Conceptual rendering, subject to change; does not reflect future transit-oriented development

Langley City Centre Station

Station Design Submission #2

Surrey Langley SkyTrain

Revision Record					
Rev	**Description**	**Originator**	**Checker**	**Approver**	**Date**
A	Initiating Station Design Submission	J. Liu	B. Bilodeau	J. Van Der Wal	2024-06-28
B	Station Design Submission #2	J. Liu	B. Bilodeau	O. Nassar	2025-02-10
C					
D					

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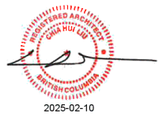


Project Team:

South Fraser Station Partners

Client:

Surrey Langley SkyTrain

BRITISH COLUMBIA

Table of Contents

Langley City Centre Station – evening render

Conceptual rendering, subject to change; does not reflect future transit-oriented development

Langley City Centre Station – alternate day render view

Conceptual rendering, subject to change; does not reflect future transit-oriented development

Langley City Centre Station – wall caldding pattern rendering

Project Overview

Project Overview

Surrey Langley SkyTrain

The Surrey Langley SkyTrain will extend the Expo Line 16 kilometres from King George Station in Surrey to 203 Street in Langley City. The Surrey Langley SkyTrain will improve regional connections and provide fast, frequent, and reliable transit service for people and businesses across Metro Vancouver, especially south of the Fraser River.

Once opened, the commute from Langley City Centre to King George Station will be 22 minutes, saving the average transit commuter approximately 40 minutes a day, relieving congestion along Fraser Highway.

Systemwide Design Brief

What We Heard

Between June 18 and June 30, 2024, the Province invited feedback on the designs of the Surrey Langley SkyTrain stations.

- 74% of respondents noted that they are satisfied with the overall station designs.
- 80% of respondents indicated that they are satisfied with the passenger experience features of the stations

Feedback helped to inform updated station designs. The top comments are summarized below:

Washrooms accessible with assistance of a SkyTrain attendant

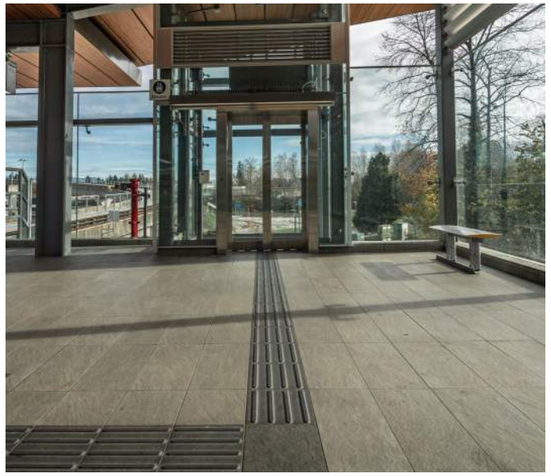
Dedicated stall for Transit Police at every station

Secure Bike Parkade at every station

Topic	What We Heard	Responses
Station Design	Interest in station designs that reflect the neighbourhood character.	In addition to the featured canopy design, each station and plaza will incorporate design variations to reflect neighbourhood context and character.
Washrooms	Desire for accessible washrooms at stations.	The station designs follow TransLink's guidelines for washrooms. Washrooms are located in the Fare Paid Zone at all stations, and are accessible with the assistance of a SkyTrain attendant. In addition, TransLink is exploring open washrooms at Bakerview-166 Street and Langley City Centre stations. The future of open washrooms at both stations are at the discretion of TransLink.
Parking	Desire for park and ride facilities around stations.	Park and Ride facilities are not part of the project, as one of the project goals is to reduce vehicle use, congestion, and greenhouse gases. TransLink will update local bus connections in advance of the SkyTrain opening to make it easier for people to access the new SkyTrain extension. Municipalities may identify parking opportunities around the station areas, including on-and off-street parking. For example, the City of Surrey is planning to provide 300 new Park and Ride spaces within a 5 to 7-minute walk of a SkyTrain station, including near Green Timbers, 152 Street, Fleetwood and Bakerview-166 Street stations.
Safety	Interest in Transit Police presence and dedicated parking stalls for police at stations.	Reserved parking for Transit Police will be available at each station, and a Transit Police hub accessible to the public will be located at Langley City Centre Station. In addition, there will be Transit Police administrative offices at 152 Street, Bakerview-166 Street, Hillcrest-184 Street, and Willowbrook Stations.
	Concern about the security of bike parkades.	Every station will have an enclosed bike parkade. The design and operation of the bike parkades will follow TransLink guidelines, including restricted access to registered bike parkade users, 24/7 secure access, and CCTV monitoring.

The Station Design Public Engagement Summary Report (June 2024) is available online.

What We Heard



Example of tactile wayfinding tile in contrasting colour, leading to key destination

Escalator and stairs fitted to enhance safety and passenger flow

Island platforms for safe cyclist routes and pedestrian bus stops.

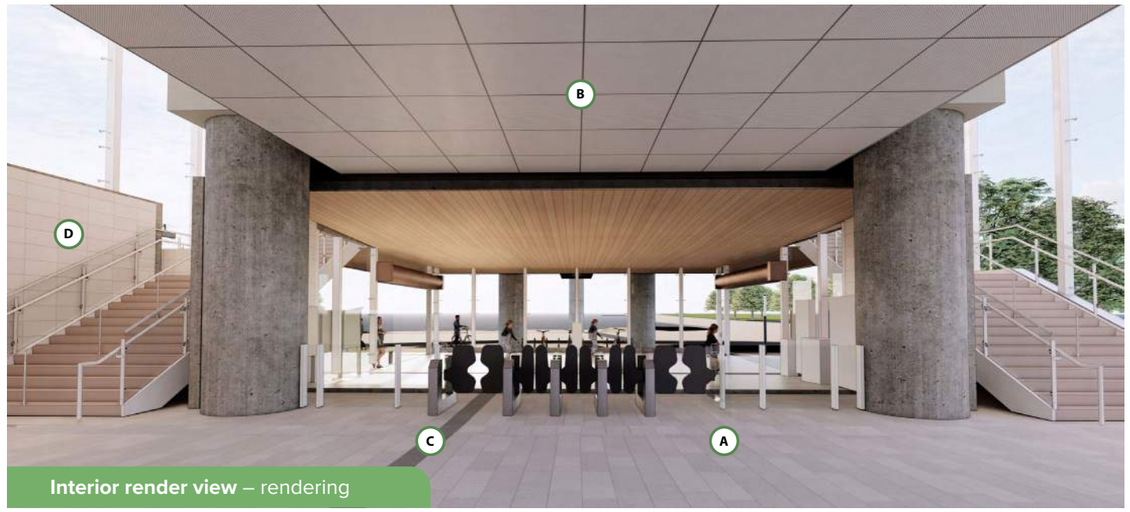
Topic	What We Heard	Responses
Accessibility	Provide a suitable alternative in case of an escalator or elevator outage.	Elevators and stairs can be used in the event of an escalator outage. In case of an elevator outage, passengers may be directed by a SkyTrain attendant to ride to the next station and back again to access the elevator on the other platform. At 152 Street Station, a second elevator is available at the station entrance on 152 Street, which can be used in the event of an elevator outage. At Green Timbers and Fleetwood stations, the design allows for the installation of a secondary elevator between the ground and mezzanine levels, if needed in the future.
	Ensure stations exceed basic accessibility building code requirements and best practices for inclusive design.	Station design will meet or exceed TransLink accessibility standards in areas such as wayfinding, tactile warning, and washroom accessibility. For example, a greater number of directional indicators will be in place at the concourse and platform levels than are found in older stations. Gender-neutral washrooms are also being introduced at a few locations for improvement in inclusive design.
Active Transportation	Ensure a safe design for bike paths in front of stations and bus stops to avoid conflicts between cyclists and passengers.	Bike paths adjacent to bus stops will follow the BC Active Transportation Design Guide, using an island platform for bus stops. An island platform separates bike paths from bus stops and provides space for bus passengers to queue for the bus.
Sustainability and Environment	Use native planting and trees to provide natural shading.	Plantings and trees are selected for resilience and maintainability. Plant selections will provide natural shading and visual interest throughout the year. Native, drought-tolerant species are prioritized and interplanted with other climate resilient species. A high-efficiency drip irrigation system minimizes water consumption.
	Incorporate measures to prevent bird strikes.	Bird-safe patterns will be applied to glass in proximity to bird habitat areas for Green Timbers Station.

The Station Design Public Engagement Summary Report (June 2024) is available online.

Design Rationale

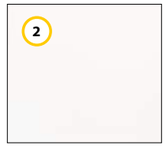
Station Materiality (Exterior and Interior)

Exterior render view – rendering

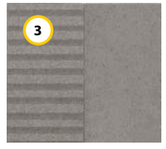


Interior render view – rendering

Heavy timber

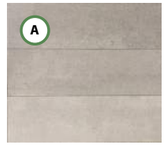


Metal panel

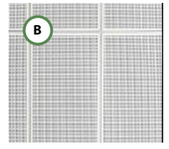


Concrete panel

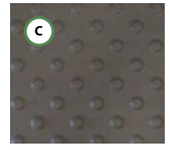
Spider clip & laminated glazing



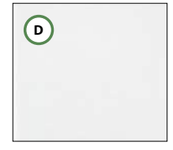
Slip-resistant field porcelain tile



Perforated metal ceiling panel



Wayfinding tile



Glazed porcelain wall tile

Precedents

Burquitlam Station

Coquitlam Central Station

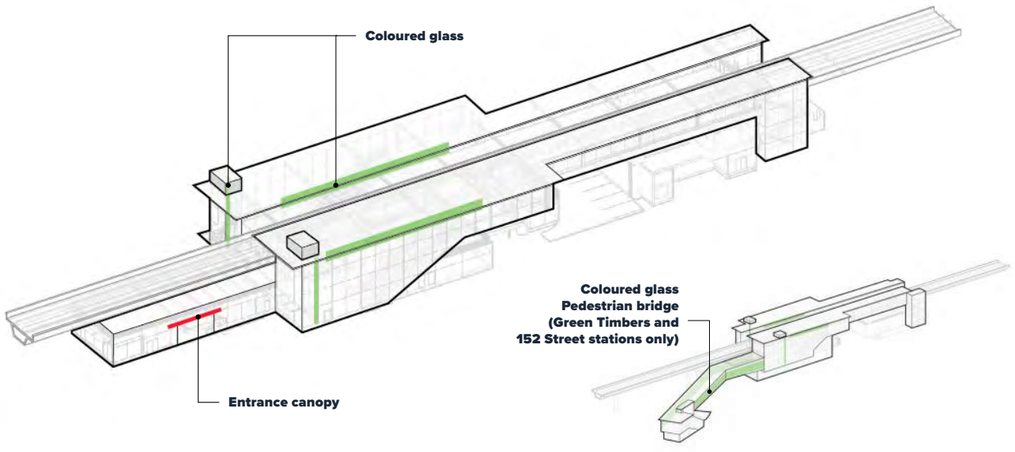
Moody Centre Station

Systemwide Design Enhancements

Colour adds visual interest and supports wayfinding

Each station will feature coloured glass near elevators and along the platform waiting area. The coloured glass is waist height and visible from both the train and platform to enhance the passenger arrival experience. The colour is embedded in the glass, ensuring it remains vibrant over time.

*configuration of coloured glass is subject to adjustment




Coloured glass next to elevator door

Coloured glass along the platform waiting area


Coloured glass visible from inside and outside of station


Coloured glass visible from train and on platform

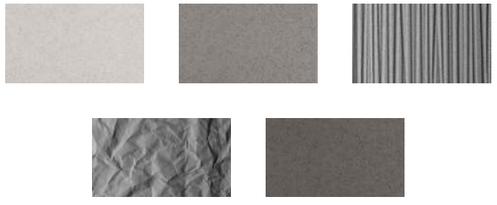
Exterior panels enhance public realm

Each station will feature unique, durable, and fire-resistant concrete panels. Panels can be customized with different sizes, layouts, shades, and textures to provide a distinct look.

The panels also have anti-graffiti properties, ensuring long-lasting quality with minimal maintenance. Panels add visual appeal for pedestrians, cyclists, and transit users, and enhance the surrounding experience without compromising safety or durability.

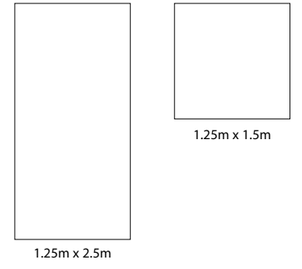
Shade and texture

Different shades of concrete, highlighted with textured panels create visual interest.



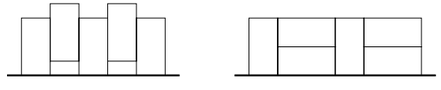
Panel sizes

Standard and large format panels reduce long-term maintenance costs and provide consistency across the SkyTrain system.



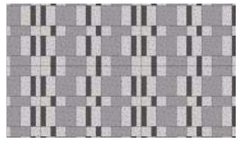
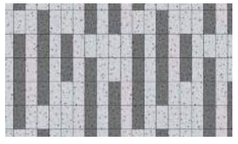
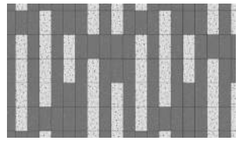
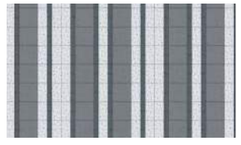
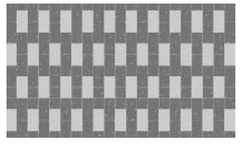
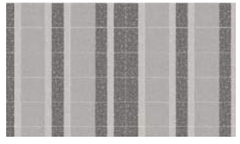
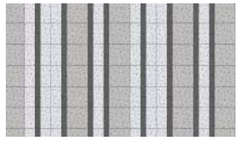
Panel configurations

Creative layout of panels brings an extra layer of playfulness to the overall look of the station, even in the back of the house and service parking areas.



Making Each Station Unique

The stations are part of a cohesive design family, with distinct features to make each one unique. Design elements are carefully crafted to support a positive passenger experience, and welcoming, memorable environment. Together, these elements contribute to an enhanced urban experience, creating a sense of place for both passengers and the surrounding community:

	Green Timbers Station	152 Street Station	Fleetwood Station	Bakerview-166 Street Station	Hillcrest-184 Street Station	Clayton Station	Willowbrook Station	Langley City Centre Station
Welcoming entrance canopy geometry								
Colour reflecting station context								
Subtle variation in exterior wall panel								
Different planting palette at station plazas								
Accent paver treatment around station plazas								

Systemwide Design Enhancements

The use of colour will enhance the unique character of each station. Proposed colours are inspired by the local landscape, history and surroundings. Final colour selections will consider the following:

- First Nations input, values, and connections
- Accessibility needs
- Station art
- Community feedback
- Wayfinding signage

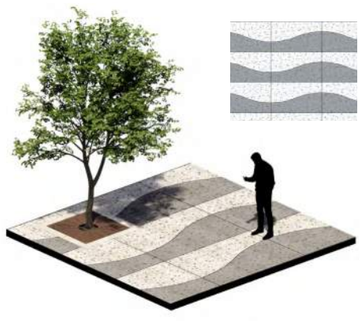
Station	Design Inspiration
Green Timbers Station	Situated in an urban forest, Green Timbers Station is a natural candidate for green accents. This will also help soften the visual impact of the station on its surroundings.
152 Street Station	Inspired by the pink and purple hues of cherry blossom trees at the station site, the proposed accent colour for 152 Street Station is purple.
Fleetwood Station	Red is proposed as the accent colour for Fleetwood Station. It recognizes the neighbourhood's namesake Lance Corporal Thomas Fleetwood who, alongside thousands of Canadians, fought in WWI. The red reflects the poppy, a symbol of courage and remembrance.
Bakerview-166 Street Station	Passengers will enjoy sweeping views of Mount Baker from Bakerview-166 Street Station, as well as views of the North Shore coastal mountains. This station's accent colour will be blue, reflecting the snow and ice vistas.
Hillcrest-184 Street Station	Hillcrest-184 Street Station is located at the crest of the hill overlooking the Serpentine River Valley, an area of significance to First Nations, as well as an important agricultural area. Golden accent colours allude to crops and honey found in the area. The golden colour also references the autumn foliage found near the station.
Clayton Station	Clayton Station is in a residential area surrounded by parks, including North Creek Duck Pond. The station will feature blue/green accent colours, referencing the blue/green feathers of waterfowl in the area, as well as the blue/green waters of the pond and other nearby creeks.
Willowbrook Station	Inspired by the willow tree and neighbourhood vegetation representing family, human connection and growth, Willowbrook Station's accent colour will be moss green.
Langley City Centre Station	The BC Electric Railway stop at Langley Prairie was located one block southeast from the future station site. Images of the brightly-coloured trains, along with barns and brick storefronts in the area inspired barn red for Langley City Centre's accent colour.

Site Materials and Finishes

Distinct paving patterns at key station plaza locations enhance station identity and contribute to place-making, with variations in pattern and colour reflecting the station's architecture, function and context. Consistent decorative paving treatments at main entrances and circulation areas provide clear wayfinding across the system.

System-wide paving treatments

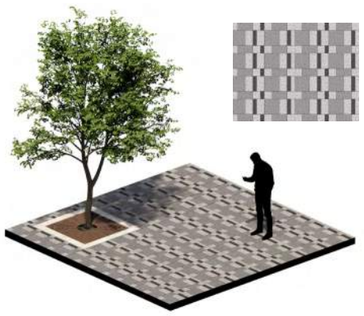
Directional accent pavement at main entrances



Industrial Avenue wave pattern at Langley City Centre Station

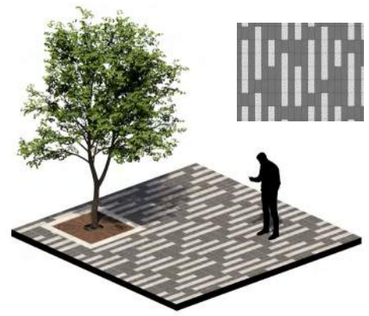
Station specific paving treatment

**Specific patterns may be adjusted in detailed design*

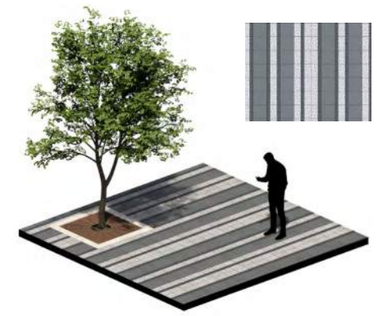


Green Timbers Station

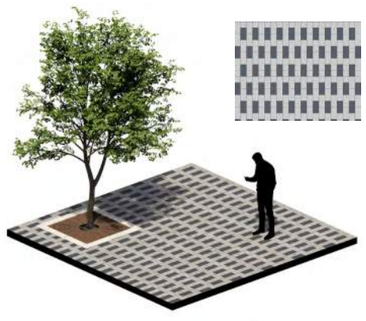
152 St. Station



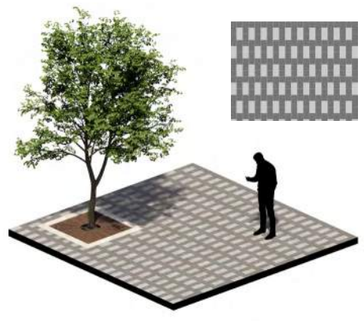
Fleetwood Station



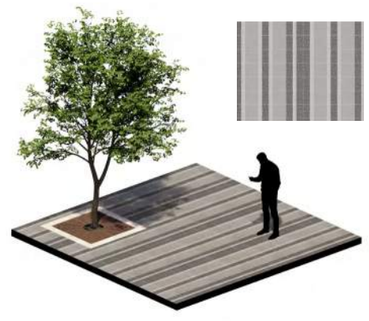
Bakerview-166 St. Station



Hillcrest-184 St. Station



Clayton Station



Willowbrook Station

Langley City Centre Station

Landscape Enhancements

The planting design emphasizes resilience, sustainability and cohesiveness. Landscaping will create seasonal interest and enhance the character of each station. Both ornamental and native species will be considered for their drought tolerance, hardiness, and adaptability to local conditions. Final planting selections will also consider First Nations input.

Trees

Pacific Madrone
Arbutus menziesii

Saskatoon Serviceberry
Amelanchier alnifolia

Paper Birch
Betula-papyrifera

Western Red Cedar
Thuja-Plicata

Bird Cherry
Prunus padus

Pacific Dogwood
Cornus-nuttalii

Pacific Crabapple
Malus-fusca

Western White Pine
Pinus-monticola

Ponderosa Pine
Pinus-ponderosa

Douglas Fir
Pseudotsuga-menziesii

Western Hemlock
Tsuga-heterophylla

Oregon Ash
Fraxinus Latifolia

Quaking Aspen
Populus tremuloides

Mountain Hemlock
Tsuga-mertensiana

Vine Maple
Acer circinatum

Western Interior Birch
Betula occidentalis

Shrubs

Daylilies
Hemerocallis Stella ‘d’oro

Deer Fern
Blechnum spicant

Evergreen Huckleberry
Vaccinium ovatum

Flowering Hydrangea
Hydrangea macrophylla

Fountain Grass
Pennisetum setaceum

Fragrant Sweet Box
Sarcococca confusa

Privet Honeysuckle
Lonicera-Pileate

Japanese Holly
Ilex crenata

Lily Turf
Liriope muscari

Littleleaf Boxwood
Buxus microphylla

Otto Luyken Laurel
Prunus laurocerasus ‘Otto Luyken’

Redflower Currant
Ribes Sanguineum

Rhododendron
Rhododendron sp

Winter Daphne
Daphne odora

Design Rationale
Site Furnishing Concept

Project Requirements:

Proposed Design:

- Standardized line-wide design with same dimensions and components
- Low 300mm H wall (CPTED)
- CIP Concrete Wall or Precast Modular Wall – TBC
- Directional – 150mm & 450mm TH walls
- Bench at seat Height 450mm
- Off-the-shelf bench top from same line-wide collection
- Integrated LED Lighting opportunities

Site Furnishings

Bike Racks
Corridor-wide
Landscape Forms - Ring

Waste Receptacles
Corridor-wide
Landscape Forms - Chase Park dual stream - Black

Benches
Corridor-wide
Landscape Forms – Generation 50 Collection (or similar)

Benches Types

Stand Alone Bench
Corridor Wide
Landscape Forms - Generation 50
NO back rest
3 intermediate armrests

“Backed” Bench
Corridor Wide
Landscape Forms – Generation 50
back rest
3 intermediate armrests

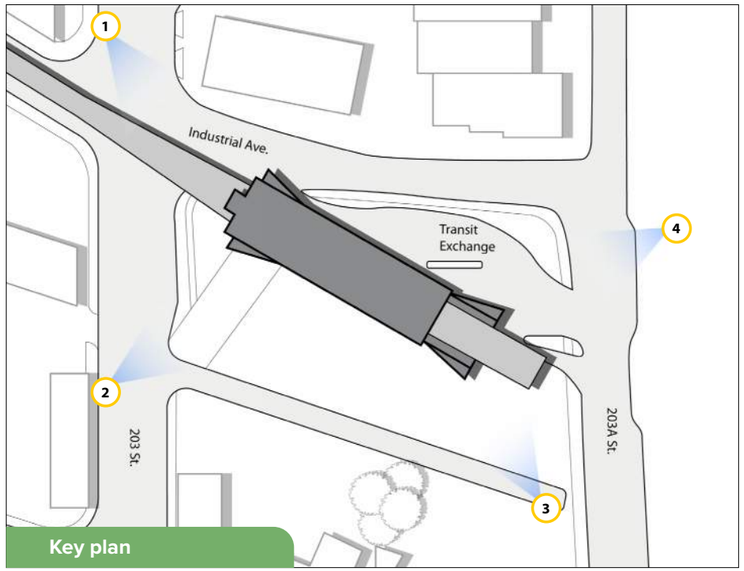
Wall Top Bench
Corridor Wide
Landscape Forms – Generation 50
back rest
3 intermediate armrests

Langley City Center Station

(203 Street and Fraser Highway)

Station Site & Context

Urban Context & Development



Key plan

1 North West

2 South West

3 South East

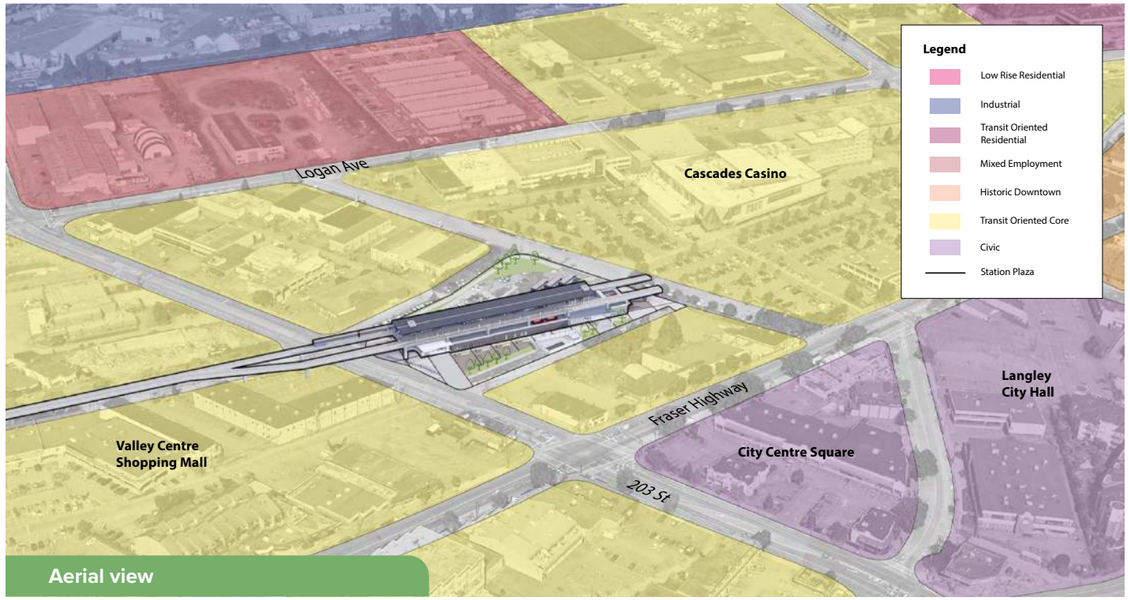
4 North East

Station Site & Context

Urban Context & Development

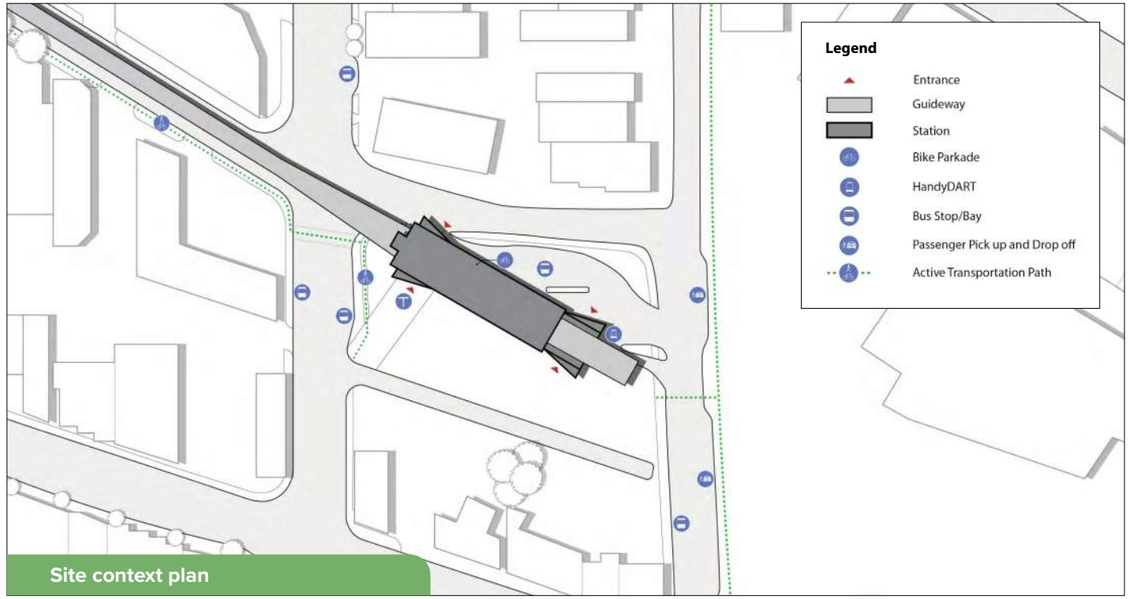
North elevation streetscape

Rendering does not reflect future transit-oriented development



Aerial view

City of Langley Official Community Plan 2021



Site context plan

Station Site & Context

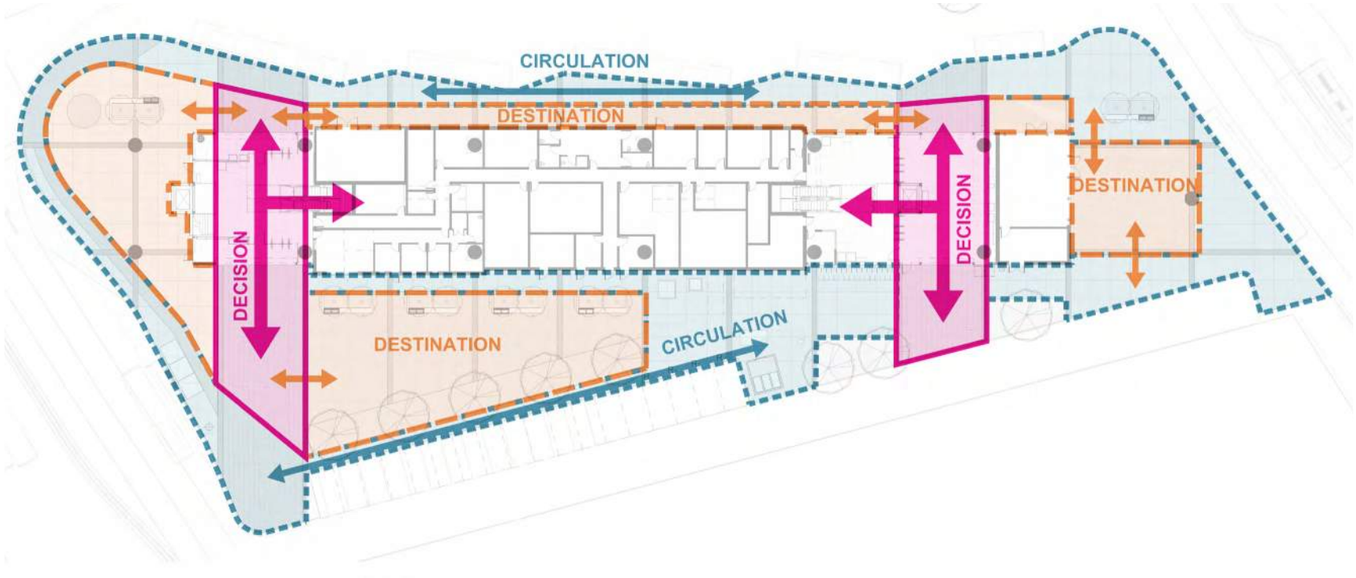
Urban Context & Development

This is the terminus station located at the heart of City of Langley, the surrounding land use is designated as transit-oriented Core by the OCP, permitting the highest densities of mixed-use residential commercial development. A new Park/Open Space is indicated for the lands immediately south of the station which may be developed to include outdoor recreation spaces and small-scale institutional use. The station site is currently undeveloped, and the surroundings are characterized by low-density light industrial and commercial uses.

The public realm design will respond to the function of the station as both the terminus of the SLS system and an integrated transit hub. Generous Circulation Zones around the perimeter will support bus transit interchange as well as facilitating connection to the municipal pedestrian network and future adjoining developments. Decision zones are clearly delineated as a systemwide surface paving treatment to connect the station entrances with Circulation Zones. Destination zones are located strategically at the station entrances and to the south, offering a variety of flex and opportunity uses for CRU, for the public plaza interface with future developments to the south, and to support informal meeting and gathering for transit users and neighbour residents.

The station design is a unique centre-platform configuration on the SLS system, offering two double-sided through entrances at both ends of the station to support the Transit Exchange to the north and a public plaza to the south. The double entrances will be defined by signature canopy shapes that will serve as primary wayfinding signifiers, with the wood ceiling soffit continuing through the station entrance zone to visually connect all sides of the plaza interface with the heart of the station entrances. Aligned with design team's design parti to differentiate the transit specific elements, the canopy coverage for the CRU will be visually and physically separated from the station entrance canopy through a change in materiality, assembly, and shape.

Langley City Centre Station

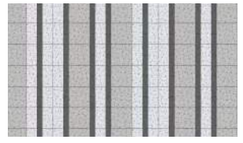


Station Drawings

Langley City Centre Station

Making Each Station Unique

The stations are part of a cohesive design family, with distinct features to make each one unique. Design elements are carefully crafted to support a positive passenger experience, and welcoming, memorable environment. Together, these elements contribute to an enhanced urban experience, creating a sense of place for both passengers and the surrounding community:

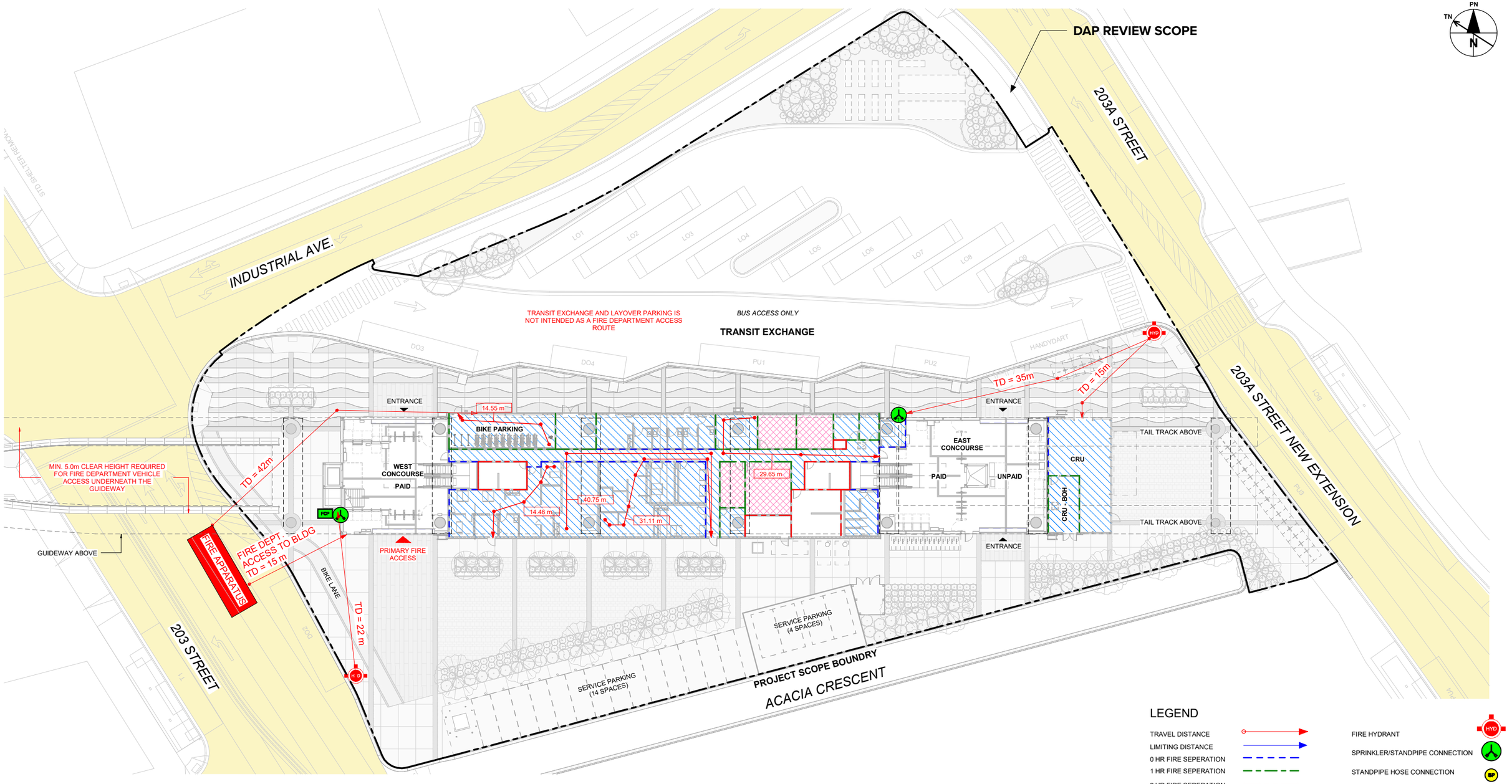
	Green Timbers Station	152 Street Station	Fleetwood Station	Bakerview-166 Street Station	Hillcrest-184 Street Station	Clayton Station	Willowbrook Station	**Langley City Centre Station**
Welcoming entrance canopy geometry								
Colour reflecting station context								
Subtle variation in exterior wall panel								
Different planting palette at station plazas								
Accent paver treatment around station plazas								

Langley City Centre Station – design enhancement

Platform and bridge enhanced with coloured glass panel

Station specific design on exterior cladding panels

Plaza paving pattern reflecting station location



1 FIRE ACCESS PLAN

1:500 (11X17) - 1:250 (ANSI D)

CIVIC ADRESS - 5724 203 STREET, V3A 1W3

ISSUE/REVISION

I/R	DATE	BY	DESCRIPTION	APPR
B	2025/02/10		STATION DESIGN SUBMISSION #2	
A	2024/05/17		INITIATING DESIGN SUBMISSION #1	

REFERENCES

CONSULTANTS

FRANCL ARCHITECTURE · PARSONS · AECOM · Perkins&Will Fast+Epp · South Fraser Station Partners · om · exp.

REGISTRATION

KEY PLAN

PROJECT

SURREY LANGLEY SKYTRAIN EXPANSION

DRAWING INFORMATION

DRAWN BY
DESIGNED BY
CHECKED BY
APPROVED BY

PROJECT NUMBER

LANGLEY CITY CENTRE STATION

SHEET TITLE

FIRE ACCESS PLAN

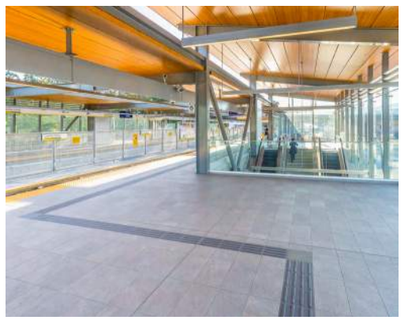
DRAWING NUMBER

SLS-203-A-100-DAP

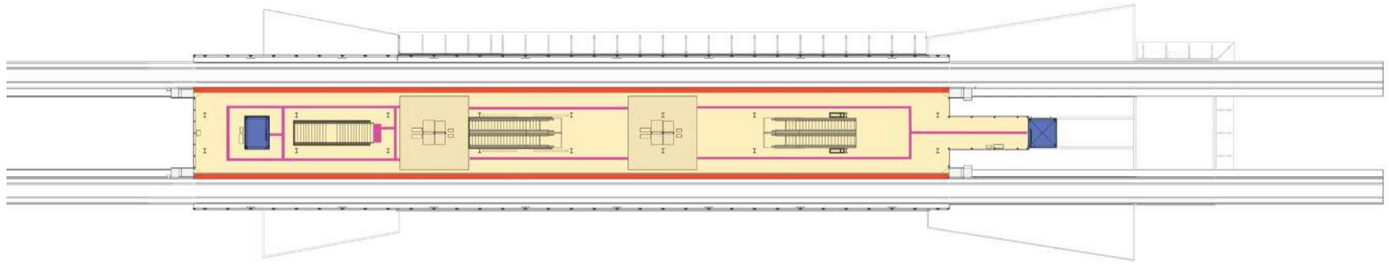
Accessibility & Connectivity Plan

Langley City Centre Station features:

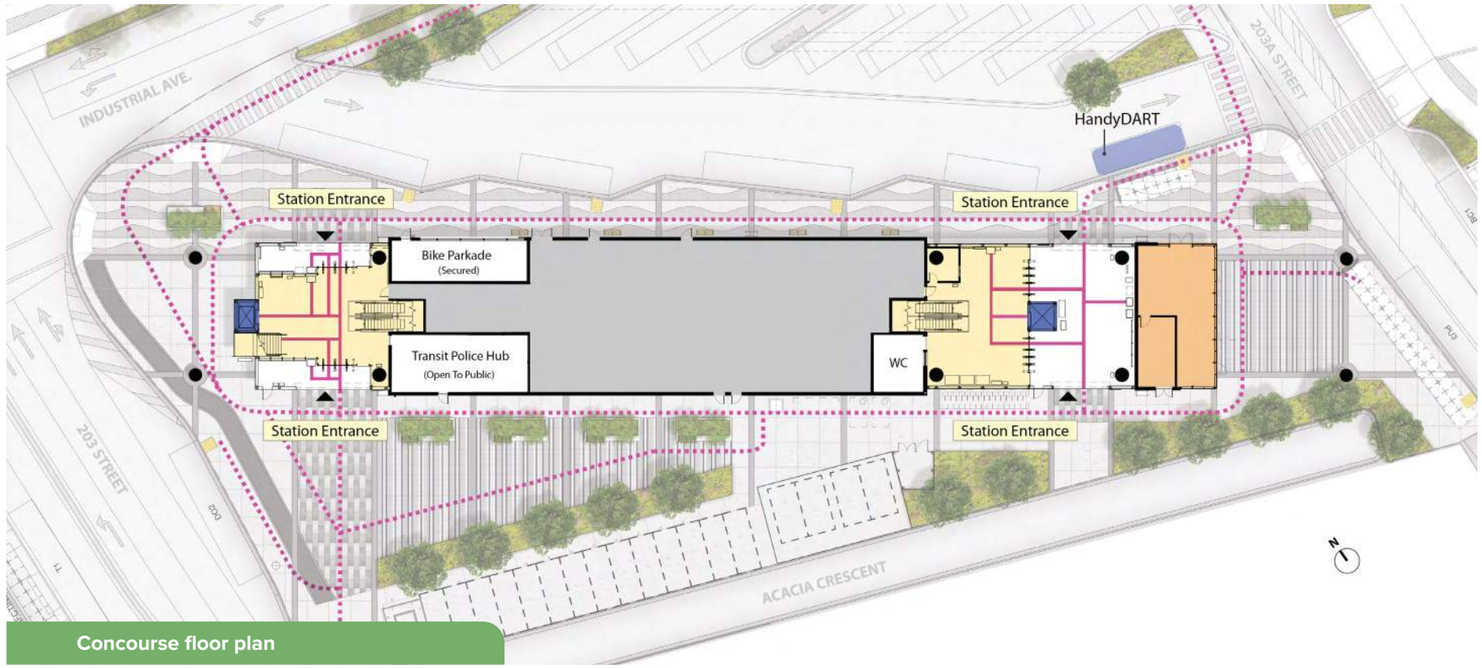
- Designated accessible pathways at the station and within the plaza
- Improved accessible wayfinding, including tactile and contrasting colour tiles
- Washroom available within the Fare Paid Zone. TransLink is exploring an open washroom at this location
- Secure enclosed bike parkade
- Transit Police Hub office, open and accessible to the public



Example of tactile wayfinding tile in contrasting colour at the platform

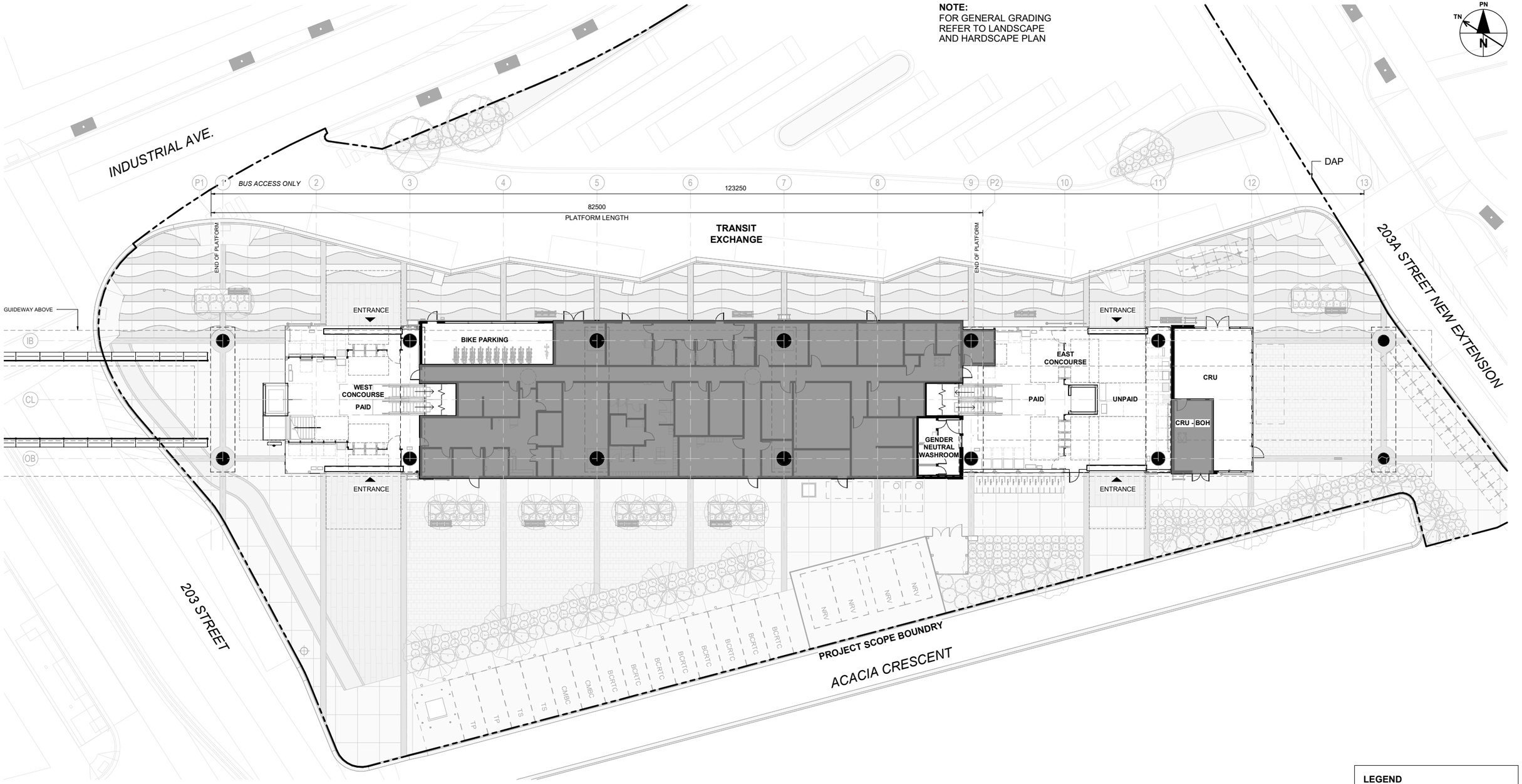


Platform floor plan



Concourse floor plan

NOTE:
FOR GENERAL GRADING
REFER TO LANDSCAPE
AND HARDSCAPE PLAN



1 CONCOURSE PLAN
1:400 (11X17) - 1:200 (ANSI D)

LEGEND

- PUBLIC ACCESS
- NON-PUBLIC ACCESS (SERVICE ROOMS)

SCALE:
2.5 m 0 1:250 12.5 m

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REFERENCES

Surrey Langley SkyTrain

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REGISTRATION

KEY PLAN

PROJECT

SURREY LANGLEY SKYTRAIN EXPANSION

LANGLEY CITY CENTRE STATION

DRAWING INFORMATION

DRAWN BY
DESIGNED BY
CHECKED BY
APPROVED BY

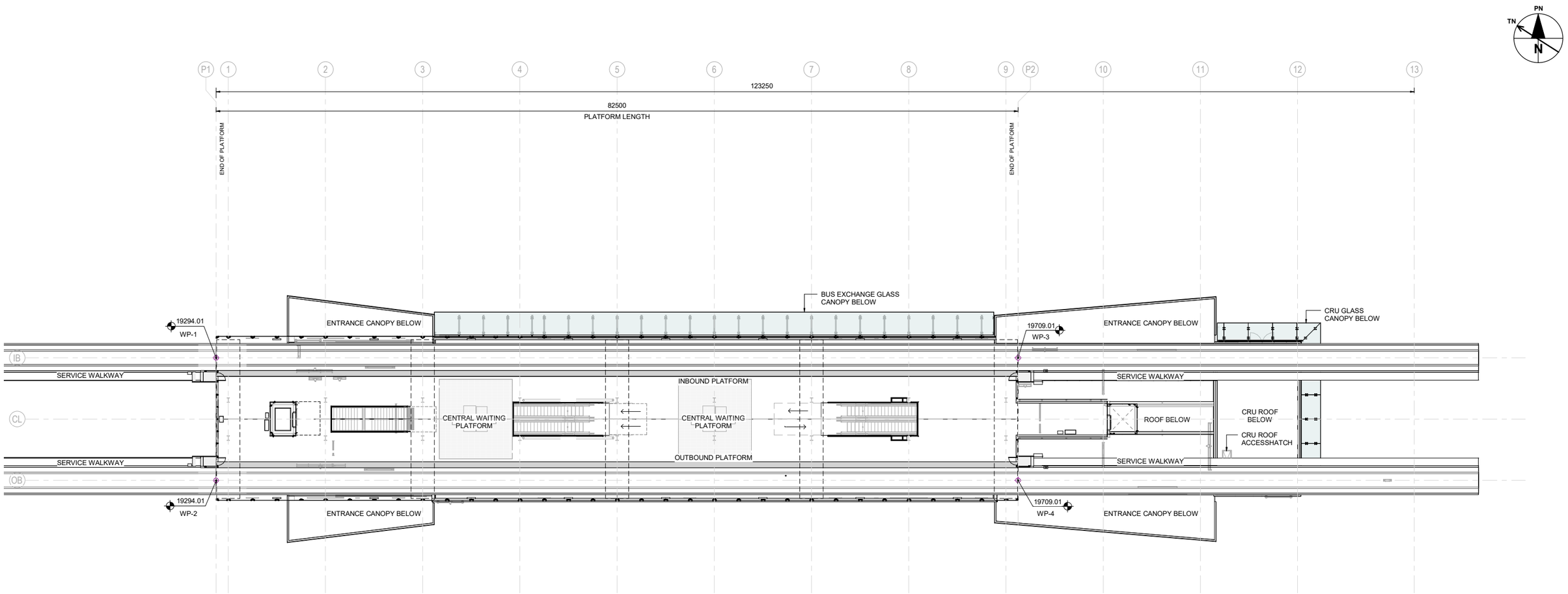
PROJECT NUMBER

SHEET TITLE

CONCOURSE PLAN

DRAWING NUMBER

SLS-203-A-201-DAP



1 PLATFORM PLAN

1:400 (11X17) - 1:200 (ANSI D)

SCALE:

2.5 m 0 1:250 12.5 m

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PROJECT

SURREY LANGLEY SKYTRAIN EXPANSION

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PROJECT NUMBER

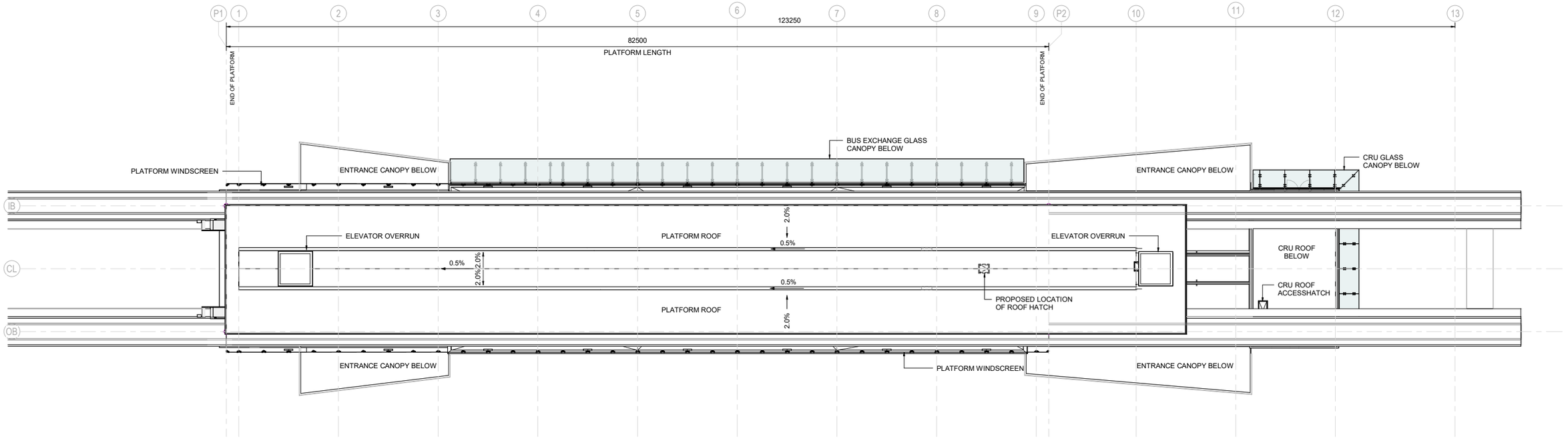
LANGLEY CITY CENTRE STATION

SHEET TITLE

PLATFORM PLAN

DRAWING NUMBER

SLS-203-A-202-DAP



1 ROOF PLAN

1:400 (11X17) - 1:200 (ANSI D)

SCALE:

2.5 m 0 1:250 12.5 m

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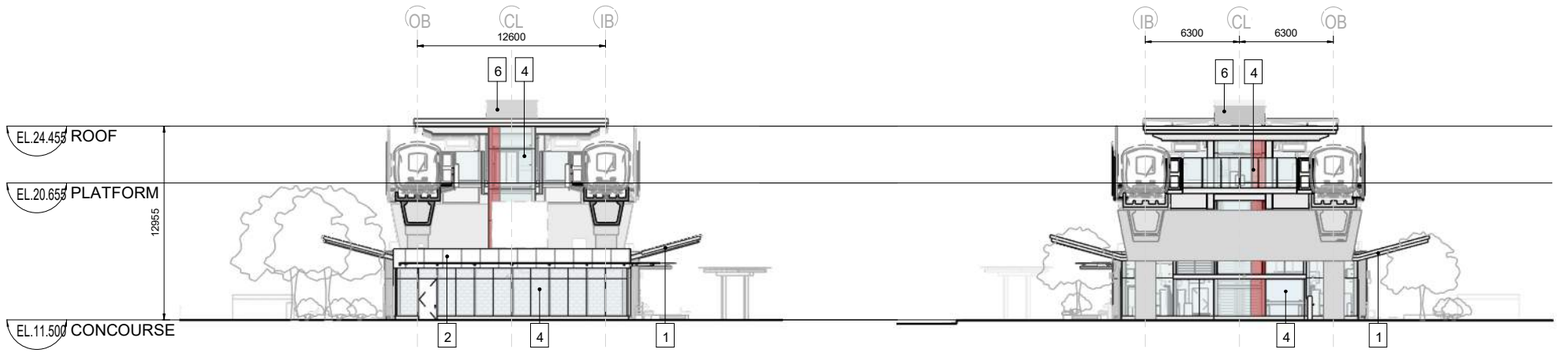
LANGLEY CITY CENTRE STATION

SHEET TITLE

ROOF PLAN

DRAWING NUMBER

SLS-203-A-203-DAP

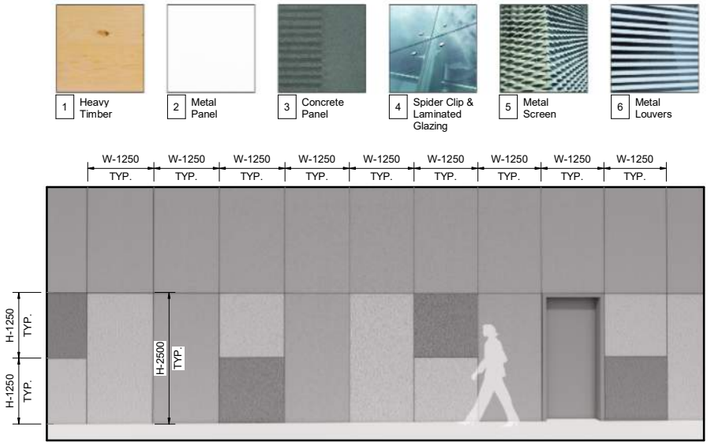


1 EAST ELEVATION

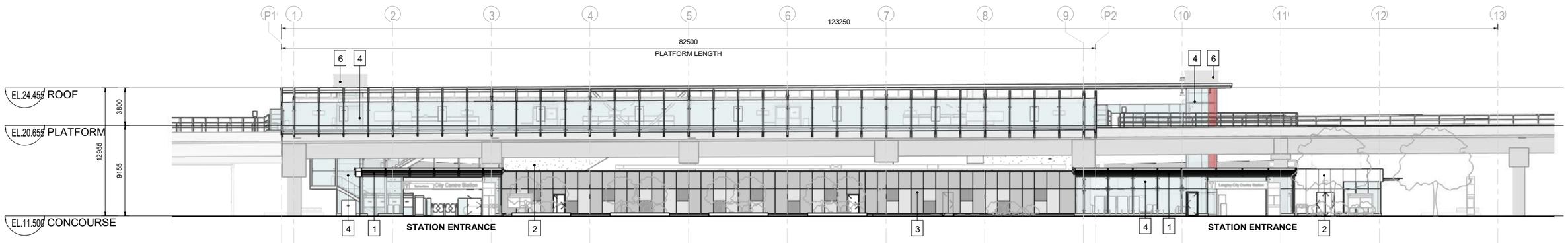
1:400 (11X17) - 1:200 (ANSI D)

2 WEST ELEVATION

1:400 (11X17) - 1:200 (ANSI D)

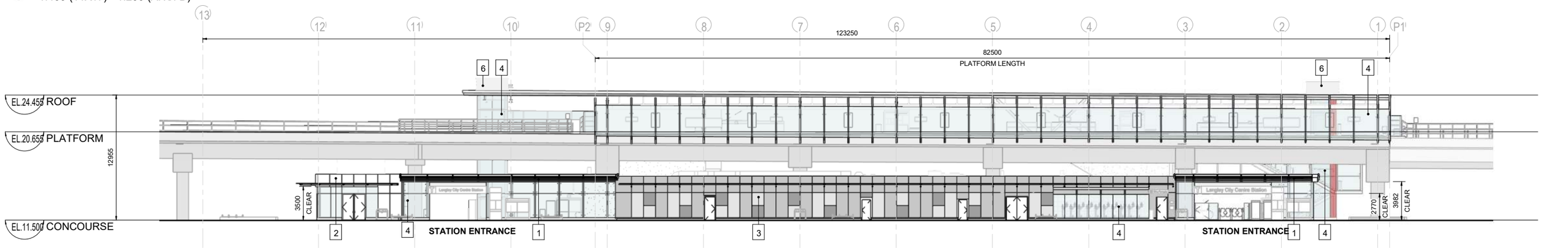


STATION SPECIFIC FEATURE - CONCRETE PATTERN



3 SOUTH ELEVATION

1:400 (11X17) - 1:200 (ANSI D)



4 NORTH ELEVATION

1:400 (11X17) - 1:200 (ANSI D)

SCALE:

2.5 m 0 1:250 12.5 m

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APPROVED BY

PROJECT NUMBER

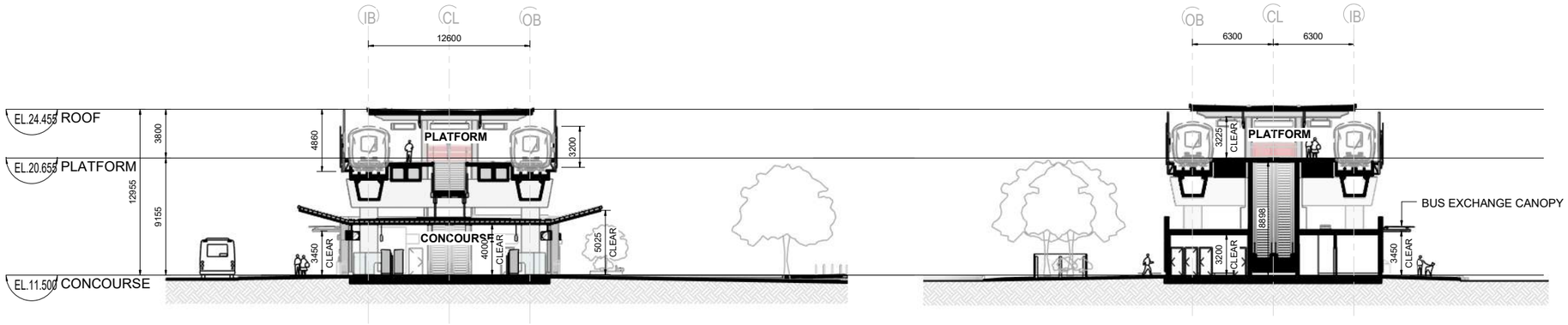
LANGLEY CITY CENTRE STATION

SHEET TITLE

ELEVATIONS

DRAWING NUMBER

SLS-203-A-301-DAP

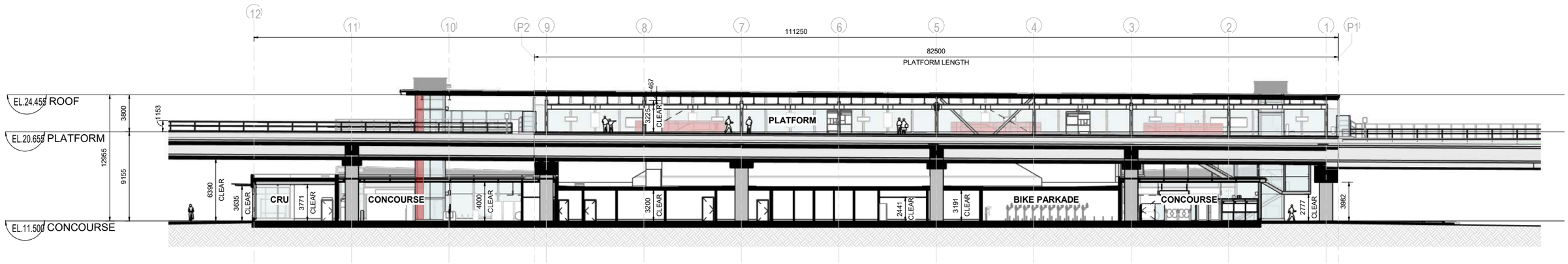


1 CROSS SECTION 1
1:400 (11X17) - 1:200 (ANSI D)

2 CROSS SECTION 2
1:400 (11X17) - 1:200 (ANSI D)

NOTE: GLASS GUARD WITH COLOUR LAMINATION

STATION SPECIFIC FEATURE - GLAZING COLOU



3 LONGITUDINAL SECTION
1:400 (11X17) - 1:200 (ANSI D)

SCALE:
2.5 m 0 1:250 12.5 m

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APPROVED BY

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SHEET TITLE

SECTIONS

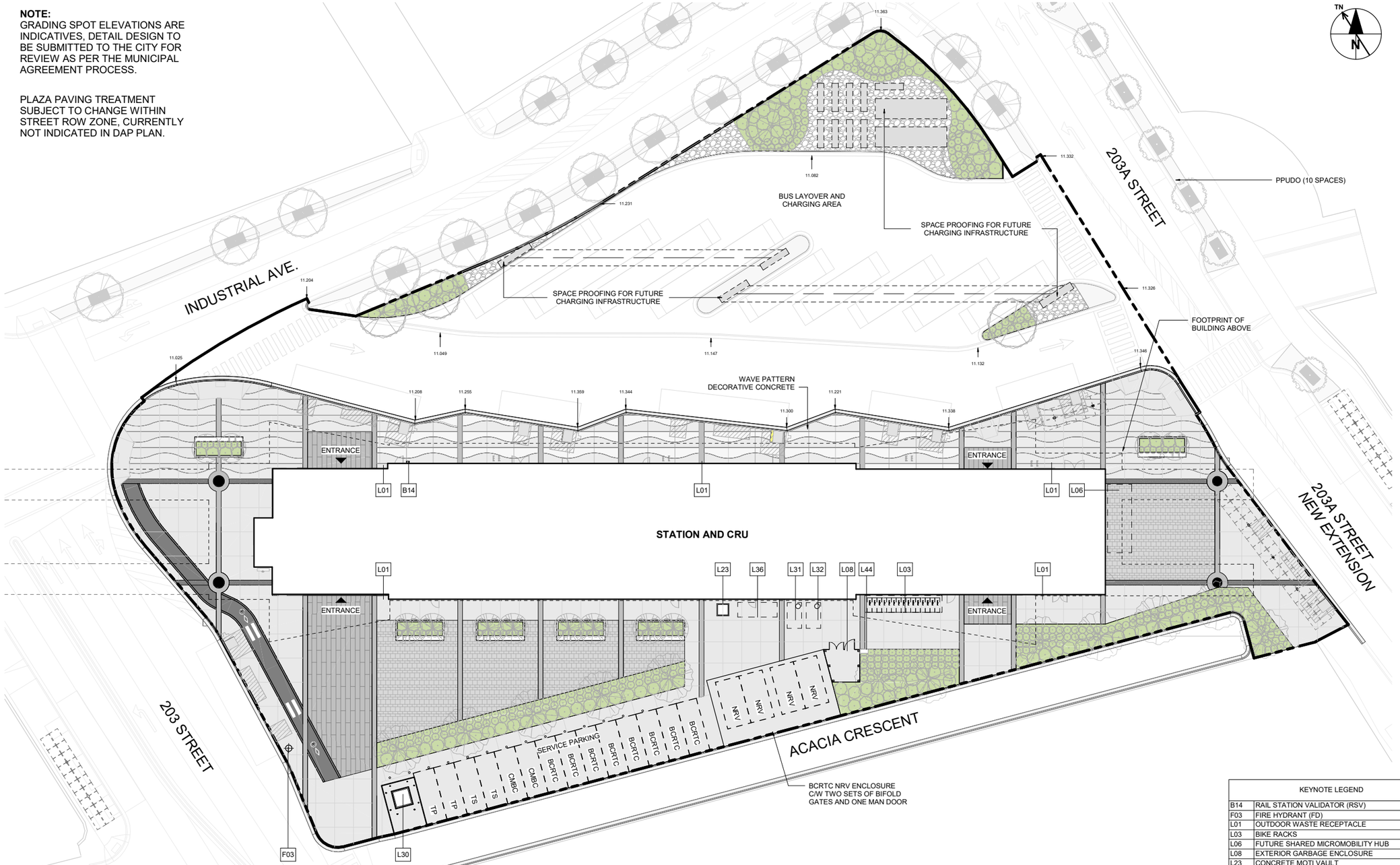
DRAWING NUMBER

LANGLEY CITY CENTRE STATION_S-203-A-401-DAP

Landscape

NOTE:
GRADING SPOT ELEVATIONS ARE INDICATIVES, DETAIL DESIGN TO BE SUBMITTED TO THE CITY FOR REVIEW AS PER THE MUNICIPAL AGREEMENT PROCESS.

PLAZA PAVING TREATMENT SUBJECT TO CHANGE WITHIN STREET ROW ZONE, CURRENTLY NOT INDICATED IN DAP PLAN.



KEYNOTE LEGEND	
B14	RAIL STATION VALIDATOR (RSV)
F03	FIRE HYDRANT (FD)
L01	OUTDOOR WASTE RECEPTACLE
L03	BIKE RACKS
L06	FUTURE SHARED MICROMOBILITY HUB
L08	EXTERIOR GARBAGE ENCLOSURE
L23	CONCRETE MOTI VAULT
L30	BC HYDRO PAD-MOUNTED TRANSFORMER
L31	CTRM VAULT WITH MANHOLE OPENING
L32	TL VAULT WITH MANHOLE OPENING
L36	SPACE FOR BCRTC GENERATOR
L44	IRRIGATION POINT OF CONNECTION AND CONTROLLER

LEGEND

- **PAVING TYPE 1** CIP CONCRETE - DECORATIVE
- **PAVING TYPE 2** CIP CONCRETE - STANDARD
- **PAVING TYPE 3** CONCRETE UNIT PAVERS - PERMEABLE
- **PAVING TYPE 4** EXPOSED AGGREGATE CIP CONCRETE 600mm W BANDS
- **PAVING TYPE 5** CIP CONCRETE - COLOURED CHARCOAL
- **PAVING TYPE 6** CIP CONCRETE - WAVE PATTERN
- **PLANTING BED** 450mm FOR SHRUBS 900mm FOR TREES
- DECIDUOUS TREE
- SMALL DECORATIVE TREE
- PERMANENT LANDS
- TEMPORARY LANDS

SCALE:
2.5 m 0 1:250 12.5 m

1 LANDSCAPE & HARDSCAPE PLAN

1:500 (11X17) - 1:250 (ANSI D)

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DESIGNED BY
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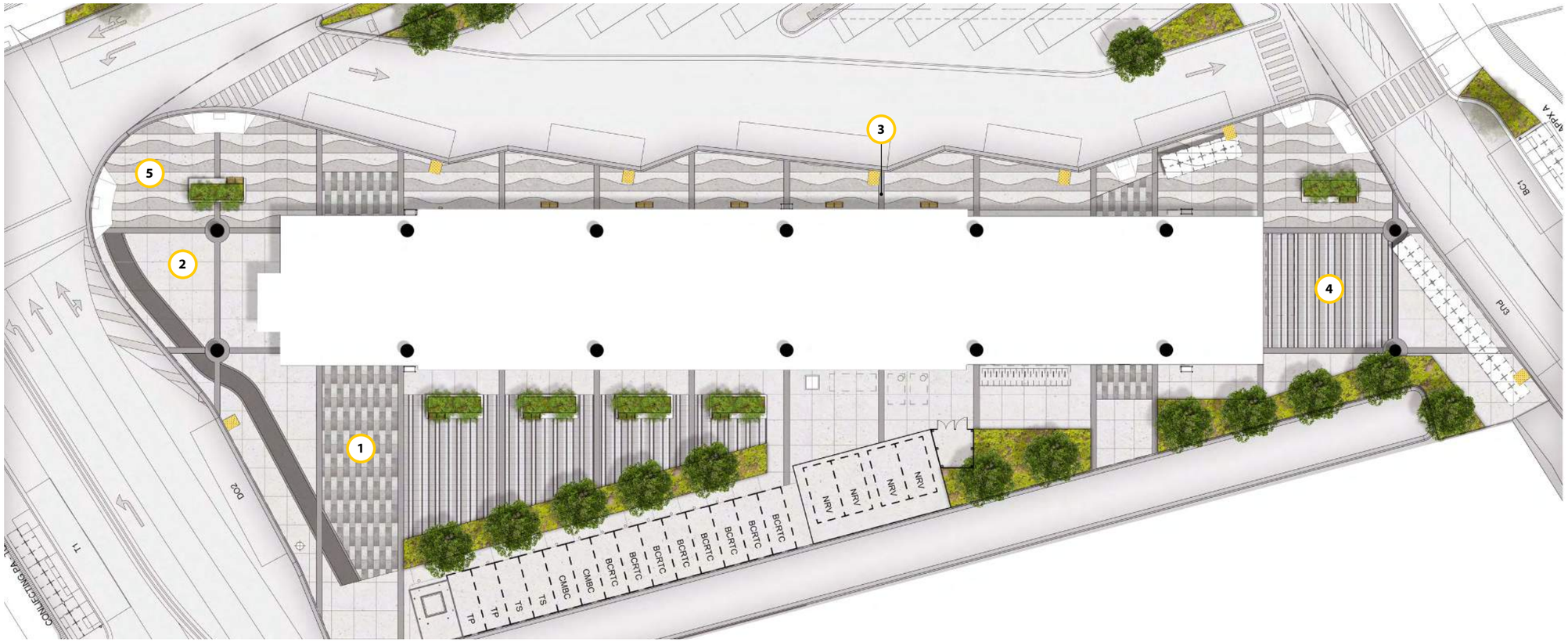
APPROVED BY

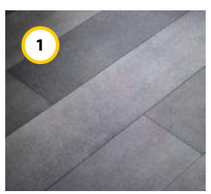
PROJECT NUMBER
LANGLEY CITY CENTRE STATION

SHEET TITLE
LANDSCAPE & HARDSCAPE PLAN

DRAWING NUMBER
SLS-203-L-100-DAP

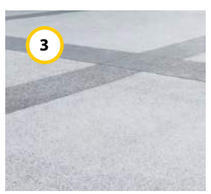
Illustrative Landscape Plan



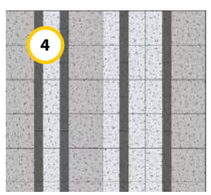


Decorative cast-in-place concrete pavement

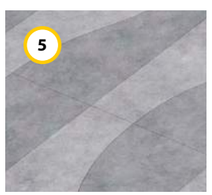
Cast-in-place concrete pavement



Exposed aggregate concrete bands



Unit paver pavement



Decorative wave pattern

Transit Exchange

SCALE:

2.5 m 0 1:250 12.5 m

ISSUE/REVISION				REFERENCES	
A1	2025/02/10		STATION DESIGN SUBMISSION #2		
I/R	DATE	BY	DESCRIPTION	APPR	

Surrey Langley SkyTrain

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REGISTRATION

KEY PLAN

PROJECT

SURREY LANGLEY SKYTRAIN EXPANSION

DRAWING INFORMATION	
DRAWN BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	
PROJECT NUMBER	LANGLEY CITY CENTRE STATION

SHEET TITLE

TRANSIT EXCHANGE PLAN

DRAWING NUMBER

SLS-203-A-102-DAP

Transit Exchange

Transit Exchange – rendering

Conceptual rendering, subject to change; does not reflect future transit-oriented development


Langley City Centre Station