



EXPLANATORY MEMO

**20785 Fraser Highway
Land Use Contract No. 03-73 Discharge Bylaw No. 3197
Development Permit 12-21**

November 10, 2021 Advisory Design Panel Recommendations and Applicant Response

Advisory Design Panel Recommendations and Applicant Response

On November 10, 2021 the Advisory Design Panel (ADP) reviewed the DP 12-21 application, and provided the following recommendations (see attached minutes for further details):

1. Modify the east breezeway to improve sightlines, safety (close or widen breezeway, adding windows, no hiding spots)
2. Add tree strip and frontage details on 208 Street
3. Update perspective rendering on Fraser Highway (show true width)
4. Consider updating columns on balconies above brick façade
5. Consider updating the corner façade design (geometry/angles)
6. Use green roof/reflective roof components
7. Add additional landscaping areas in parking area and amenity areas, where possible
8. Consider more ramps to get to CRU/FCL level (in lieu of stairs)
9. Consider articulating CRU façade along Fraser Highway (i.e. insets)
10. Consider updating the stair access to the breezeway (widen stairs, potentially adjust lobby area to bring entrance to be more visible from one of the streets/create a grander residential entry)
11. Consider adjusting ramp design to better integrate plaza and CRU
12. Carry the brick treatment across the Fraser Highway façade at a more consistent level, utilize a richer brick texture
13. Ensure CRUs are primarily accessible from street-side
14. Consider the use of hanging CRU signs in arcade
15. Show storage details in drawings

Staff communicated these recommendations to the applicant on November 12, 2021, met with the applicant on November 15, 2021 to discuss these recommendations, and the applicant submitted finalized revised architectural and landscape drawings on November 17, 2021 (both attached to the Development Permit). The applicant has responded to the ADP's recommendations in the following manner:

1. Modify the east breezeway to improve sightlines, safety (close or widen breezeway, adding windows, no hiding spots)

The applicant has closed up the east breezeway to improve sightlines, remove potential hiding spots and maintain stair access between the underground parkade and the ground floor. Primary access to ground floor Commercial Retail Units (CRUs) and residential lobby will be from the internal parking area via the main breezeway and from the street frontages and associated on-street parking.

2. Add tree strip and frontage details on 208 Street

The applicant has added a 1.7 metre wide street tree planting strip along the 208 Street frontage, to accommodate a line of new street trees along 208 Street. This tree strip will be located between a 2.4 metre wide sidewalk and the street curb, to create a public realm about 4.1 metres wide, between the curb and the start of the elevated sidewalk on private property, along the east side of the proposed project.

3. Update perspective rendering on Fraser Highway (show true width)

The applicant has updated the rendering showing the proposed building along the Fraser Highway frontage. This rendering also includes the required street tree plantings along both Fraser Highway and 208 Street frontages, as well as tree plantings in the corner plaza.

4. Consider updating columns on balconies above brick facade

The applicant considered this item and following further review and making other changes to the corner façade (see next item), has elected to maintain the current column design.

5. Consider updating the corner façade design (geometry/angles)

Following detailed review and discussion by the applicant and staff, and noting that a key intent of the corner façade orientation and design is to create a viable plaza in a corner location that is constrained by an acute angle, the applicant has elected to maintain the original corner façade design but also add dark colour accents to the edges of corner balconies on floors 4 through 6. These dark colour accents will highlight the roof lines of the top floor balconies (which are proposed to remain as white) and create a visual rhythm between the top balcony roof lines and the horizontal grey colour reveal lines on the rectilinear brick façade below, which will add visual interest to the prominent south-east corner of the proposed building and maintain a consistent façade that frames the corner plaza. The applicant is also proposing to install LED strip lighting along the balcony edges to accentuate these features at night.

6. Use green roof/reflective roof components

The applicant has added a reflective roof membrane to reduce heat gain. Given the proposed building is wood-frame construction between floors 2 to 6, a green roof installation could not be viably supported due to the weight loading typically associated with green roof planters/planting beds, underlying soil medium and water accumulation. However, the applicant has added planting beds in concrete planters to the 2nd floor amenity deck, (which has a concrete floor and can support the additional weight of concrete planters and soil) to add additional landscaping to this area and the overall project, and in combination with the proposed potted trees, reduce heat loading in the west-facing portion of the building.

7. Add additional landscaping areas in parking area and amenity areas, where possible

As noted above the applicant has added shrubs in planters along the edges of the 2nd floor amenity space, to provide for landscaping and shrubs to supplement the proposed potted amur maple trees, and also added two ironwood trees in planting beds, along with a laurel planter, in the ground floor parking lot. A total of 21 on-site trees are proposed, in pots on the rooftop and 2nd floor amenity spaces, through in-ground tree wells in the plaza and in planting beds in the ground floor parking lot. The new frontage works along Fraser Highway and 208 Street will include street trees as required by the City's Subdivision and Development Servicing Bylaw.

The applicant has updated their landscape plan drawings to clearly show previously proposed landscaping and tree plantings in the corner plaza, roof-top amenity space, and the 2nd floor amenity space, along with new trees in the ground floor parking lot and in planters along 208 Street (one in the plaza and one in a planter near the lane). The additional landscaping will also assist in reducing impermeable surface in the ground level parkade; the trees in tree wells in the plaza and tree planting strips along the street frontages will also provide permeable surfaces.

8. Consider more ramps to get to CRU/FCL level (in lieu of stairs)

The applicant reviewed this item and determined that additional ramps could not be added, as this may limit the number of entrances to the CRUs and in turn the ability to create commercial spaces that can be updated/delineated in different configurations over time.

9. Consider articulating CRU façade along Fraser Highway (i.e. insets)

Upon further review the applicant chose to maintain the façade along the Fraser Highway frontage, as the raised sidewalk access to the CRUs is wider than the raised sidewalk along the 208 Street frontage. It is possible that future commercial tenants choose to modify the CRU façade (i.e. add insets), depending on the type of commercial activity involved.

10. Consider updating the stair access to the breezeway (widen stairs, potentially adjust lobby area to bring entrance to be more visible from one of the streets/create a grander residential entry)

The applicant has widened the stairs between the main breezeway and the sidewalk, to create a more welcoming and prominent entry feature. The entrance to the residential lobby has also been modified slightly to increase visibility. Uplighting and downlighting is also proposed for the breezeway area to enhance visibility and safety at night.

11. Consider adjusting ramp design to better integrate plaza and CRU

The applicant reviewed this item, and in conjunction with closing the east breezeway, modified the east-side ramp to create a sloped sidewalk with reduced grade and a larger level landing area interface with the plaza. This creates a larger at-grade and level interface between the plaza and corner CRU. Staff also note that further design work will be undertaken, should the application proceed following Public Hearing, on integrating the plaza design on private property with the new street frontage and intersection design on the City right-of-way, and this may include additional minor improvements to the plaza design and its integration with the adjacent building face/CRU. This approach is similar to the 'Washworld' application at 20137-39 Fraser Highway, and staff will report back on design updates in this regard when this Development Permit application is considered for approval by Council.

12. Carry the brick treatment across the Fraser Highway façade at a more consistent level, utilize a richer brick texture

The applicant has increased the height of the extruded rectilinear (i.e. square-like) brick facade at the west end of the building face that fronts Fraser Highway, to match the height of the extruded brick façade at the corner of Fraser Highway and 208 Street (about 3.5 storeys above grade). This approach will help in establishing, over the long term, a consistent 3 to 4 storey building line along this portion of Fraser Highway that future development can relate to, and, over time, collectively create a human-scaled massing/street wall along this corridor which is envisioned to include new buildings between 6 to 12 storeys in height, as identified in the OCP.

This brick façade height, and use of brick and warm colours overall also complements the OCP design direction for the Historic Downtown Core, which calls for the use of warm colour and durable, ‘timeless’ materials like brick and masonry. The use of the extruded brick façade also creates a building mass step-back at the fourth storey, which when combined with at a minimum 6 metre distance between the street curb and the building face/raised sidewalk, helps to reduce building massing along the street. The upper portion of the building has also been slightly modified through the addition of openings in the extruded façade portions/parapets to reduce massing and mimic the openings around the roof top amenity area.

Staff also note that the proposed building and its materials also reflect the many prominent buildings in this area that incorporate significant brick facades and features and warm colours. The applicant has also chosen to maintain the originally proposed brick colours and tones, but will provide additional colour variety (i.e. through grouting material).

In terms of redevelopment activity in the local area, staff note there is a four storey apartment under construction at the intersection of 208 Street and Douglas Crescent, another 6 storey apartment under consideration in the vicinity of 208 Street and Douglas Crescent, and a 6 storey apartment on 207 Street that has received third reading from Council.

13. Ensure CRUs are primarily accessible from street-side

The CRUs are primarily accessible by pedestrians from Fraser Highway and 208 Street frontages, and will be designed and constructed to prioritize customer access and exit doors to the street sides.

14. Consider the use of hanging CRU signs in arcade

The applicant has expressed an interest in utilizing hanging ‘blade’ signage that is positioned perpendicular to the retail façade, to create a more pedestrian-oriented retail experience.

15. Show storage details in drawings

The applicant has updated their drawings to show storage details.

Staff Commentary

Staff support the updates made by the applicant in response to ADP recommendations.