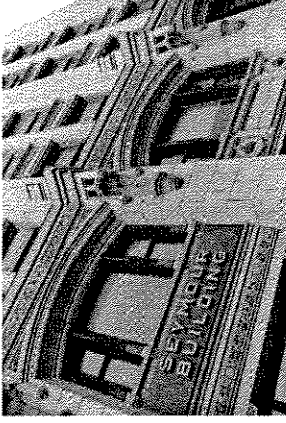
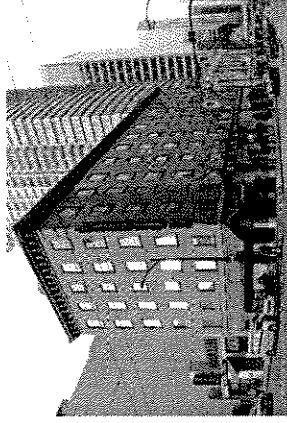
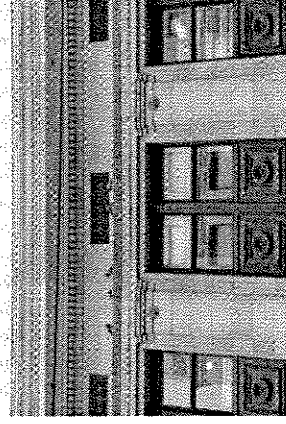
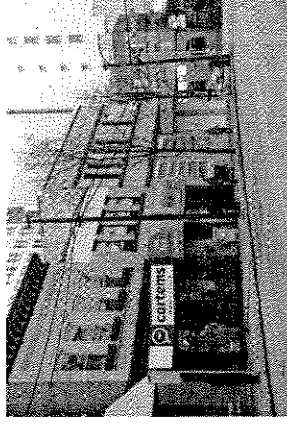
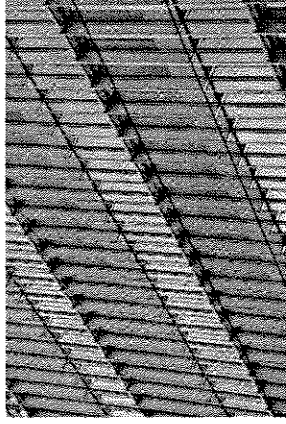
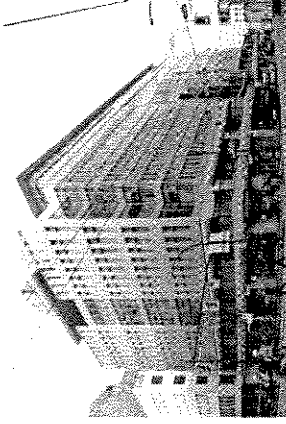
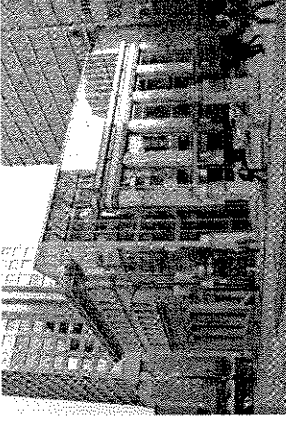
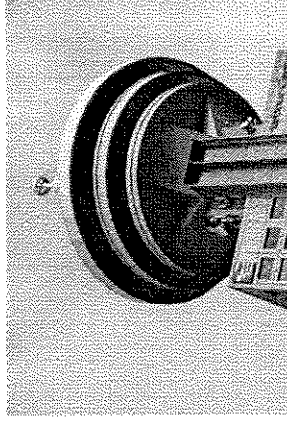
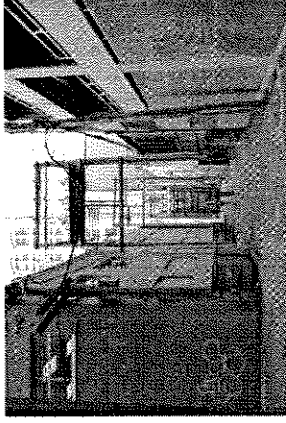
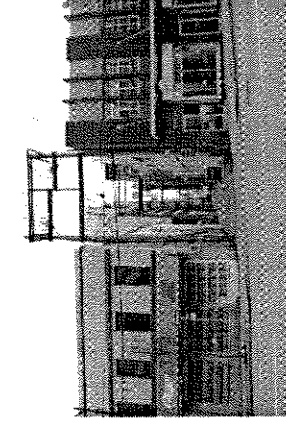
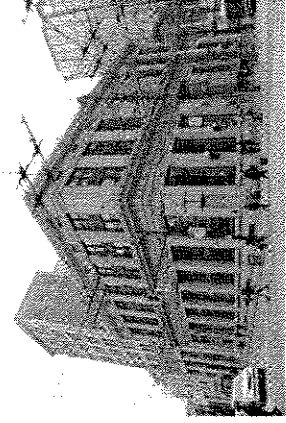
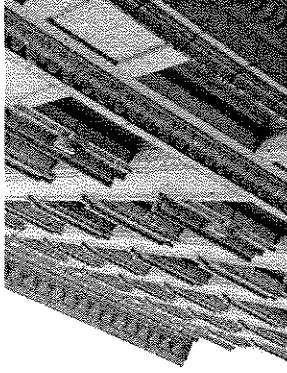
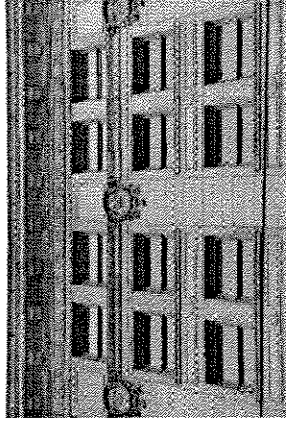
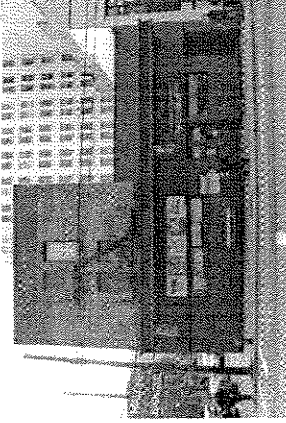
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Context
Photographs

9

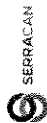




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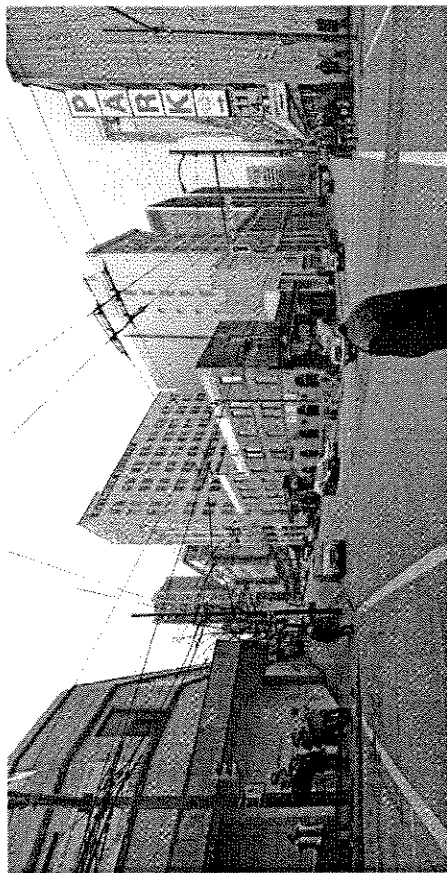
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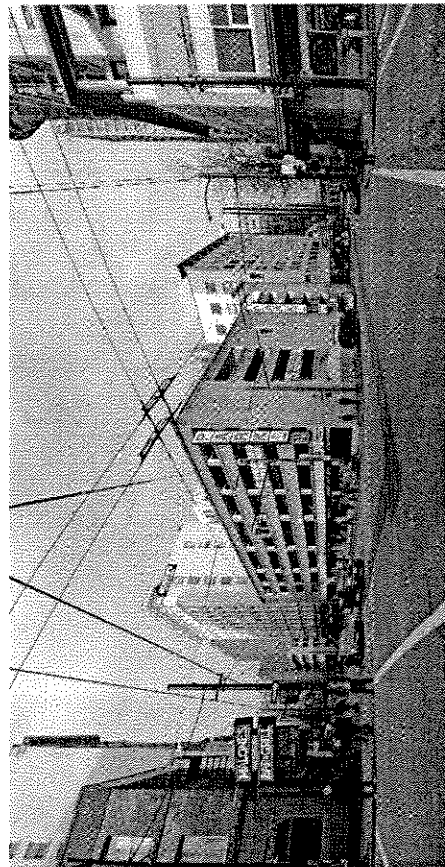
Site's Intersection



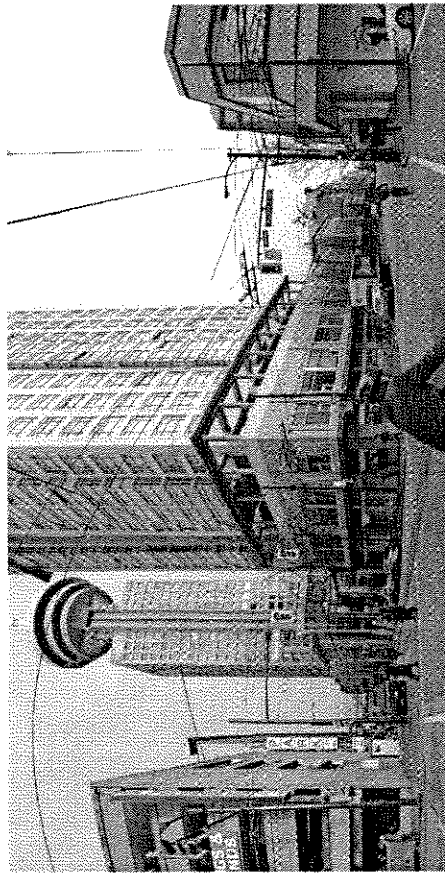
View of the south corner Site.



View of the west corner.



View of the north corner.

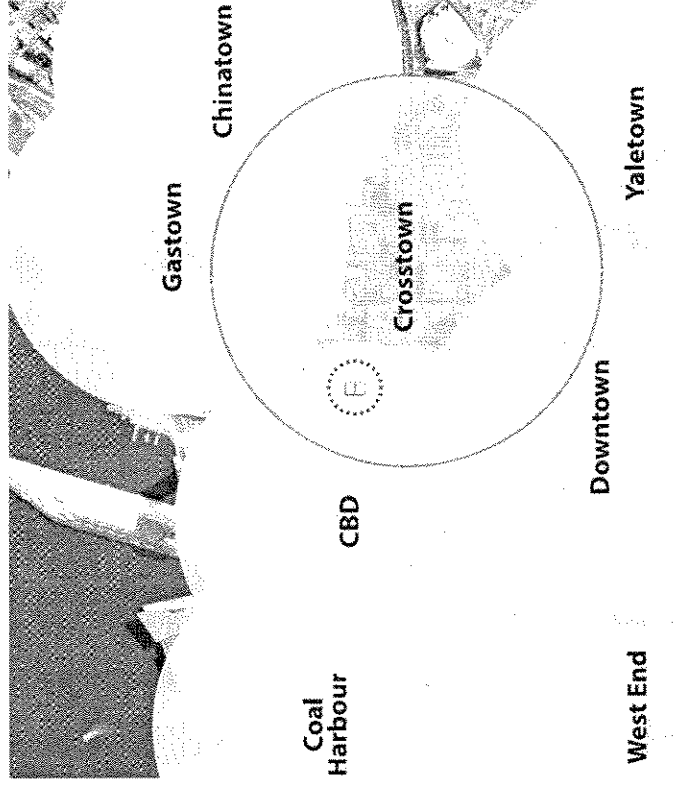


View of the east corner.

Site's
Intersection

Crosstown

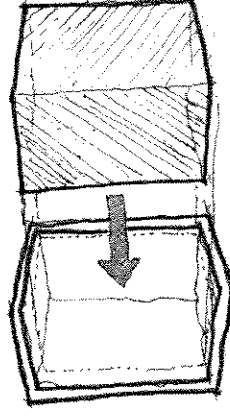
A Bridge Between Downtown's Diverse Neighbourhoods
Crosstown is by definition connective. It bridges the gap between downtown's more well-known historic neighbourhoods and office districts. It is a mosaic of the influences that surround it. The proposed building at 510 Seymour not only embraces these influences but seeks to enhance the character of the neighbourhood by creating a focal point where glittering office towers meet gritty historic buildings in one project.



Design Inspiration

Design Concept - Jewel in a Box
Crosstown contains a richly diverse mix of building types and styles that draws upon adjacent influences. 510 responds to these with a building that varies across each facade around a unified concept. The building is singular and unified, yet strives towards a simultaneous dialogue between both with the glass towers of the CBD and the historic areas it straddles.

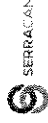
The metaphor of 'jewel in a box' is expressed by subtly rippling glass curtain wall facades facing north and west that are encapsulated by a concrete shell cladding the south and east facades. The concrete shell serves not only a functional purpose as a protective barrier from fire and energy consumption but relates to the materials found on many masonry clad buildings built in the early 20th century throughout the neighbourhood. The resultant building contains two highly refined facades that are oriented and reminiscent of Burrard Street. While the other two facing south and east reflect the materials and rhythm found on Water Street. The relationship is further contrasted by a continuous band of wood set into reveals, canopies, and the building cornice that capture the glazed curtain wall.



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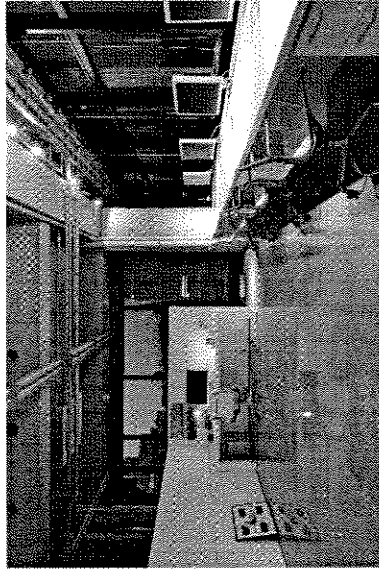
Crosstown

Design
Inspiration

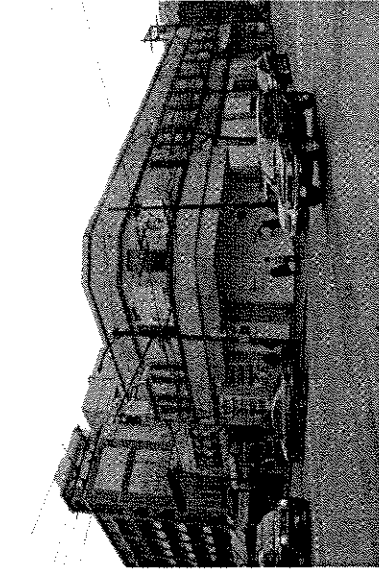
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Architectural Principles

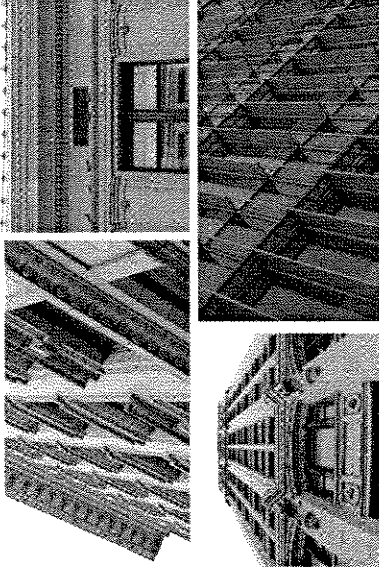
The following principles were established to guide the conception of the proposed development.



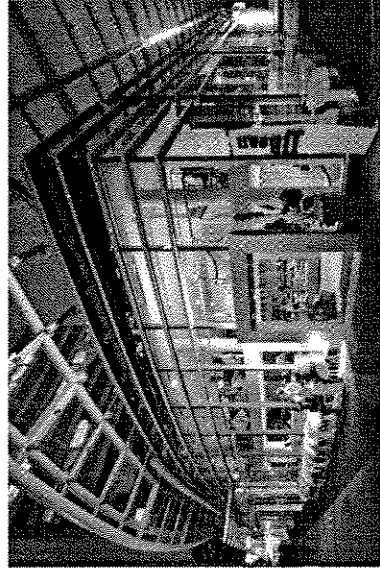
1. | Creation of boutique office space for downtown Vancouver that is sustainable, functional, unique, and engaging space for Vancouver businesses to operate.



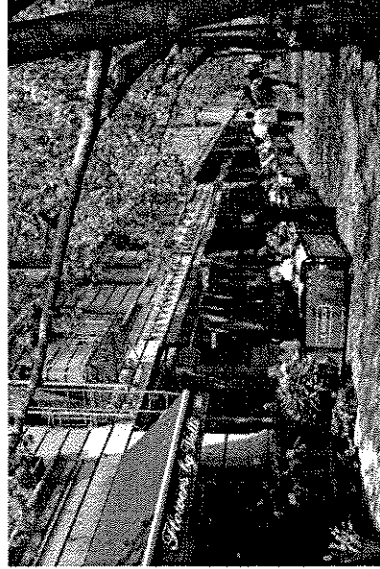
2. | Revitalise an existing under-developed site on an important city corner.



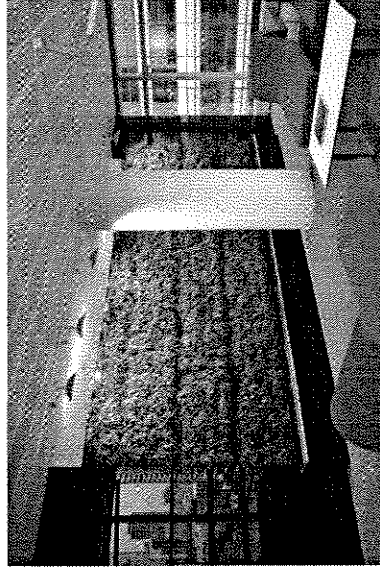
3. | Create an architectural vocabulary that is not only respectful but enhances the character of the Crosstown neighbourhood.



4. | Enhance the neighbourhood and public realm with quality streetscape and public art.



5. | Provide high quality retail services to both those who occupy building and neighbourhood.



6. | Construct and operate a building in the sustainable manner in accordance with Vancouver's policies regarding sustainability and energy efficiency



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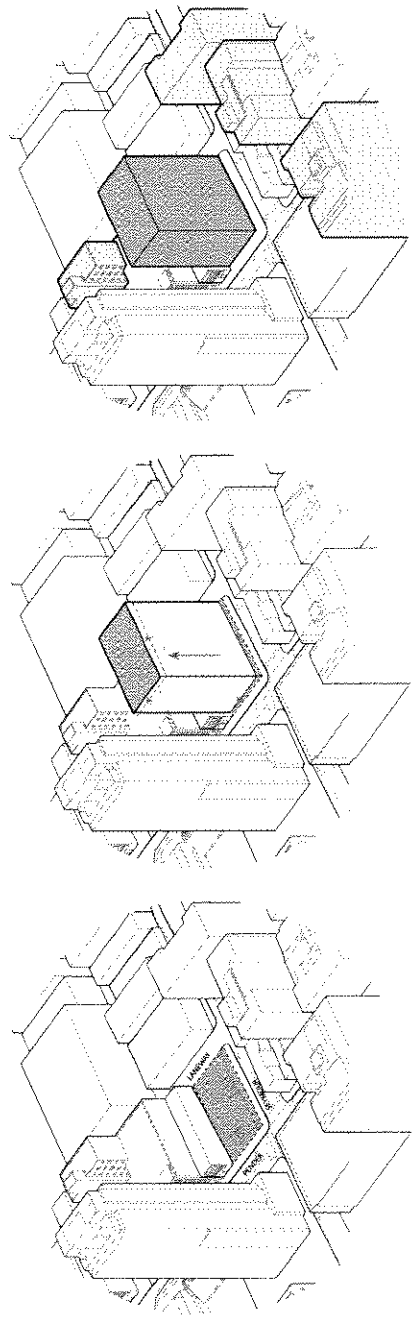
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Building Concept

The building massing concept aims to optimize the efficiency of a limited site area while accentuating the tectonic relationships between the differential façade elements.



Site

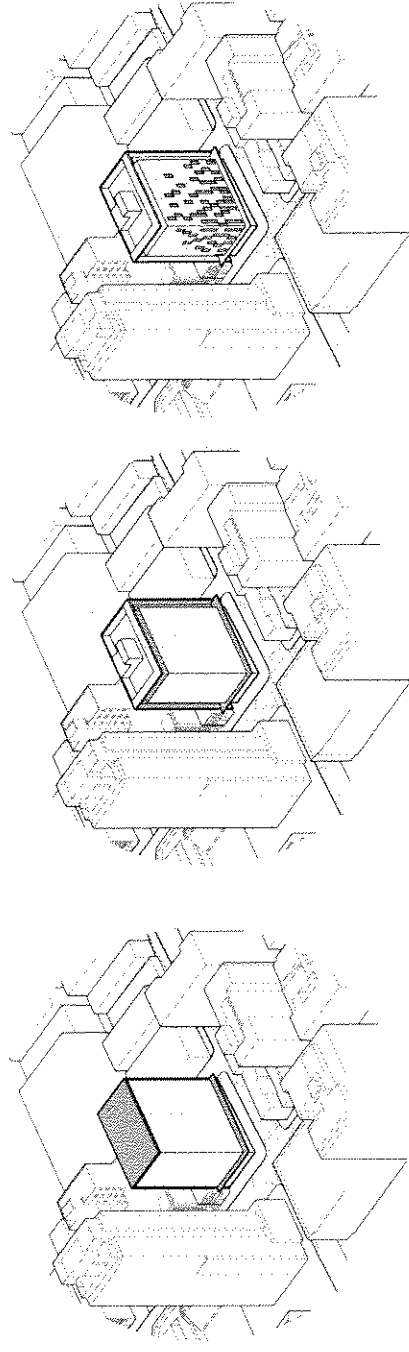
The site is 78' wide x 120' deep

Setback + Extrude 7.0 FSR

Set back from property lines to widen public realm.
Provide functional office floor plate dimensions with 30' - 45' core to glass are extruded to permitted density

Contextual Proportions

Relate building massing and scale to historical office buildings in neighbourhood



Capture

Wrap north and west facades with concrete

Notch

Create reveals between concrete, cornice, and curtain wall to accentuate contrasting relationship.

Ripple

Articulate curtain wall with patterned relief radiating out from focal corner

Building
Concept

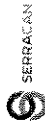
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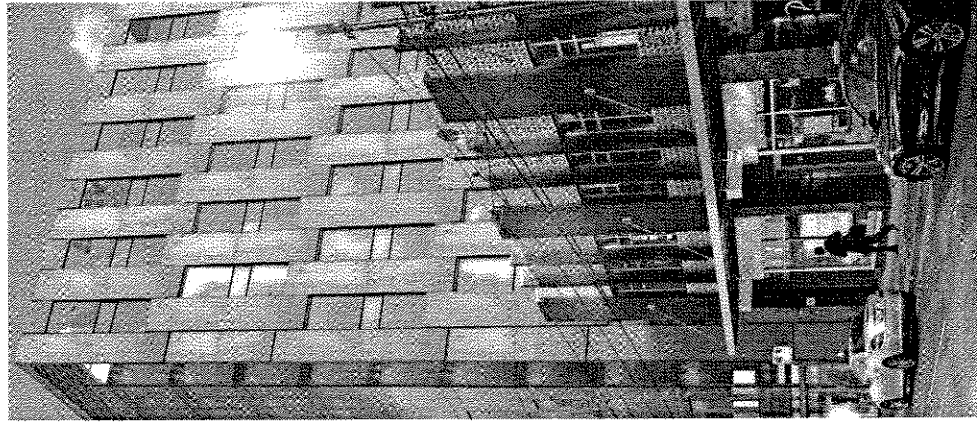
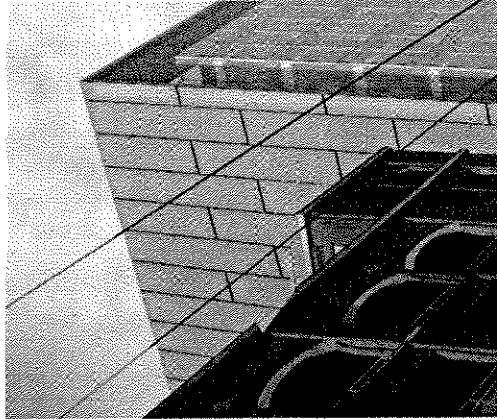
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Architectural Articulation

Masonry Walls

As required by the Vancouver Building Bylaw unprotected openings must be limited on the east and south facing walls due to their proximity to adjacent buildings on the interior property line and 20' wide lane. The building will be built out to the property lines on these faces so zero openings are permitted on the east wall and approximately 30% are permitted on the south wall. Cast-in-place tinted concrete with a sandblasted finish is proposed for both walls. The south wall has staggered punched window openings in reference to the language of heritage architecture such as the Seymour building. A running bond pattern of reveals on the east wall creates a dialogue with the south facades staggered windows. Limited openings on the East and South elevations also permit an extremely well insulated envelope reducing the energy consumption typically required to heat and cool office buildings clad completely in glass.



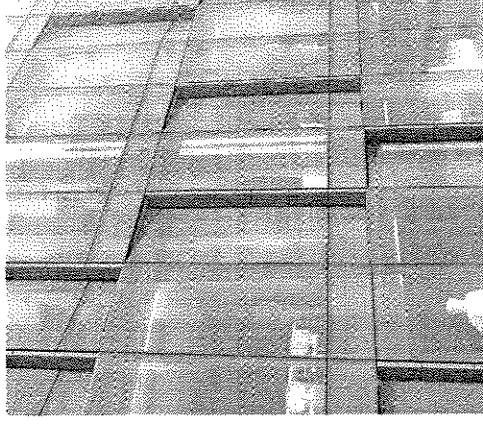
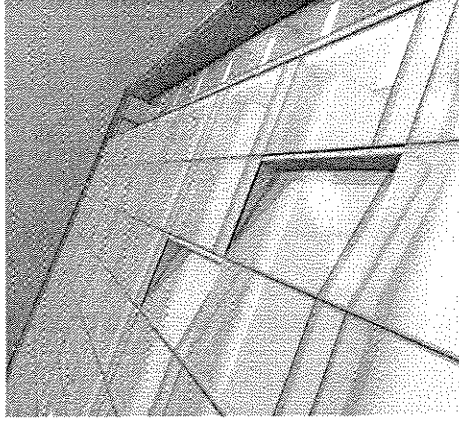
Glazing

The curtain wall cladding the North and West facades create the 'jewel' expression. A refined faceted aluminum curtain wall is punctuated by the faceted 'ripple' that radiates out from the corner. All curtain wall is proposed to be 4 sided structural silicone glazed (4 sided SSG) with minimal pressure plates on the exterior to accentuate the varying surface geometry. Vision glass is proposed to be double glazed insulating units with a low-E coating applied to the #2 surface. Appearance will be a neutral grey-blue with maximum visible light transmittance to permit day lighting the interior office spaces as much as possible. As a homogenous appearance across the entire wall is desired, the opaque appearance of spandrels will be mitigated by utilizing a shadow box back-pan assembly with consistent glass types to vision panels.

Because the curtain wall facades are facing north-east and north-west mitigation of solar heat gain and glare into the office environment are of minimal concern. The curtain wall 'ripple' is created by articulating curtain wall panels inward on an angle to create inflections in a pattern that is both random yet rhythmic to introduce a subtle texture and depth to the façade. The ripple concentrates in intensity at the corner and eventually fades further from the corner. The approximately 12" deep returns are to be clad in the composite wood material that is consistent with wood found elsewhere on the façade.

The east elevation is located against an interior common property line so no unprotected openings are permitted.

The south elevation has a concrete wall with double storey punched window openings that are separated by glazed spandrel panels to elongate the expression.

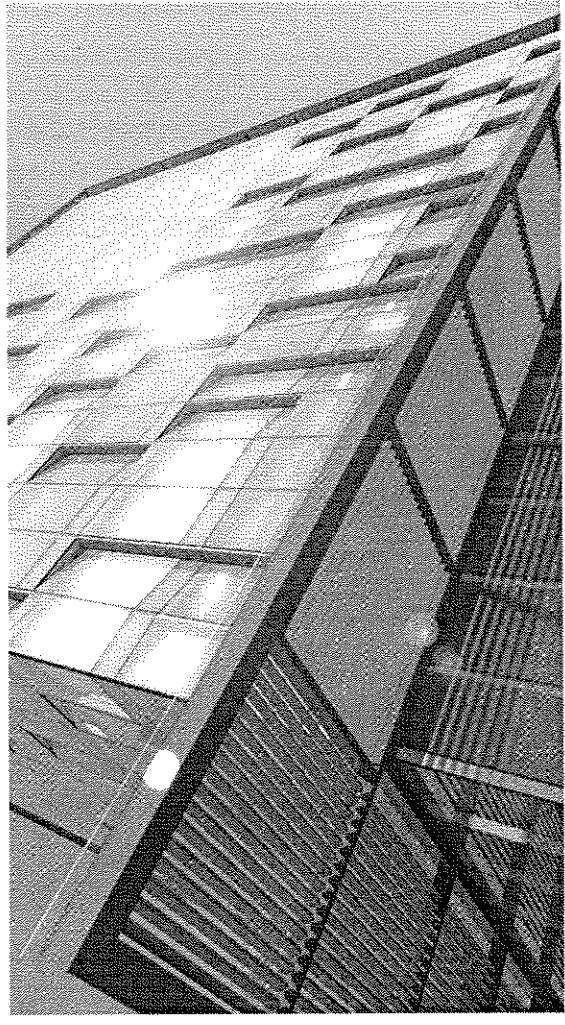
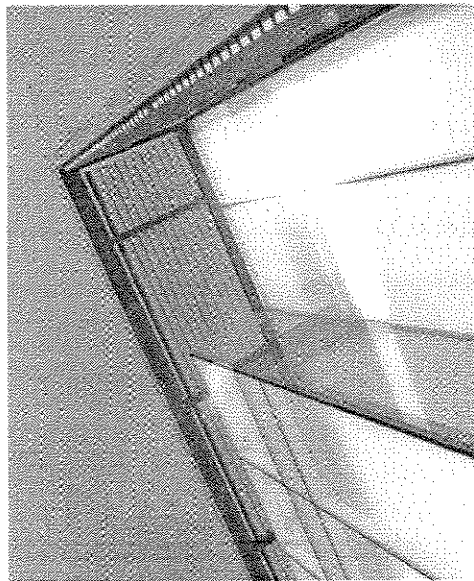


Canopies + Cornice

The canopy and cornice elements encapsulate the glass 'jewel' at the capital and base of the building with a robust structure and opaque appearance. This is accomplished via thick steel framing members and in fill materials that appear opaque when viewed from the exterior. The wood ribbon that travels up the corner notches is connected by slats that in fill the canopy and cornice. The slats are oriented on a 45 deg. angle such that the broad faces of wood create an opaque appearance to the viewer from the street while permitting maximum light through to the building occupants.

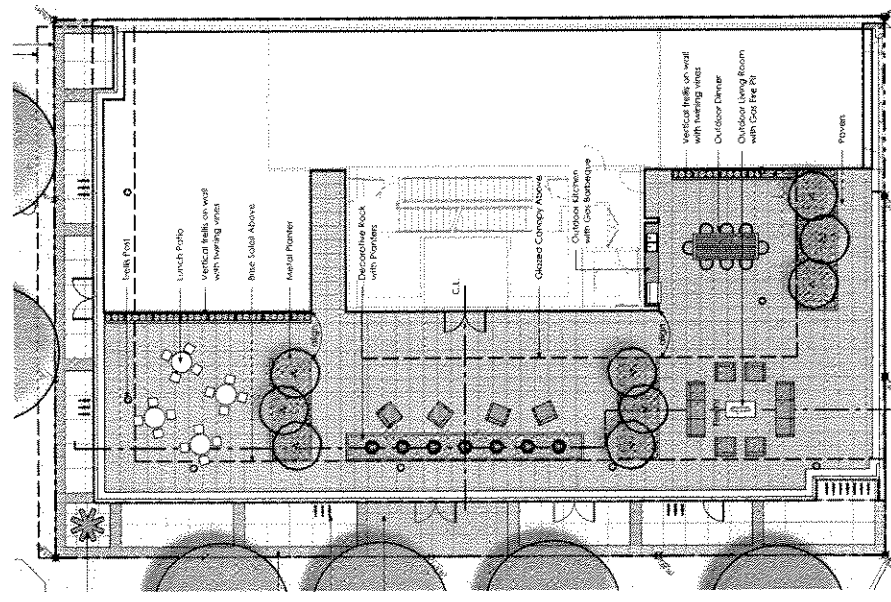
Right: Curtain wall parapet, reveal detail, and cornice canopy transition

Below: Ground Floor Retail Canopy and curtain wall above



Rooftop

The rooftop of 510 Seymour will be a roof amenity terrace for the use of all building tenants. Mechanical equipment will also be housed on the rooftop and will be screened from vision and will be only be visible from above.



Landscape

At the top of 510 Seymour a roof garden provides three outdoor living rooms to gather and entertain with clients and staff. These spaces include a large harvest table adjacent to an outdoor cooking area for dining, fire pits with comfortable furniture for lounging, and feature planter pots within decorative rock to define a sense of place.

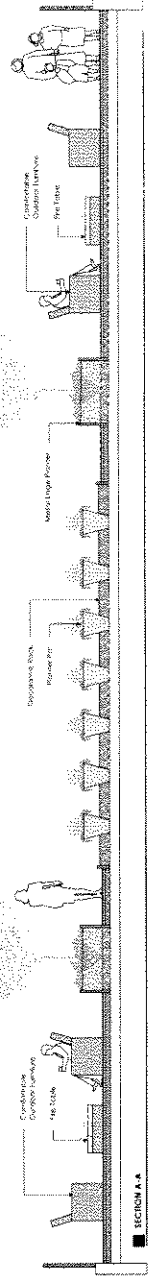
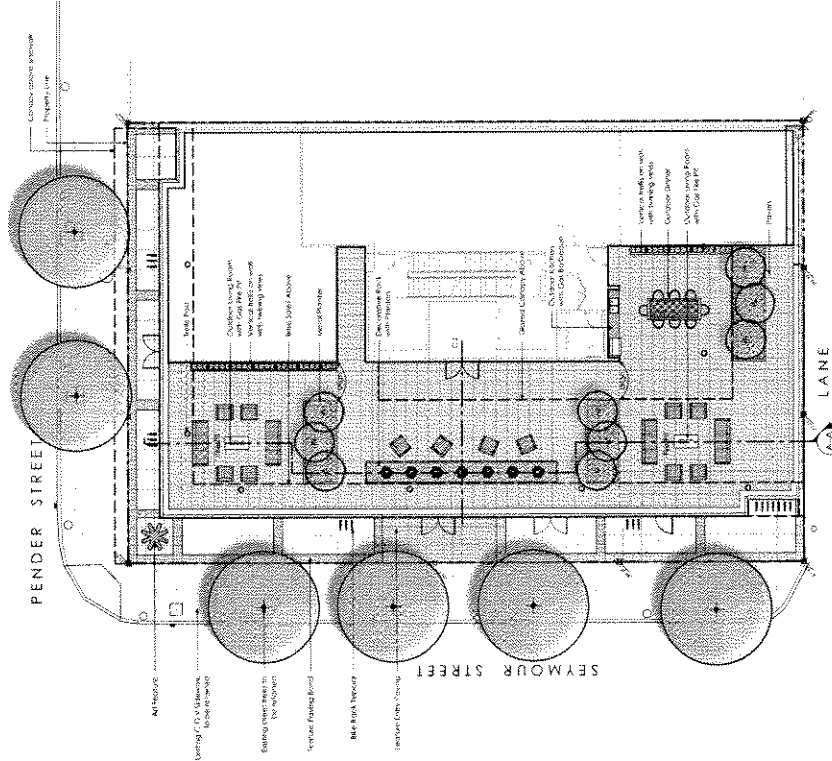
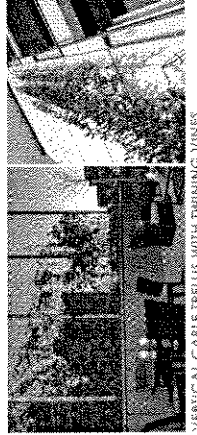
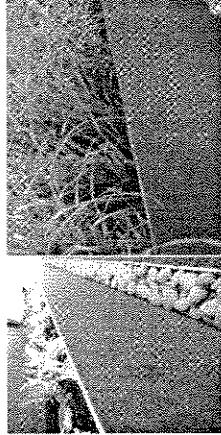
Large steel planters with bold swaths of planting and multistem trees define the outdoor living spaces while an overhead canopy structure provides a ceiling to enhance the sense of enclosure. Edible grape vines can be grown on these canopies to create an ambience of an Italian garden. Further opportunities to grow grape vines are provided at two vertical cable trellis systems mounted to the building walls to further enhance the quality of the outdoor spaces.

Within the public realm, all existing street trees are to be retained and protected. Inside the property line new paving is proposed around the building footprint. Paving bands will break up the hard landscape while feature paving at the building entrance will match the interior.



Symbol	On	Symbol	Off	Symbol	Size
1		1		1	2.0m Height / 4.0m
2		2		2	4.0m Height / 6.0m
3		3		3	6.0m Height / 8.0m
4		4		4	8.0m Height / 10.0m

PLANTING NOTES:
 All plants are to be supplied and installed by the contractor. All plants are to be installed by the contractor. All plants are to be installed by the contractor.



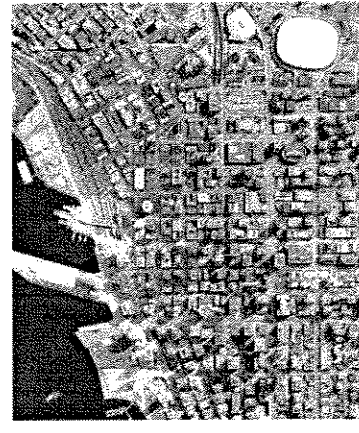
Sustainable Site Design

Site Location, Neighbourhood, and Connections

The initial step towards the sustainability strategy was to identify a site in a location that will encompass smart growth principles. The sustainable objectives of the building are to encourage the development of spaces that will make use of existing infrastructure, promote a walkable development, and maintain an commitment to energy and water conservation. These components are the goals for 510 Seymour. The property is a developed site that will make use of transit services for efficient and effective connections to the rest of the city. In addition to public transportation, 510 Seymour will be part of a vast cycling network which includes on-street and off-street cycling networks that reach all corners of Vancouver and the surrounding area.

In addition to being a part of Vancouver's vast cycling network, 510 Seymour offers an access to the five main transit connections, which are located only two blocks away at the Waterfront Station, Expo SkyTrain Line, Millennium SkyTrain Line, Canada Line, SeaBus and West Coast Express.

The site's proximity to the various public transit connections and bike routes allows for reduced vehicle congestion in the downtown core and provides potential employees with efficient transportation options to and from the work place.

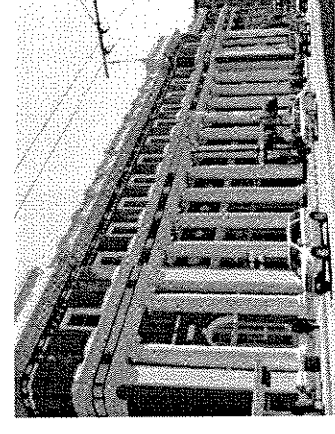


Green Mobility

510 Seymour is located in a well developed commercial core, with optimum connectivity to pedestrian, bicycle and public transit options. Within a 400m radius (approx. 5mins walk) there are a minimum of 17 different bus lines in addition to the Waterfront Station. This affords the proposed development a distinct advantage for car less commuters and can contribute to a reduction in damaging vehicle Emissions resulting from local traffic.

As identified previously, the site is also located within a vast cycling network. To promote the use of this network, bicycle storage and end of trip facilities will be provided for the occupants and visitors to 510 Seymour.

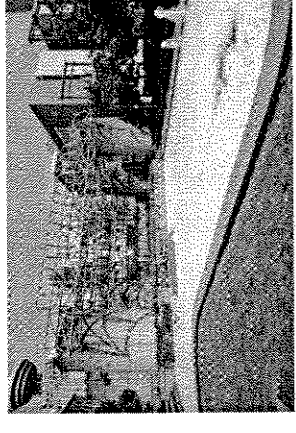
While public transit and cycling options are well serviced, in some cases these options are not feasible for occupants where single occupancy vehicle transportation is required, low carbon alternatives are planned to be available via electric vehicle charging stations. 510 Seymour is exploring the potential to promote a sense of vehicle independence by encouraging alternate forms of transportation through carpooling/car-sharing.



Access to Nature

One of the many strengths of 510 Seymour is its ability to provide an environment of connectivity and recreation to the community and its occupants, promoting pedestrian and transit orientated access. To enhance this sense of connectivity to its community, recreation, and wellbeing, access to the outdoor environment will be included in the design to promote a more shared sense of space and community. To adhere to this the design plans to include a common rooftop patio including edible landscaping featuring native and adaptive plantings and seating areas for building occupants.

To further promote connectivity and recreation there are two large parks located within 400m of the site Cathedral Square (above) and Victory Square (below). These parks offer a variety of recreational facilities and green spaces to promote healthy lifestyle and connection to nature.



Water Management

510 Seymour will approach water conservation through two design approaches. Firstly water conservation through stormwater treatment and secondly through low flow plumbing fixtures.

In the context of such a dense impermeable development, stormwater quality and volume can be a significant burden on the municipal treatment system. By targeting these issues from the outset the project has the opportunity to limit the impact on the municipal system, and improve the overall stormwater management of the site. The project team is examining the feasibility of managing site stormwater contamination through the active filtration and monitoring of it site runoff as well as potentially retaining a portion of it to reduce the potable water usage of its planned landscape features.

In addition to focusing on the management of stormwater, the building will feature high efficiency, low flow fixtures and low irrigation demand planting as a comprehensive means to minimize the use of potable water of the buildings. This reduced demand of potable water also relieves pressure on the municipality to source treat and transport the same amount of water we might typically see in a similar building.

