CITY OF LANGLEY

EXPLANATORY MEMO

January 29, 2025 Advisory Design Panel Recommendations and Applicant Response
DP 13-24
19991 49 Avenue, 19990 50 Avenue, and 4951-4975 & 4991 200 Street

Advisory Design Panel Recommendations and Applicant Response

On January 29, 2025 the Advisory Design Panel (ADP) reviewed the DP 13-24 application, and provided the following recommendations (see attached minutes for further details):

1. Soften the appearance of the child care protection wall (e.g. visibility, art, etc.)
2. Provide more information on the panel frame angling and treatment, especially near the top of the building, and confirm this feature's viability and mitigation of solar reflectivity
3. Consider more variation within the colour palette (e.g. sectioned breaks in colour, at the building top, bases contrasting with residential floors above, etc.)
4. Explore the alternative colour palettes, materials, and other design treatments to soften the building in line with the residential character of the local neighbourhood
5. Ensure on-site wayfinding is provided
6. Review the placement of the elevators for Building Code compliance
7. Consider outdoor amenity space furnishing in greater detail, including considering a bicycle maintenance station in the southwest area and an overhead structure (e.g. pergola) in the raised courtyard
8. Explore greater variety in the dimensions of window and balcony voids
9. Consider increasing the height of the northern leg (e.g. similar to the step of the southern leg)
10. Provide a 3D flythrough animated rendering to better represent the design's rhythm and light play
11. Provide more information on building signage, including considering a podium sign oriented to the street
12. Ensure railway heritage is incorporated into the project (e.g. interpretive features, signage, etc.)
13. Consider incorporating mezzanines into the commercial spaces
14. Review sound attenuation measures (e.g. street noise, between the ground floor and upper floors)
15. Incorporate a high-albedo roof treatment to reduce the heat island effect
16. Ensure headlight glare is prevented to neighbouring properties.

The applicant submitted finalized revised architectural and landscape drawings on March 14, 2025 (both attached to the Development Permit). The applicant has responded to the ADP's recommendations in the following manner:

1. Soften the appearance of the child care protection wall (e.g. visibility, art, etc.)

   The child care protection wall has been softened with a wavy top and circular cutout windows, which were limited to maintain privacy and security for the child care play area. Its material has also been changed from white to brown brick to contrast with the white daycare wall in behind and echo the new bronze colour of the residential floors above.

2. Provide more information on the panel frame angling and treatment, especially near the top of the building, and confirm this feature's viability and mitigation of solar reflectivity

   A more detailed diagram on the panel frames has been provided to illustrate the variety of modules in place, their 3D angular treatments, and the way they fit together. The applicant has confirmed that this façade system is viable from a constructability standpoint and that its finish will not create solar glare impacts.

3. Consider more variation within the colour palette (e.g. sectioned breaks in colour, at the building top, bases contrasting with residential floors above, etc.)

   The building base colours have been updated to contrast both with the residential building sections above them as well as with each other, with brown brick used for the commercial units and child care protection wall and white brick used for the child care space and church to create variety both vertically and horizontally down the length of the building façade.

4. Explore alternative colour palettes, materials, and other design treatments to soften the building in line with the residential character of the local neighbourhood

   The "blueberry" colour that was originally used on the southern residential building wing has been replaced with bronze, and the commercial units have similarly been updated from white to brown. This allows the majority of the building to be clad in warmer, earth-tone colours that respond to its surroundings.

5. Ensure on-site wayfinding is provided

   A wayfinding and signage plan has been developed and included in the architectural drawings to direct visitors arriving both on foot and by car, delivery vehicles, and waste collection vehicles to key destinations such as building entrances, loading bays, and waste collection stations.

6. Review the placement of the elevators for Building Code compliance

   The applicant has reviewed the placement of the building elevators and confirms they comply with the Building Code.

7. Consider outdoor amenity space furnishing in greater detail, including considering a bicycle maintenance station in the southwest area and an overhead structure (e.g. pergola) in the raised courtyard

   A bicycle maintenance station has been added near the southwest corner area and a pergola has been added to the raised courtyard. Additional furnishing details have also been shown throughout the building's open areas.

8. Explore greater variety in the dimensions of window and balcony voids

   The façade has been updated to increase the variety and visual interest of window and balcony openings across the façade.

9. Consider increasing the height of the northern leg (e.g. similar to the step of the southern leg)

   Increasing the height of the northern leg was explored but found to interfere with the building's rhythm and proportions. As such, the existing height treatment, where the southern brown building section is raised above the northern white section, has been retained.

10. Provide a 3D flythrough animated rendering to better represent the design's rhythm and light play

    A flythrough animated rendering was not provided due to the cost and technical challenges associated with this.

11. Provide more information on building signage, including considering a podium sign oriented to the street

    Building signage has been incorporated into the renderings, with a podium sign identified on the site corner at the intersection of 200 Street and 50 Avenue.

12. Ensure railway heritage is incorporated into the project (e.g. interpretive features, signage, etc.)

    The pattern and colour of pavers in the entrance drive aisle continuing into the site west from Grade Crescent has been designed in a way to replicate the railway

tracks that previously ran along a very similar alignment as part of the Vancouver, Victoria, and Eastern Railway.

13. Consider incorporating mezzanines into the commercial spaces

    Mezzanines were considered for the commercial spaces but determined to be of limited utility and were not incorporated.

14. Review sound attenuation measures (e.g. street noise, between the ground floor and upper floors)

    The applicant will be retaining an acoustical consultant to ensure that noise is adequately mitigated, both from the street to the building as well as between the various uses within the building.

15. Incorporate a high-albedo roof treatment to reduce the heat island effect

    A high albedo roof treatment has been incorporated to increase solar reflectivity and thereby reduce the heat island effect.

16. Ensure headlight glare is prevented to neighbouring properties.

    Fencing and retaining walls have been provided and positioned to ensure that any headlight glare is blocked from neighbouring properties.

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 information on bus stop design along frontage

   The current bus stop is located on 200 Street just south of the intersection with 50 Avenue, away from the frontage of the proposed building itself. The property adjacent to the bus stop is likely to see moderate changes to provide parkade exiting and extra surface parking while prioritizing the retention of trees. As such, the bus stop is unlikely to see significant change but would be incorporated as part of any frontage updates that may be later identified as necessary.