

CITY OF
LANGLEY



ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Langley City Centre SkyTrain Station
(5710-5740 203 Street & 5673 203A Street)**

From: Anton Metalnikov, RPP, MCIP
Planner

File #: 6620.00
Bylaw #:

Doc #:

Date: September 5, 2024

RECOMMENDATION:

THAT this report be received for information.

PURPOSE OF REPORT:

To consider the form and character of the Langley City Centre ('LCC') SkyTrain station, proposed as part of the Surrey Langley SkyTrain (SLS) project being led by Transportation Investment Corporation (TIC) of the Province of British Columbia, and as designed by the Station contractor South Fraser Station Partners (SFSP) and project architect Francl Architecture Inc.

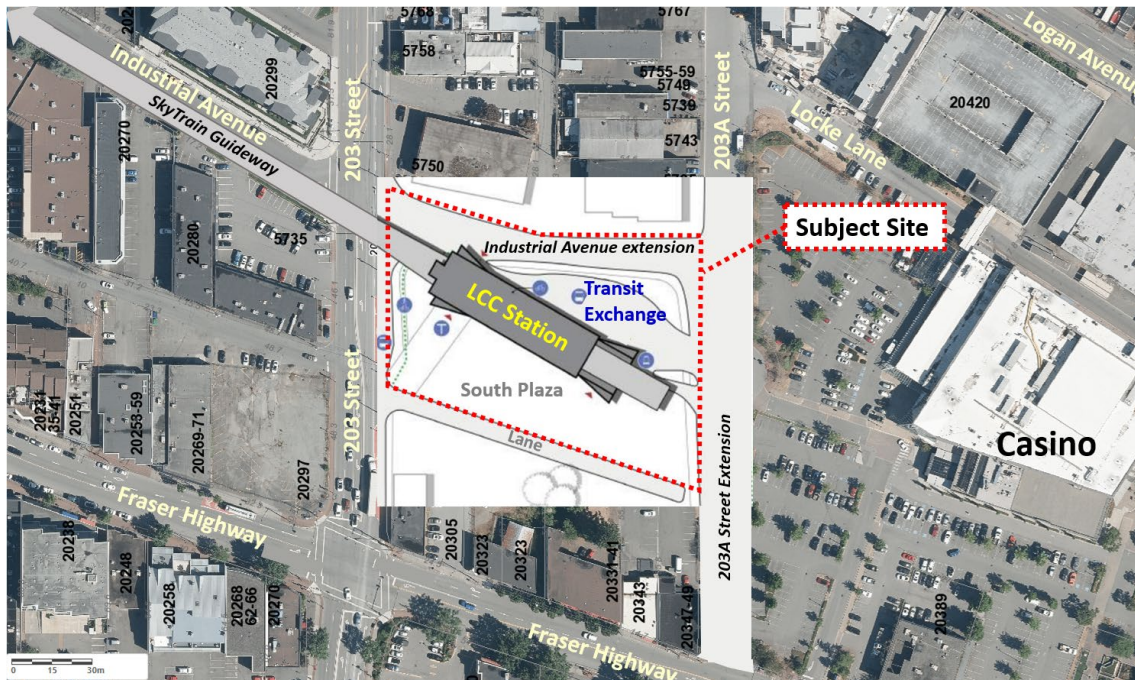
POLICY:

The LCC SkyTrain station is the sole SkyTrain station within the City of Langley, and is not subject to rezoning and/or a Development Permit. As part of the Development Advisory Process (DAP) agreed to between the City of Langley and TIC, the City has the right to provide non-binding input to TIC and SFSP on the design of the SkyTrain station and its site. As part of exercising this right, the City has elected to bring the project to the Advisory Design Panel (ADP) for its review, with the input received to be provided to TIC and SFSP along with previously compiled staff comments.

Discussion:

1. Context

The SLS project consists of a 16-kilometre extension of the Expo Line, from its current terminus of King George Station in downtown Surrey to a new terminus in Downtown Langley City, with a total of 8 new stations. This new terminus station, which had previously been known as the “203 Street station” but since has been renamed Langley City Centre (LCC) Station, is projected to be one of the most well-used stations on the extension, as the ‘gateway’ into the regional rapid rail system and a catalyst for significant pedestrian activity & Transit-Oriented Development (TOD). With the SkyTrain line running down Industrial Avenue in Langley City, the LCC station will be located on a large vacant site just east of its intersection with 203 Street.



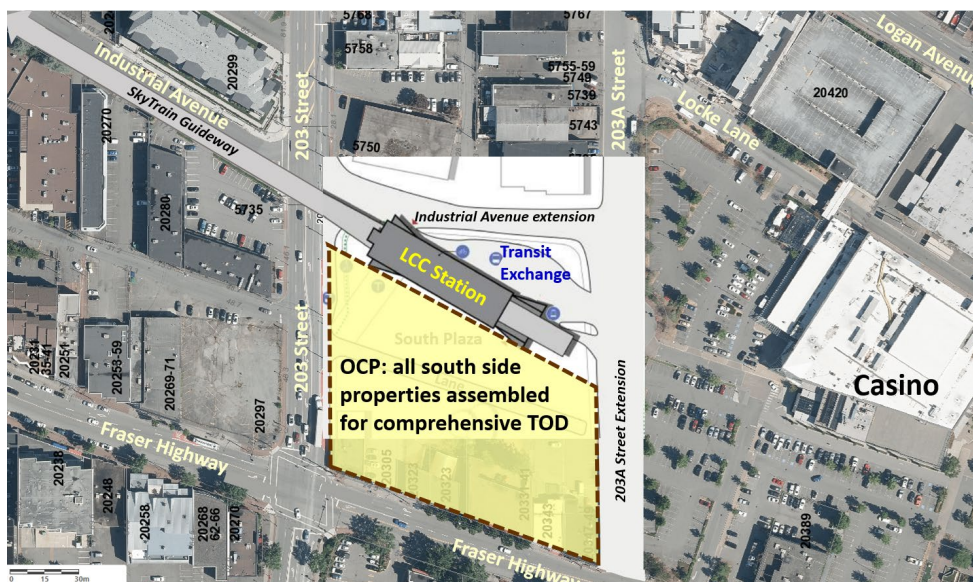
Langley City Centre SkyTrain Station & site context

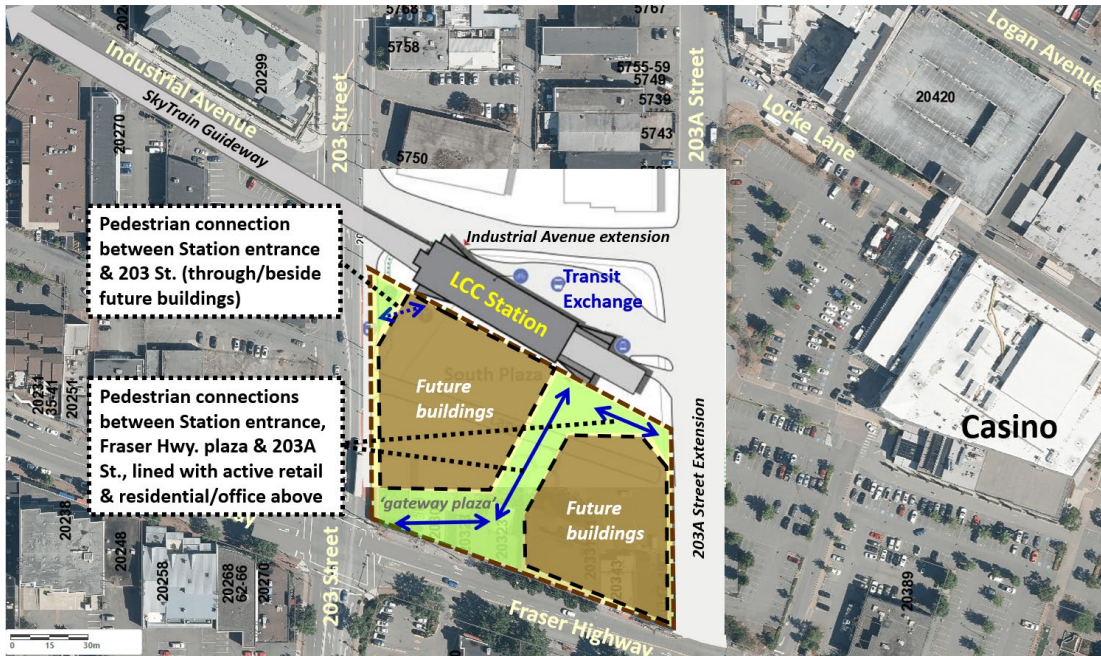
The City’s Official Community Plan (OCP), adopted in 2021, supports the SkyTrain extension, both at a higher level to align the surrounding land uses with the significant access improvements and demand for homes, job spaces, and services created by the SkyTrain, and at a finer grain to ensure the station and guideway were designed in harmony with the expected buildings and public spaces nearby. The OCP’s Policy 2.32.1 on SkyTrain stations and guideway design stated the City’s intent to collaborate with TransLink and the Province to ensure station entrances and surrounding areas are designed to maximize TOD opportunities, be safe, accessible, easy to use and inviting for SkyTrain users

and include innovative art, lighting, landscaping, and public space elements to integrate the station into the urban fabric.

Also, given the area south of the Station currently consists of an empty lot, a lane and the 'back of house' of single storey buildings along Fraser Highway (which 'hide' the future Station from the high-profile Fraser Highway/203 Street intersection), the attached OCP Appendix B: District Policies, and as illustrated below, sets out a vision for significant TOD that connects the Station to Fraser Highway and seamlessly integrates SkyTrain into the City's highly walkable Downtown. Key features of the OCP vision for the LCC Station include:

- Relocating the existing transit exchange to the north side of LCC Station;
- Extending Industrial Avenue and 203A Street to 'complete the grid';
- Designating the area immediately south of the Station, including the lane and properties fronting Fraser Highway, for future TOD that is directly adjacent to the Station and includes active and safe pedestrian connections between Station entrances and Fraser Highway, 203 Street, and 203A Street. This is intended to create a vibrant and safe experience for SkyTrain users, and create an attractive landmark destination, anchored by major plaza at Fraser Highway, that ties the Station to one of the City's most visible and important intersections and is representative of the Station's 'gateway' role. In order to facilitate this, the OCP requires all areas/properties south of the Station, including those on Fraser Highway, to be assembled into one comprehensively-planned TOD parcel;
- Ensuring that ground floor retail, with housing and offices above, is located adjacent to pedestrian areas and plazas, to provide the 'eyes on the street' and activity that supports a comfortable transit user experience; and
- Locating a community and/or transit police office on the Station site, to further enhance site and area safety.





On the strength of the City’s OCP policies staff worked closely with TIC during the Reference Concept Design (RCD) stage to ensure the basic Station design, that was eventually used in the process to retain a design-build contractor, included a transit exchange on the north side of the Station and enabled future TOD between the Station footprint and Fraser Highway.

The successful contractor, SFSP, has developed an LCC Station design that is consistent with the RCD. As shown in the attached drawing package (described in detail in the following section), the SFSP design includes a ‘temporary’ south plaza area that provides an open and landscaped public realm that will be in place for likely 5 to 10 years (between opening day of SkyTrain service and eventual TOD redevelopment of the area as envisioned in the OCP), and the design of the station south facade won’t prevent future adjacent development.

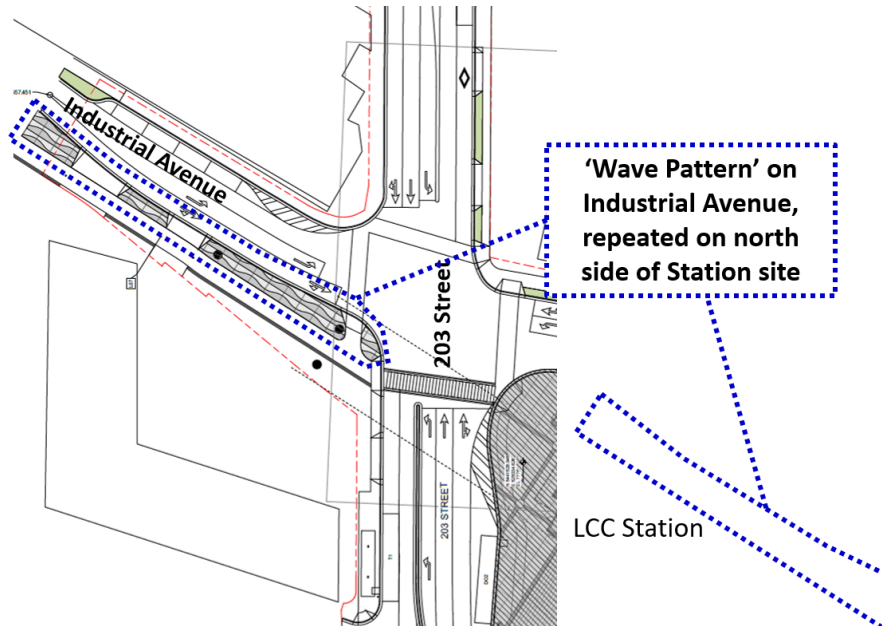
2. Design

As noted above the contractor’s design is closely aligned with the RCD and incorporates a number of driving factors including City policy and the operational requirements of the BC Rapid Transit Company (BCRTC, which operates the SkyTrain system) and the Coast Mountain Bus Company (CMBC, which operates the bus system). These factors include the extension of Industrial Avenue and 203A Street, the inclusion of a bus exchange and layover area, and the accommodation of parking for staff of various associated agencies.

The station is aligned diagonally through the site, with the station plaza (noted as ‘South Plaza’ on above site context map) surrounding it and expanding out to

the southwest. This plaza is designed with a number of different treatments, including a saw-cut concrete pattern as the primary hardscape, a cast-in-place concrete mosaic highlighting the station entrances, and unit pavers in the larger open plaza area and beside the at-grade commercial retail unit (CRU) located at the east end of the Station. This CRU is intended to provide on site retail service for transit users and pedestrian activity/‘eyes on the street’ for the east end of the Station and transit exchange prior to the redevelopment of the South Plaza area.

Additionally, a ‘wave’ paving pattern is used on the north side of the Station (between the Station wall and transit exchange bays), which carries through a similar paving pattern along the south side of Industrial Avenue to the west, which was designed as part of a separate public realm plan associated with the road, multi-use pathway and sidewalk surface under the SkyTrain guideway (see image below for an example of the wave pattern boulevard along the south side of Industrial Avenue). The wave pattern is intended to evoke the Nicomekl River and its journey through the City, and the significant role it has played in shaping the geographical and historical context of the Langley City area. This paving pattern is a part of a broader public realm enhancement concept that supports future TOD development along Industrial Avenue; this concept will include public art and interpretive feature installations spaced along the corridor, as well as decorative uplighting of the SkyTrain guideway columns in the future.



Surface parking spaces are provided along the lane south of the Station, for use by staff of operating agencies including SkyTrain staff and Transit Police (these spaces will be integrated into the parkades of future buildings as redevelopment occurs). Trees are incorporated in planting areas of different sizes throughout the site. Furnishings include benches and a large outdoor bicycle rack.

The space to the northeast of the station is oriented toward bus operations and includes five bus bays and a layover area. The layover area has been designed to support electric bus charging capability in the future and leaves a smaller area adjacent to the planned intersection of Industrial Avenue and 203A Street to host the required infrastructure. Additional trees are proposed on the perimeter.

The station has four entrances, with one on the north and south sides of each end. Both sets of entrances have up and down escalators and an elevator for access to the centre platform above. A bike parkade (a Compass-card secured room with two-level racks) is included near the northwest entrance.

Much of the middle of the station ground floor, below the platform, is occupied by interior non-public service rooms that are only accessible for SkyTrain and transit support staff (ie. BCRTC and CMBC). TIC and SFSP have also indicated that this interior service space will also accommodate Transit Police staff on-site. Intercom kiosks are also planned to be provided in the Station area, including at ground level (outside of fare paid zone/gates) and platform level, to enable transit users to call and communicate with Transit Police and BCRTC staff. Additional information is expected to be provided by TIC and SFSP as the LCC Station design progresses to its final iteration and construction.

The Station and public realm materials are consistent with those intended to be used for all stations along the SkyTrain extension, and will be similar to other newer stations such as those along the Millennium Line “Evergreen Extension” in the Tri-Cities. Key station materials include heavy timber soffits and ceilings, stone panel walls, large glazed areas, and metal accents.

3. Propulsion Power Substation (PPS)

Propulsion Power Substations (PPS) are buildings supplying electrical power to the SkyTrain system that are generally associated with stations. One PPS is planned in Langley City along Industrial Avenue near its intersection with 201A Street, approximately 225 metres to the west of the station. This PPS is sited nearly abutting the east property line, with the remainder of the property used for associated infrastructure, vehicular access, and two staff parking spaces. The PPS will present a height of approximately two storeys, and will be primarily finished in stone/concrete panels, with doors and a decorative fin in steel.

The PPS façade design is driven by the need to house high voltage electrical equipment, which precludes windows or other openings. This being said, the location of the PPS along the east side of the site (including access), as well as the blank façade nature of the building, does permit future buildings to be

constructed adjacent to the PPS (and possibly over top of the PPS, as seen in other communities with similar facilities).

4. Sustainability

The project's sustainability approach prioritizes natural light and uses energy-efficient systems and durable materials, including cross-laminated timber.

5. Summary

The planned Langley City Centre station has been a primary consideration within the City's long-range planning, including both transportation and land use. In turn, the City has set expectations for the Province and its contractor to align the station's design with the City's vision for the immediate area and Downtown.

Fire Department Comments:

Fire department access for the whole project was reviewed to ensure adequate access was in place for apparatus and firefighters. A construction fire safety plan shall be completed and updated on a regular basis. A Fire Safety plan and FD lock box (knox box) will be required before occupancy, location to be discussed at a later date. The 4" FDC location will be determined later in the project schedule in discussions with the Fire Department.

Advisory Design Panel:

As a Provincial project, the SkyTrain extension and Langley City Centre station is not subject to formal municipal permitting or approvals. However, the City has worked closely with BC TIC over the course of the project to shape its design and reached an agreement to provide non-binding recommendations through an adjusted process similar to those used for development applications. Accordingly, the station design will be reviewed by the Advisory Design Panel (ADP) at the September 11, 2024 meeting. The ADP is to provide form and character and urban design-related advice which will be provided to BC TIC and their contractor SFSP for their consideration.

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Attachments