



EXPLANATORY MEMO

July 5, 2023 Advisory Design Panel Recommendations and Applicant Response DP 05-23 5721 Production Way

Advisory Design Panel Recommendations and Applicant Response

On July 5, 2023 the Advisory Design Panel (ADP) reviewed the DP 05-23 application, and provided the following recommendations (see attached minutes for further details):

1. Review opportunities to enhance pedestrian access into and within the site, along with enhanced pedestrian safety/priority measures (e.g. raised crosswalks).
2. Review opportunities to incorporate more permeable surfaces into the site.
3. Provide more detail on the building signage program, including drawing of front monolith sign.
4. Consider providing more landscaping within the City right-of-way to mimic the curve of the proposed sidewalk.
5. Review opportunities to provide larger canopy trees and additional coniferous trees.
6. Provide rain shelter/shade structures in amenity areas.
7. Provide more secure visitor bicycle parking opportunities outdoors (e.g. enclosed bike lockers, larger two-point bike racks, etc.).
8. Review site maneuverability for safety (especially visitor and pedestrian) and efficiency, including considering one-way sections, sightlines, speeding, and providing more details on traffic management signage.
9. Provide more design interest on the building roofs (e.g. green roof, geometric patterns, etc.).
10. Ensure sufficient soil volumes are provided for all trees (i.e. 10 m³).
11. Review landscape plan in conjunction with fire hydrant placement to ensure the viability of the landscaping.

On July 14, 2023 staff met with the applicant to discuss these recommendations, and the applicant submitted finalized revised architectural and landscape drawings on February 13, 2024 (both attached to the Development Permit). The applicant has responded to the ADP's recommendations in the following manner:

1. Review opportunities to enhance pedestrian access into and within the site, along with enhanced pedestrian safety/priority measures (e.g. raised crosswalks).

The crosswalk between the south ends of the two buildings has been shortened by extending the sidewalk and adjusting the parking configuration on its western end to reduce the distance pedestrians must cross in the drive aisle. In addition, the crosswalk has had reflective pavement markers added along both its sides to improve its visibility. Pedestrian access is otherwise provided on dedicated sidewalks to all units on site, connecting to the public sidewalk on Production Way.

Conditions for a future pedestrian connection to 196 Street were also incorporated, by shifting the parking stalls and landscaping in the southwest corner to create the room for a future pedestrian path to be built by the property owners in the future. As 196 Street does not currently have a sidewalk on the side abutting the development site, a connection was determined to not be desirable at this time for CPTED reasons, and this section will be fenced as part of initial construction.

The applicant reviewed the potential of raising the crosswalk but determined this to be infeasible due to the angle with which it meets the drive aisle intersection and the imbalance it may create for trucks driving over it.

2. Review opportunities to incorporate more permeable surfaces into the site.

Greater permeability has been incorporated through additional landscaping in various locations, for a 270 m² (44%) increase over the original design.

3. Provide more detail on the building signage program, including drawing of front monolith sign.

The applicant has prepared a site signage plan (attached to the Development Permit) which includes more detail on signage size, appearance, and materials. It also includes a drawing of the front monolith sign, which has been reduced in size from the original proposal to maintain sightlines between the street and the building and present a more human scale.

4. Consider providing more landscaping within the City right-of-way to mimic the curve of the proposed sidewalk.

The original shrub design on the site's street frontage curved partially before transitioning to right angles to accommodate the square property lines. In response to this recommendation, the landscaping has been updated to have shrubs continue the curve past the lot line into the street right-of-way to reflect the curve of the proposed sidewalk for the entire frontage. This off-site landscaping will be watered by sprinklers located on private property.

5. Review opportunities to provide larger canopy trees and additional coniferous trees.

All Flowering Dogwood trees have been replaced by American Maple trees, and all Katsura trees have been replaced by American Hawthorn trees, due to their faster growth and larger canopy sizes. One additional deciduous and one additional coniferous tree (Douglas Fir) have also been provided.

6. Provide rain shelter/shade structures in amenity areas.

Shelters have been added to the southwest and northwest amenity areas.

7. Provide more secure visitor bicycle parking opportunities outdoors (e.g. enclosed bike lockers, larger two-point bike racks, etc.).

The proposed bike racks have been replaced with a longer model which will allow for bicycles to be locked at two points.

8. Review site maneuverability for safety (especially visitor and pedestrian) and efficiency, including considering one-way sections, sightlines, speeding, and providing more details on traffic management signage.

The applicant has responded to this recommendation noting that they have worked with a traffic consultant to maintain safety and maneuverability for vehicles travelling within the site, with truck access being limited to the wider central drive aisle and light vehicles being oriented to the west and east drive aisles to reduce conflicts between them.

The site signage plan provides detail on how this traffic will be managed, including circulation routes for pedestrians, trucks, and light vehicles, along with on-site traffic control markings and signage.

9. Provide more design interest on the building roofs (e.g. green roof, geometric patterns, etc.).

The applicant has responded to this recommendation noting a trade-off between roof design ornamentation and structural capacity for hosting any equipment future building owners or tenants may need. To respond to this trade-off, the applicant has maintained the original roof design with a highly-reflective material to reduce the heat island effect while maintaining future operational flexibility. The applicant has also noted that the parapets have been designed to be an architectural focal point and that the roof surface itself is likely to be poorly visible for travelers on the adjacent 196 Street overpass.

10. Ensure sufficient soil volumes are provided for all trees (i.e. 10 m³).

The project's landscape architect has confirmed that soil volumes provided will be sufficient to allow all trees to grow to maturity.

11. Review landscape plan in conjunction with fire hydrant placement to ensure the viability of the landscaping.

Following review, one tree has been relocated to avoid interference with the proposed fire hydrant on the site's east. All other landscaping was found to be unobtrusive to fire hydrants.

Staff Commentary

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

In response to questions posed to staff at the ADP meeting, staff have the following responses:

1. Provide more detail on use of recycled materials within the project.

The applicant has provided a sustainability strategy (attached to the Development Permit) which includes additional detail on the use of recycled materials. Specifically, recycled steel and concrete will be used for the construction of foundations, slabs, and exterior walls.