



EXPLANATORY MEMO

Update to Committee of the Whole

Langley City Centre SkyTrain Station: Design Update by Station Contractor (Design Advisory Process or 'DAP')

Committee of Whole Comments and Design Responses by Station Contractor

This memo outlines the updates the SkyTrain Station design/build contractor, South Fraser Station Partners ('SFSP'), has made to the Langley City Centre (LCC) in response to comments from the September 23, 2024 Committee of the Whole meeting and the September 11 Advisory Design Panel (ADP) meeting.

Below are the numbered specific comments made at the Committee of the Whole meeting regarding the 1st design submission for the LCC Station, which were then sent to SFSP as a part of the City's overall comments, and how SFSP has responded to these comments in the attached 2nd design submission (submitted February 2025).

1. Add wave patterns to station box glazing, again referencing salmon journey story.

SFSP did not add a wave pattern to the Station building, but has instead extended the existing wave pattern paving treatment (which was included along the north side of the station building in the 1st submission) further west to the northwest corner of the station site or the intersection of 203 Street and Industrial Avenue extension, and the further east to the intersection of the transit exchange driveway access to 203A Street. Staff note this approach ties in with the boulevard wave pattern to be constructed under the guideway along Industrial Avenue west of 203 Street, and carries 'the wave' through to the eastern edge of the site, which will add further interest and character to an area of high pedestrian activity.

2. Support for transit police space.

The 2nd submission drawings show the Transit Police space in the same location in the Station building as the 1st design submission, and note the Transit Police facility or 'Hub' will be 'open and accessible to the public'. Further information on the design of the Hub and public interface will be brought forward when available.

3. Public art would be great (on site, on station box/building).

A public art procurement process is underway, for art pieces to be displayed inside or on SkyTrain station buildings, and staff anticipate an update on the progress of this process later this year. The north and south walls of the LCC Station building

have been identified as potential locations for Indigenous Culture Art, subject to final artwork confirmation.

SFSP has also added a unique coloured glass treatment inside the LCC Station ('red' inspired by the red colored BC Electric trains and historic brick and barn character) and plaza paving pattern to differentiate the LCC Station from other stations along the SkyTrain extension.

It has also been noted that art pieces could be affixed to the Station tail track and columns at the south-east end of the LCC Station. Staff note that while this may be possible, it will likely require additional City funds and permissions beyond the current project scope. This being said, staff are investigating the potential for public art being located at the end of the existing lane near the south-east LCC Station entrance, to create additional visual interest and character at a key SkyTrain system entry point ('the gateway') and high pedestrian volume area.

4. Consider digital media or projections on blank walls on north & south sides of station box/building.

SFSP is proposing to use a set of concrete panels of varying size, texture and shades to add visual interest to the north and south Station walls. These panels will also be treated with anti-graffiti coatings.

The south Station wall will also be screened by tree plantings in the plaza, and the north Station wall will include seating, weather protection and bike parkade window glazing to provide additional visual interest.

SFSP has also noted that the north and south walls have been identified as potential locations for Indigenous Culture Art, subject to final artwork confirmation.

5. PPS needs more façade variety.

SFSP has updated the façade with concrete panels of varying sizes, shades and textures, similar to LCC Station, and also updated the weather protection 'brow'.

Staff also note that the PPS building requires Air Handling Units (AHUs) to be installed on the roof to provide adequate cooling for the electrical systems inside the building. The design of the AHU ductwork is still in process and staff may request the installation of a screening feature along the PPS roofline to limit the visual impact of this ductwork on the Industrial Avenue streetscape.

6. Accessibility concern re: gap between platform and train (also raised during public engagement).

According to TransLink's 2023 Accessibility Plan, the floor of newer Mark V SkyTrain vehicles will be closer to platform elevation to reduce the height difference between the train floor and platform to improve comfort of travel.

Designated accessible pathways have also been added to the station platform and plazas.

7. Like commercial space but needs to be balanced with concerns about loitering.

SFSP has updated the south facing façade of the Commercial Retail Unit (CRU) to include clear windows. This will enable occupants inside the CRU, which may be a coffee shop and/or convenience retailer, to see all of the plaza areas surrounding the CRU and south-east LCC station entrances. This will improve sightlines and enable passive and active surveillance of activities in the plazas, which in turn will help to improve pedestrian and transit user safety and reduce loitering. The on-site Transit Police Hub will also provide adjacent security support.

8. Blank walls should be addressed with design responses (public art, displays, projections).

As noted above SFSP has added concrete panels of varying size, shading and textures to the north and south side of the Station building, and a process is underway to procure public art installations inside/on the Station building. SFSP has noted that the north and south walls have been identified as potential locations for Indigenous Culture Art, subject to final artwork confirmation.

Future public art may be installed adjacent to the Station building to provide additional pedestrian interest and character.

9. Install wayfinding/enable wayfinding at key locations on station site for people coming out of station ie. showing direction to Historic Downtown, City Hall/Timms etc.

SFSP notes that wayfinding signage will follow TransLink standards, and City staff may investigate additional features as a part of a future wayfinding program that integrates the new LCC Station into the Downtown fabric.

10. How to enable more scooter/bike use with rentals etc. in relation to bike parkade.

SFSP notes a 'micromobility hub' (ie. e-scooters) is planned at the south-east end of the LCC Station, along the east side of the CRU. Further details regarding the size and design of the micromobility hub are forthcoming.

11. Need to have meetings with TransLink and BCRTC re: how bike parkade will work and how active transportation will work with new station.

As noted above, staff will provide an update to Council regarding operation of the bike parkade and micromobility hub once further information is available.

Further commentary (Responses by Station Contractor to ADP, further updates)

SFSP also responded positively to ADP recommendations (September 11, 2024), in terms of what SFSP is able to undertake within the scope of the contract and Design Approval Process (DAP), in the following manner:

1. More window glazing has been added to CRU to strengthen engagement and provide visual surveillance between CRU and plaza;
2. Crosswalks are included at all transit exchange entrance/exit points;
3. Additional shade trees have been provided in south plaza, along with reconfigured service vehicle parking and plaza paved area;
4. The PPS façade and weather protection design has been updated; and
5. Anti-graffiti coating will be used on station walls, and pavers have been selected for durability.

The attached drawing package and SFSP responses to ADP comments will be presented as an update at the March 12, 2025 ADP meeting.

Further staff design comments for follow-up by SFSP

1. Update landscape design in south plaza, between lane and CRU and adjacent plaza, to re-introduce paved surface and tree grates around the proposed trees, to ensure there is appropriate paved area for anticipated pedestrian traffic in this area. Staff note that a high volume of pedestrians will be entering and exiting the LCC Station from the 203A Street side (south east corner of LCC Station), and grade level landscaping beds around the trees will block desired pedestrian and accessible pathways, which would reduce accessibility from the south-east and could result in pedestrians 'cutting through' and damaging these landscaping beds, which will add to plaza maintenance requirements.

There may also be future public art and wayfinding objects in this area that will attract pedestrian traffic and interest, and paved area is the recommended surface treatment in these conditions. Staff will work with SFSP to see if there are ground level landscaping opportunities elsewhere in the plaza and/or Station site.

2. Ensure trees in south plaza are the correct species for creating vertical tree crown character and shade, and enabling clear sightlines through plaza trees (ie. trees will grow tall and can be limbed up to at least 2 m above grade to ensure branches don't block sightlines across plaza).

3. Station/plaza lighting plan to be developed by SFSP and reviewed by City staff.
4. Staff will investigate the designation of a future public art installation area in the area south of the Station CRU (south-east end of LCC Station).

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