

Thank you for your interest in the Surrey Langley SkyTrain project.

The purpose of this open house is to share information and receive feedback about the design of the SkyTrain stations, including station entrances and adjacent plazas. Feedback will help to inform final station designs. You will also learn about:



**Project
Details**



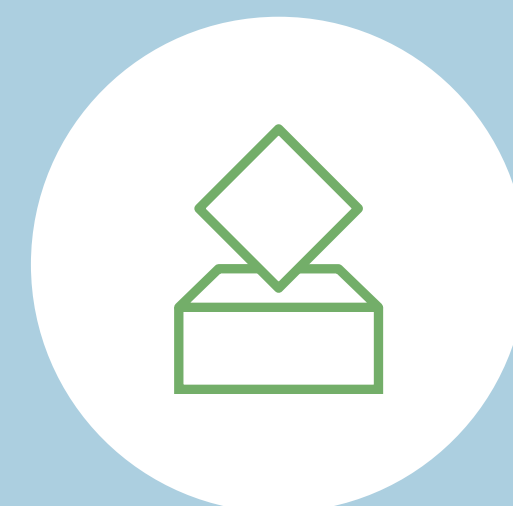
**Transit-oriented
Development**



**Active
Transportation**



**Environmental
Screening
Review (ESR)**



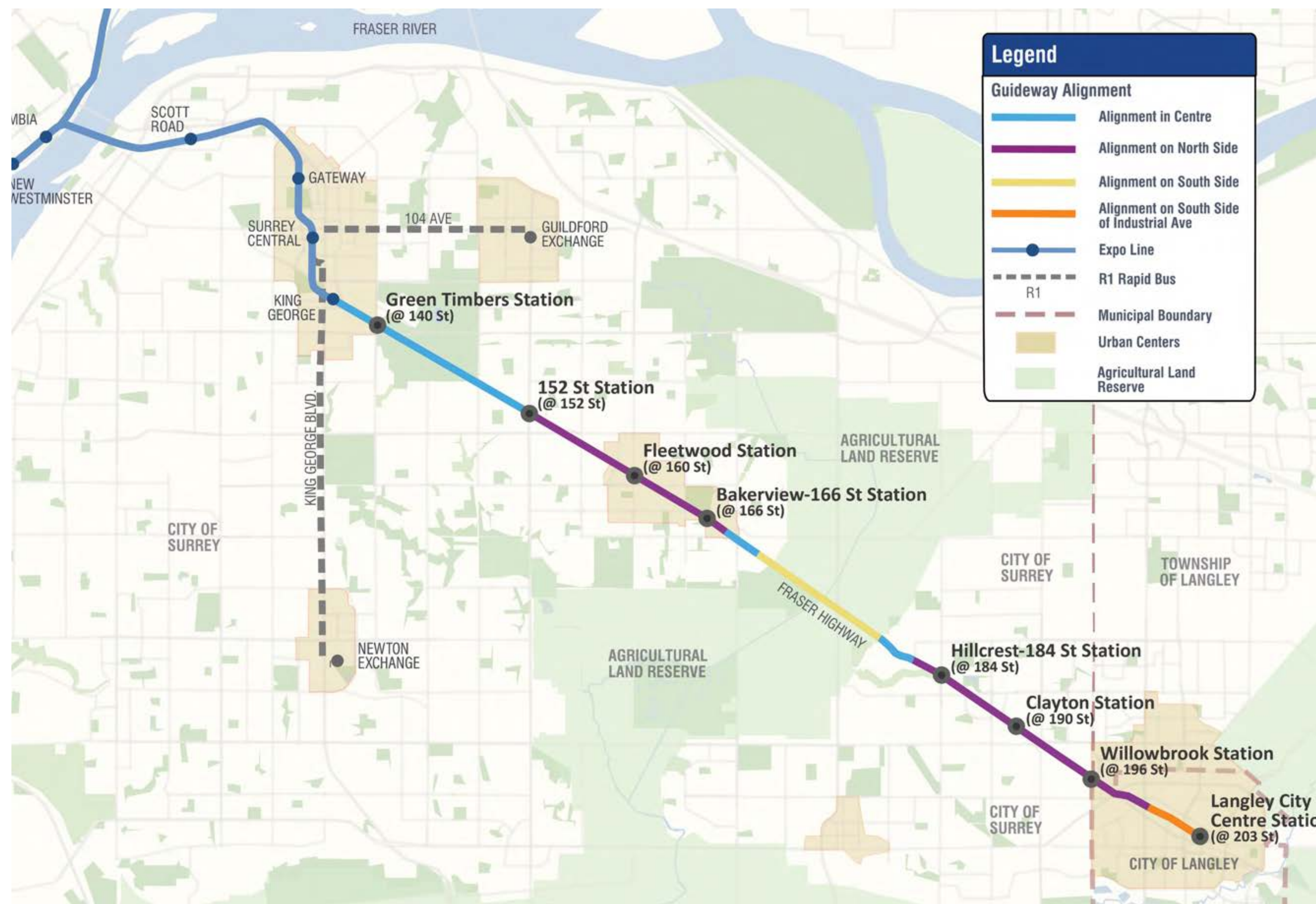
Public Art



Next Steps

About the Project

The Surrey Langley SkyTrain project will extend the Expo Line 16 kilometres from King George Station in Surrey to 203 Street in Langley City Centre, primarily along Fraser Highway. It includes an elevated guideway, eight stations and three transit exchanges.



The Surrey Langley SkyTrain will improve transportation options, increase access to housing and services such as childcare and health care, support healthy communities and the environment, and foster economic development.

Once in service, the commute from Langley City Centre to King George Station will be 22 minutes. It will save the average transit commuter approximately 40 minutes a day and relieve congestion along Fraser Highway.

Transit-oriented Development



*Photo Courtesy of PCI Developments

Transit-oriented development (TOD) is a type of urban development that concentrates housing, jobs, services and other activities close to transit stations, presenting opportunities to build greener, more livable communities.

The areas around all eight stations on the Surrey Langley SkyTrain project are designated as transit-oriented development areas.

TOD will promote livable communities and make it safer and more convenient for pedestrians, cyclists or people who use mobility aids to access the nearest transit hub. There are successful examples across the region that serve as models for this type of integrated development, including the King George Hub, as shown in the picture.



*Photo Courtesy of PCI Developments

Active Transportation

The Surrey Langley SkyTrain project will add active transportation facilities along the SkyTrain extension and provide more ways for people to move around the region:

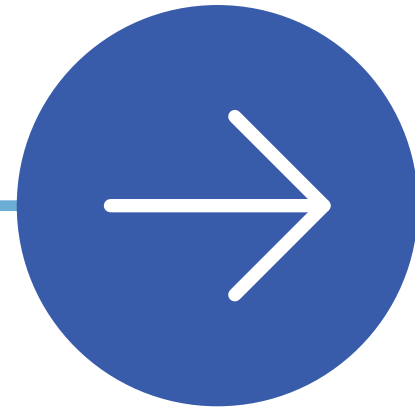
- 14 km of new fully separated two-way bike paths or multi-use pathways along the SkyTrain guideway, connecting into regional active transportation networks and the new stations.
- Bike racks and enclosed bike parkades at each station.



Once the project is complete, the fully separated bike and pedestrian lanes, multi-use pathways, and cycling amenities will help to:

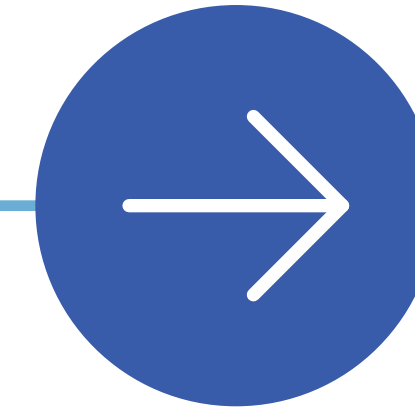
- Provide more transportation choices to and from SkyTrain stations
- Offer alternatives to cars, reducing congestion
- Foster connected communities
- Facilitate the safe and comfortable movement of people walking, rolling, and cycling along the alignment
- Prioritize healthy lifestyles
- Reduce greenhouse gases.

Environmental Screening Review



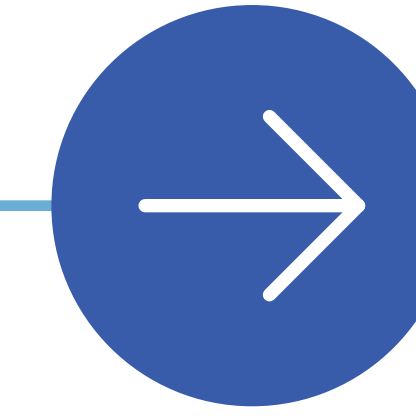
Where we are now:

- Completed an Environmental Screening Review (ESR) to study potential effects of construction and operations on the environment and identify appropriate mitigation measures
 - The ESR was informed by feedback from Indigenous groups, municipalities, the public, and stakeholders
- The project has obtained all key environmental permits



Key studies:

- Air quality and greenhouse gases
- Noise and vibration
- Contaminated sites
- Fisheries and aquatics
- Vegetation and wildlife resources
- Archaeology and heritage
- Agricultural land
- Land use
- Transportation and access
- Visual landscape



Next steps:

- Project Contractors' construction environmental management plans (CEMP) are informed by ESR findings
- Mitigations for each element studied will be put in place, where appropriate
- ESR report and CEMP framework are available on the project website

Public Art

Public art is a key component of the SkyTrain network as it enhances passenger experience, contributes to wayfinding, and strengthens community identity.

Stations will feature one piece of public art or Indigenous cultural recognition art, seamlessly integrated into the station designs. Public art will be selected through a formal procurement process. Indigenous Nations are leading the development of Indigenous cultural recognition art.

The types of art you can expect to see at the Surrey Langley SkyTrain stations are:



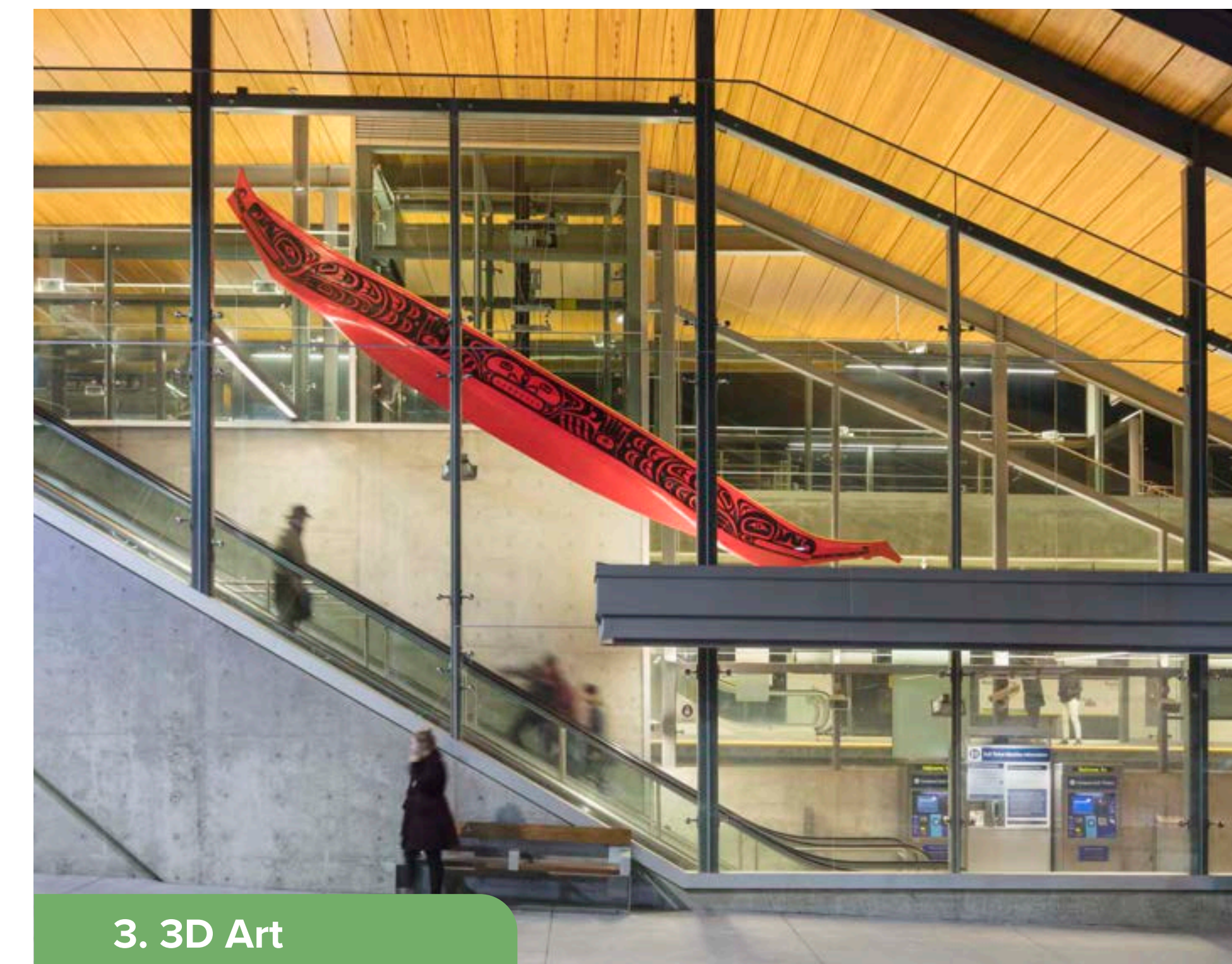
1. 2D Wall Art

Lafarge Lake–Douglas Station, Evergreen Line



2. 2D Glass Art

Lafarge Lake–Douglas Station, Evergreen Line



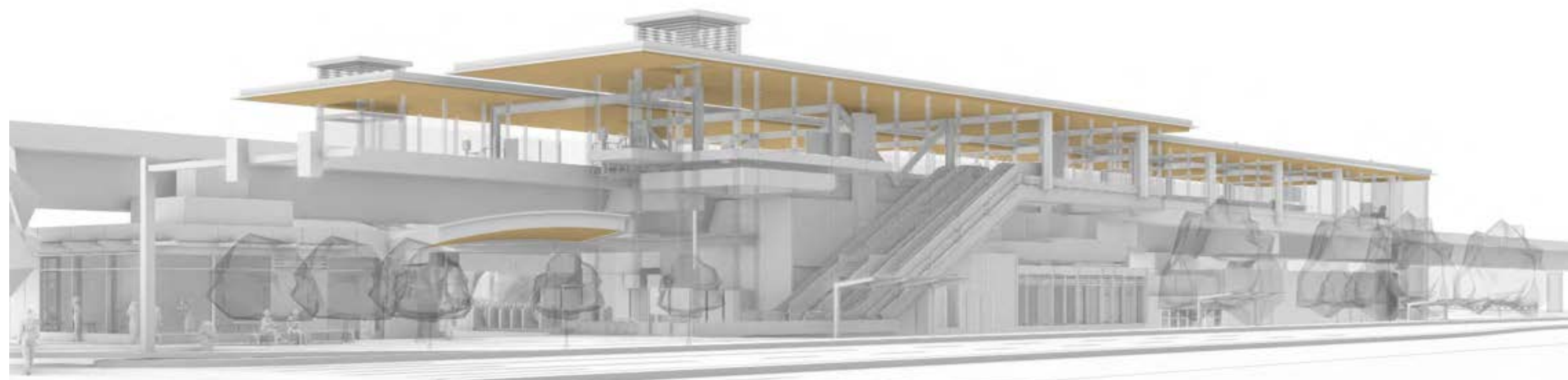
3. 3D Art

Moody Centre Station, Evergreen Line

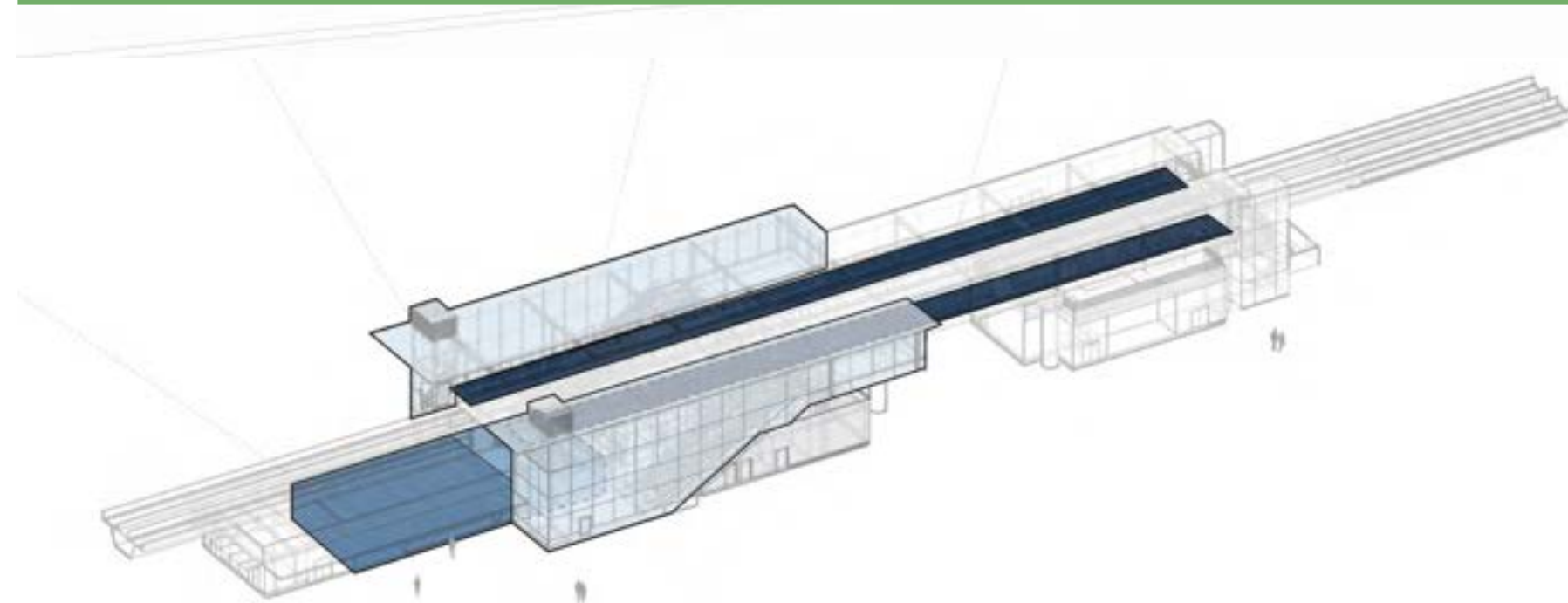
Station Design

The station designs aim to:

- Create familiarity across the SkyTrain system through simple, highly visible and unique station entrances, as well as consistent materials, finishes and space planning
- Support efficient and easy movement for passengers including to adjacent buses and bike routes, while minimizing the stations' footprint
- Foster a positive passenger experience through effective wayfinding and other passenger conveniences



Typical station roof



Typical station organization

- STATION ENTRANCE (NON FARE PAID ZONE)
- FARE PAID ZONE
- VERTICAL CIRCULATION
- PLATFORM



Green Timbers Station



Hillcrest-184 Street Station



152 Street Station



Clayton Station



Fleetwood Station



Willowbrook Station



Bakerview-166 Street Station



Langley City Centre Station

Passenger Experience

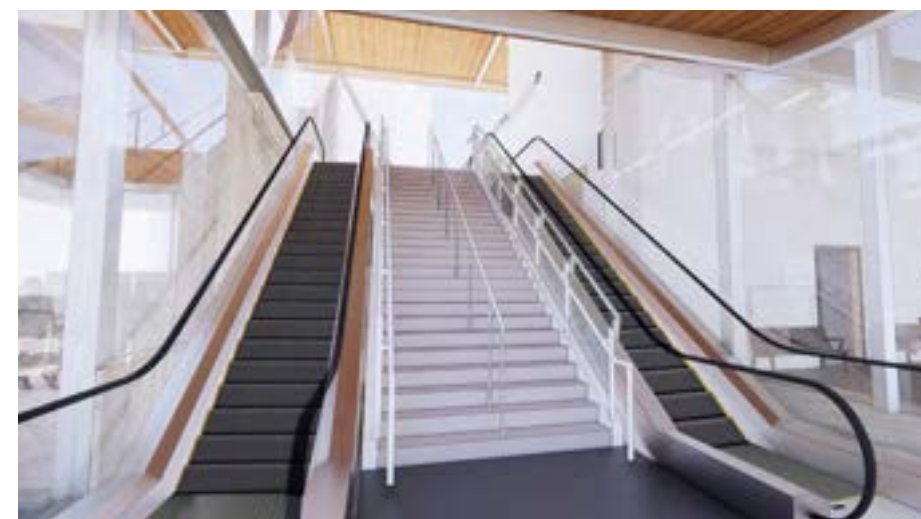
The stations include key features to enhance the passenger experience, such as:



Convenient access to buses and connections to nearby bike routes



Safety and comfort by following Crime Prevention Through Environmental Design principles (CEPTD)



Escalators and elevators for ease of passenger movement to and from the SkyTrain



Simple, consistent and highly visual wayfinding



Urban plazas with space for circulation and ease of movement



Accessible fare gates with technology to support hands-free access for eligible customers through TransLink's Universal Fare Gates Access Program



Designated passenger pick-up and drop-off areas



Contrasting materials to clearly mark station entrances



Space for commercial service/retail areas, where feasible



Accessible washrooms: Washrooms accessible with the assistance of a SkyTrain attendant

Station Materials and Finishes

Several factors help to inform the selection of station materials and finishes, including durability, design precedents, maintenance, performance and safety.

The station designs will:

- Maximize glazed areas to provide abundant natural light into the stations
- Use materials that are standard in sizes and palettes
- Incorporate anti-graffiti coatings on walls in public areas, or products with integrated anti-graffiti properties
- Use sustainable materials where appropriate, such as cross-laminated timber and nail-laminated timber for platform roofs and entrance canopies

Design precedents:



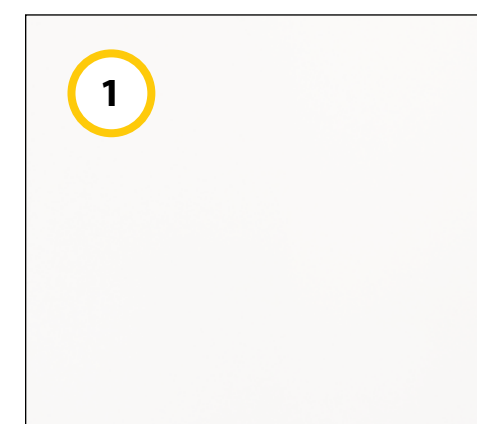
Burquitlam Station



Coquitlam Central Station



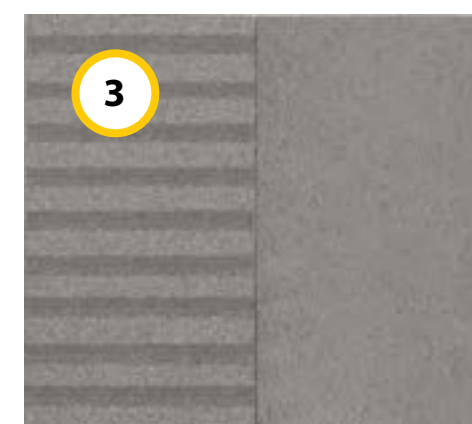
Moody Centre Station



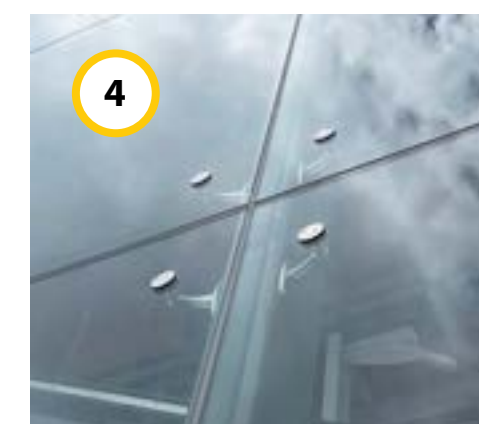
Metal panel



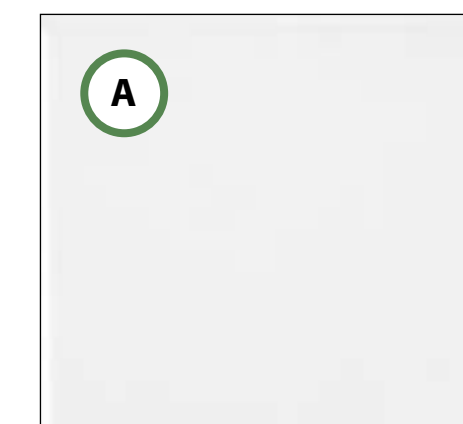
Heavy timber



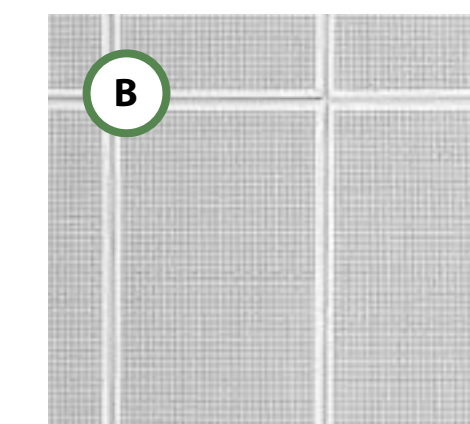
Stone or concrete panel



Spider clip & laminated glazing



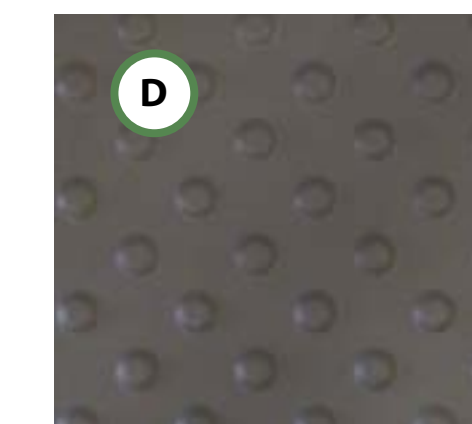
Glazed porcelain wall tile



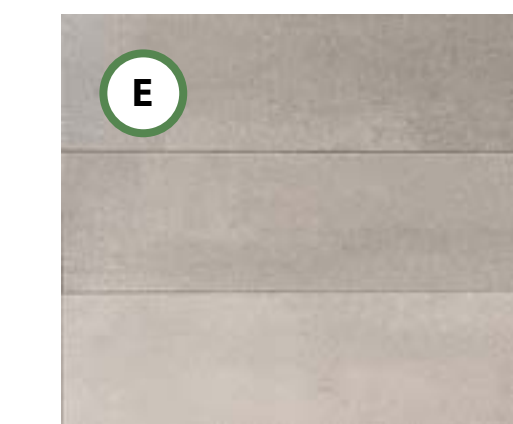
Perforated metal ceiling panel



Heavy timber

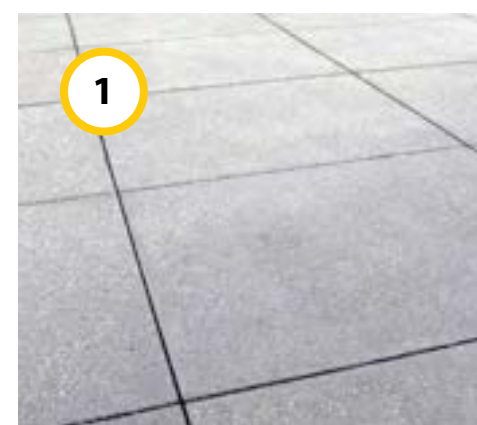


Wayfinding tile



Slip-resistant porcelain tile

Site Materials and Finishes



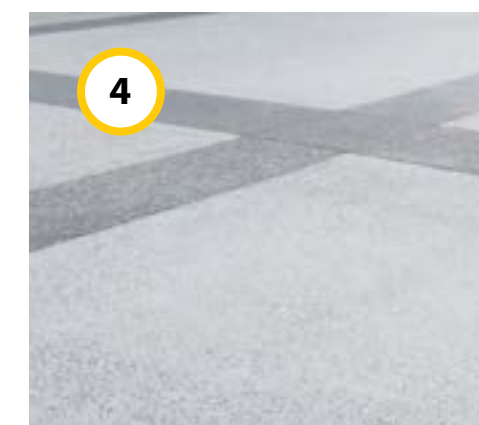
1
Cast-in-place
concrete pavement



2
Unit paver



3
Decorative
concrete pavement



4
Exposed aggregate
concrete bands

Distinctive pavement designs improve wayfinding and foster a stronger sense of neighborhood identity.

Different pavement materials are used for the various plaza circulation paths to create a visual distinction that enhances safety.

Landscaping is designed to provide a diverse planting palette with seasonal interest. Native, draught tolerant species are prioritized, with a high efficiency drop irrigation system to minimize water consumption.

Precedents



Diverse planting palette



Urban canopy



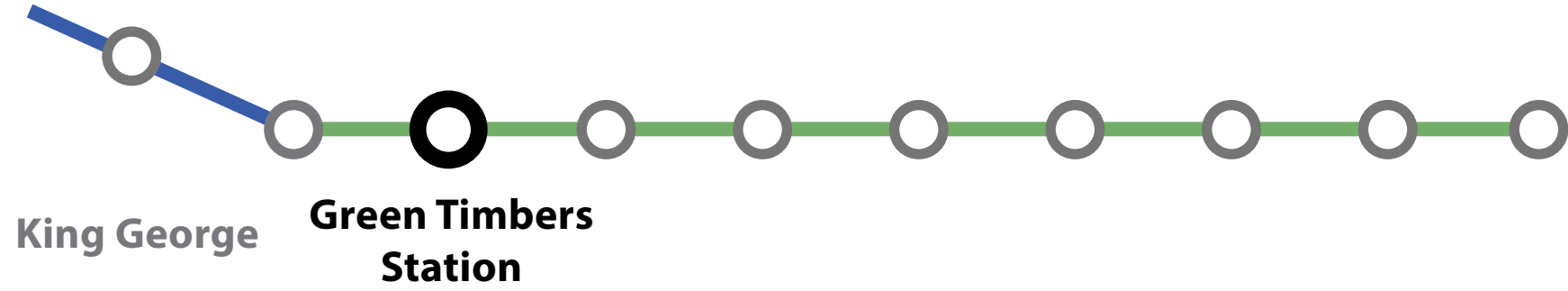
Seasonal interest in plantings



Combination of pavement finishes defines use

Green Timbers Station

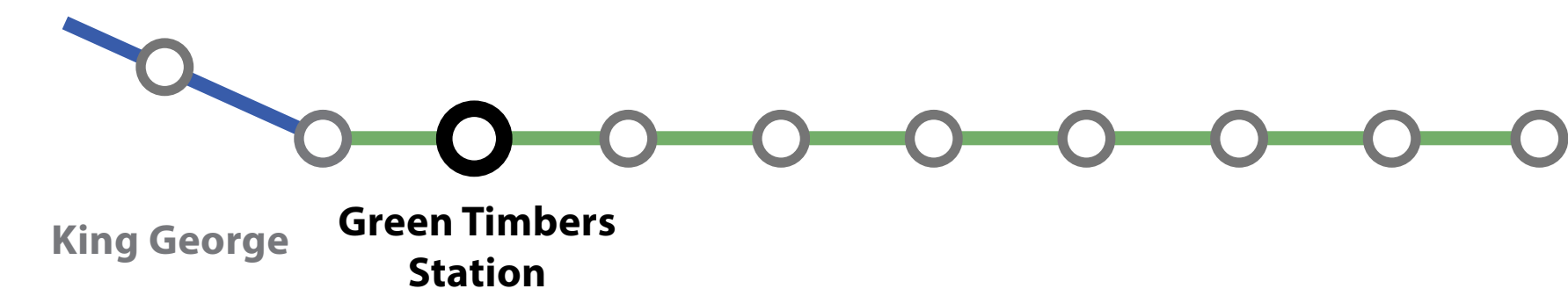
140 Street and Fraser Highway



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

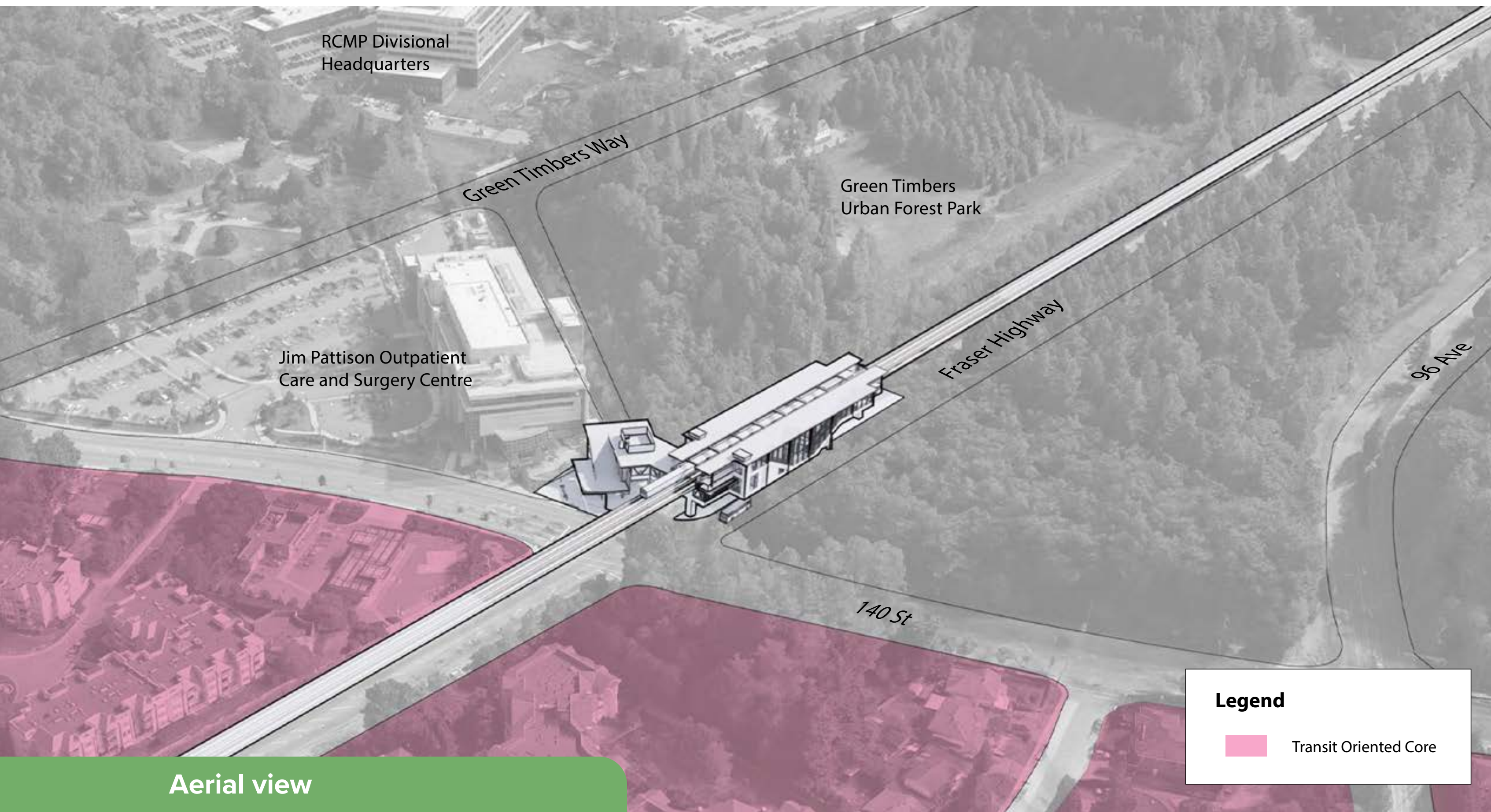
Green Timbers Station

140 Street and Fraser Highway



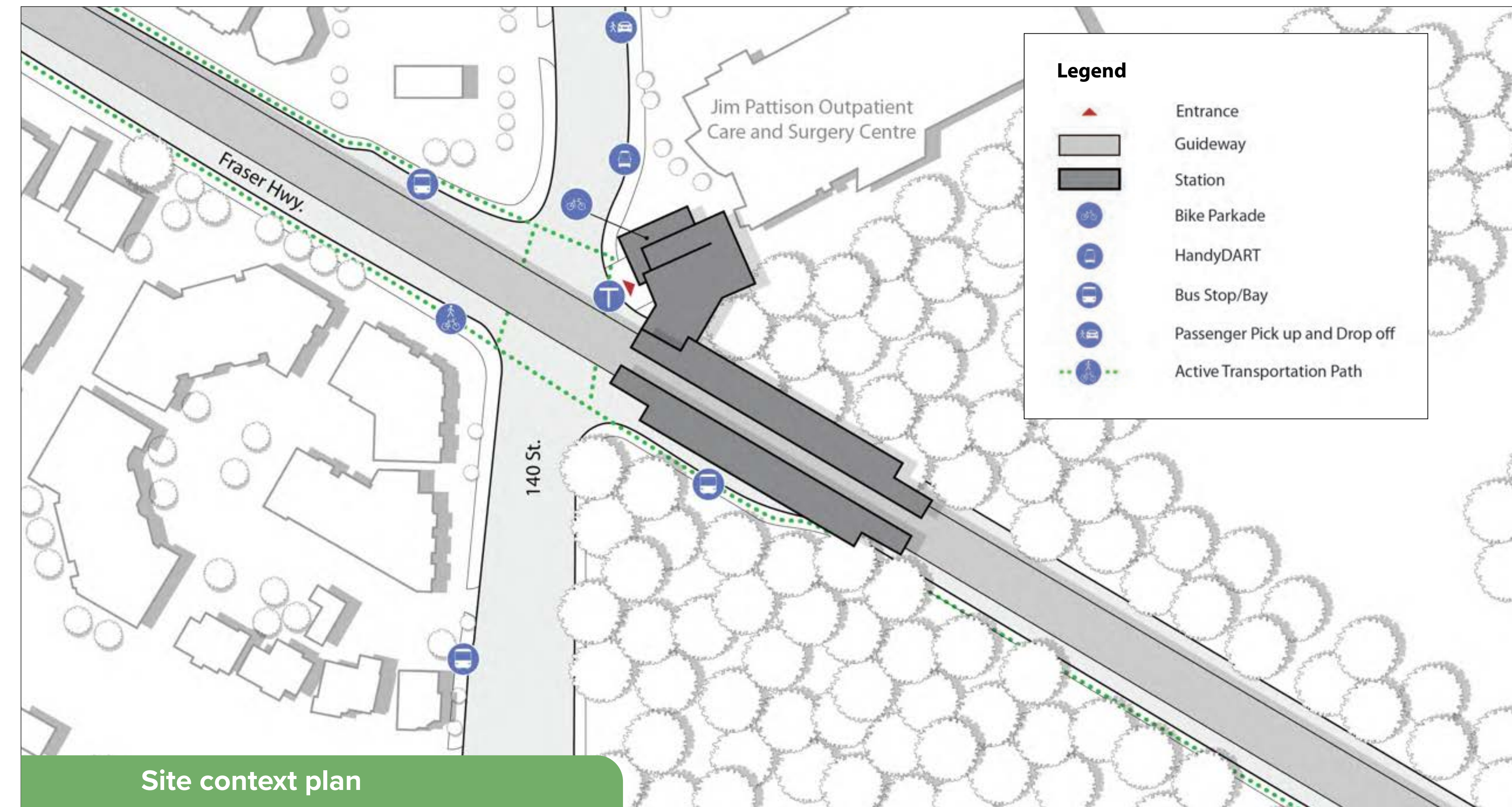
South elevation streetscape

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



Aerial view

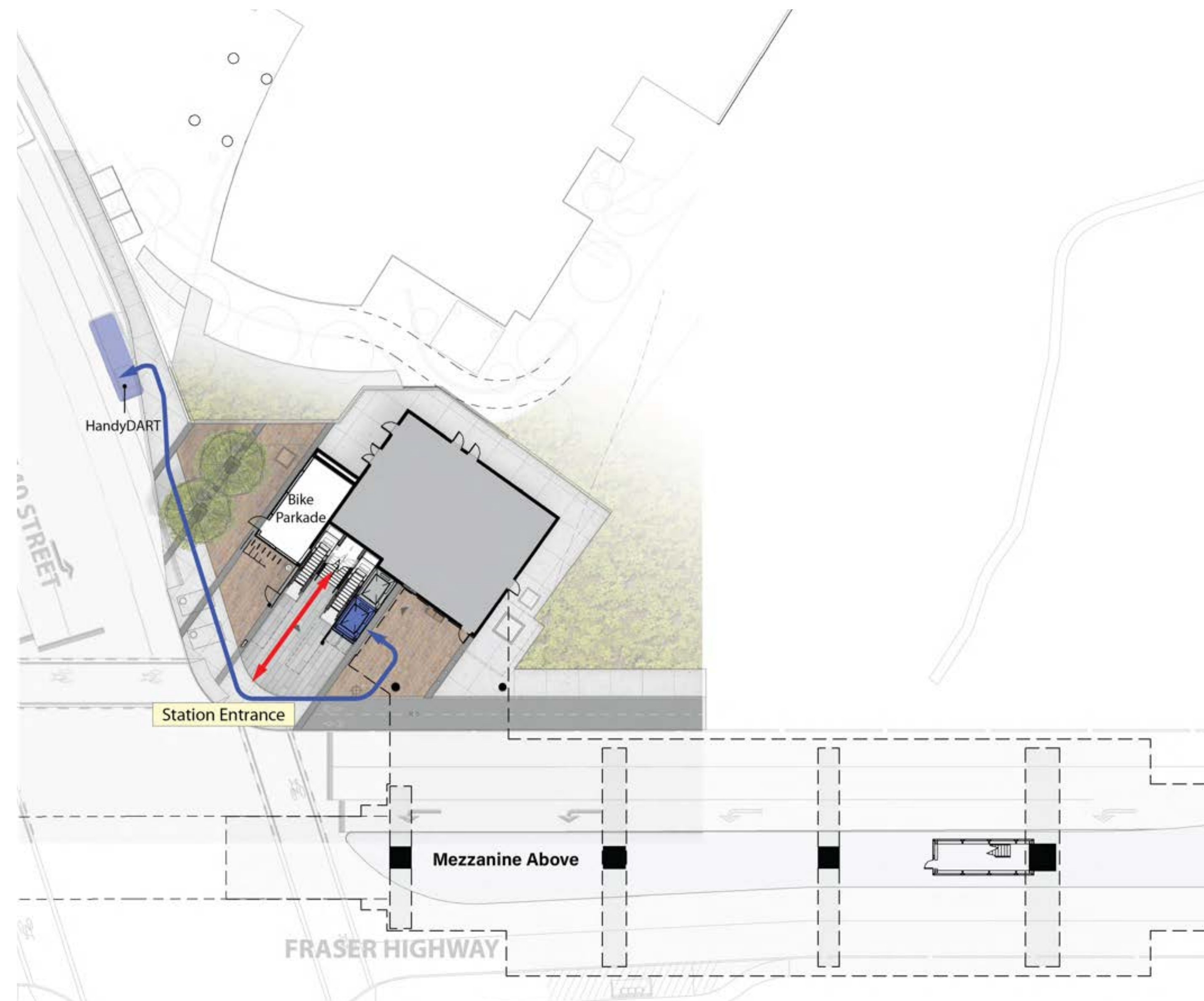
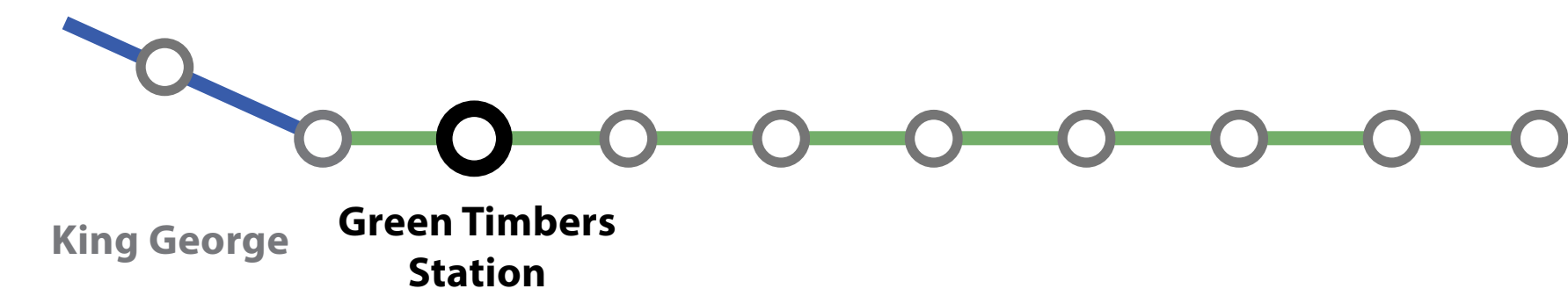
Source: City Centre Plan 2017, amended Landuse map 2022



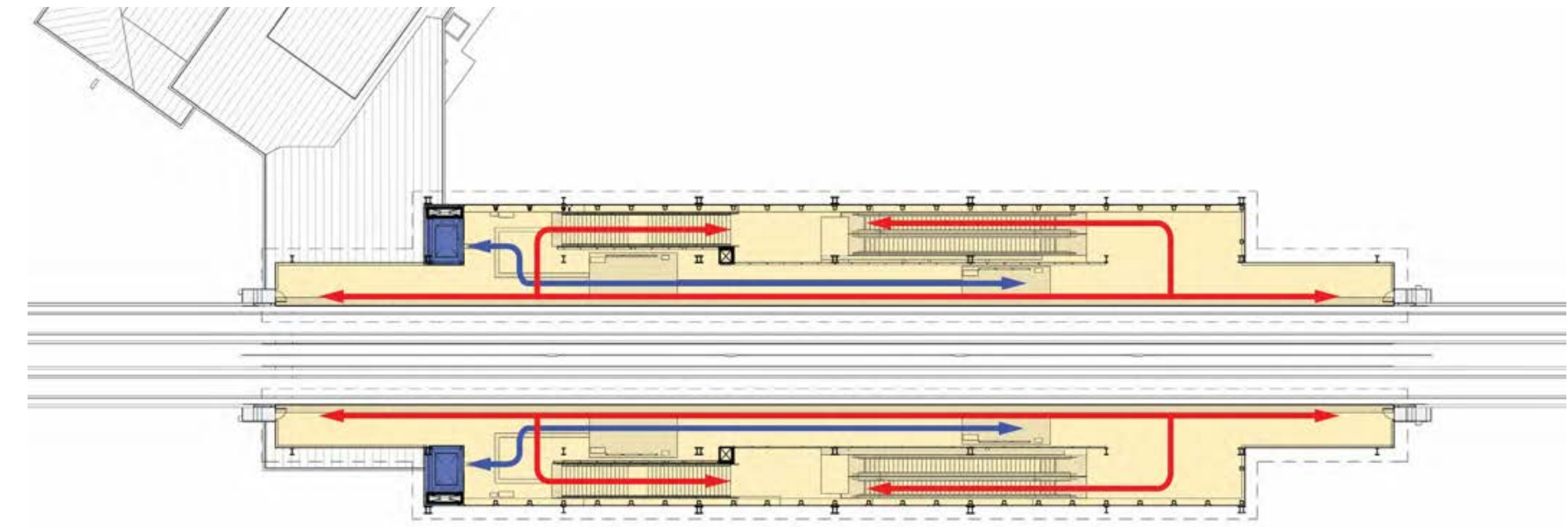
Site context plan

Green Timbers Station

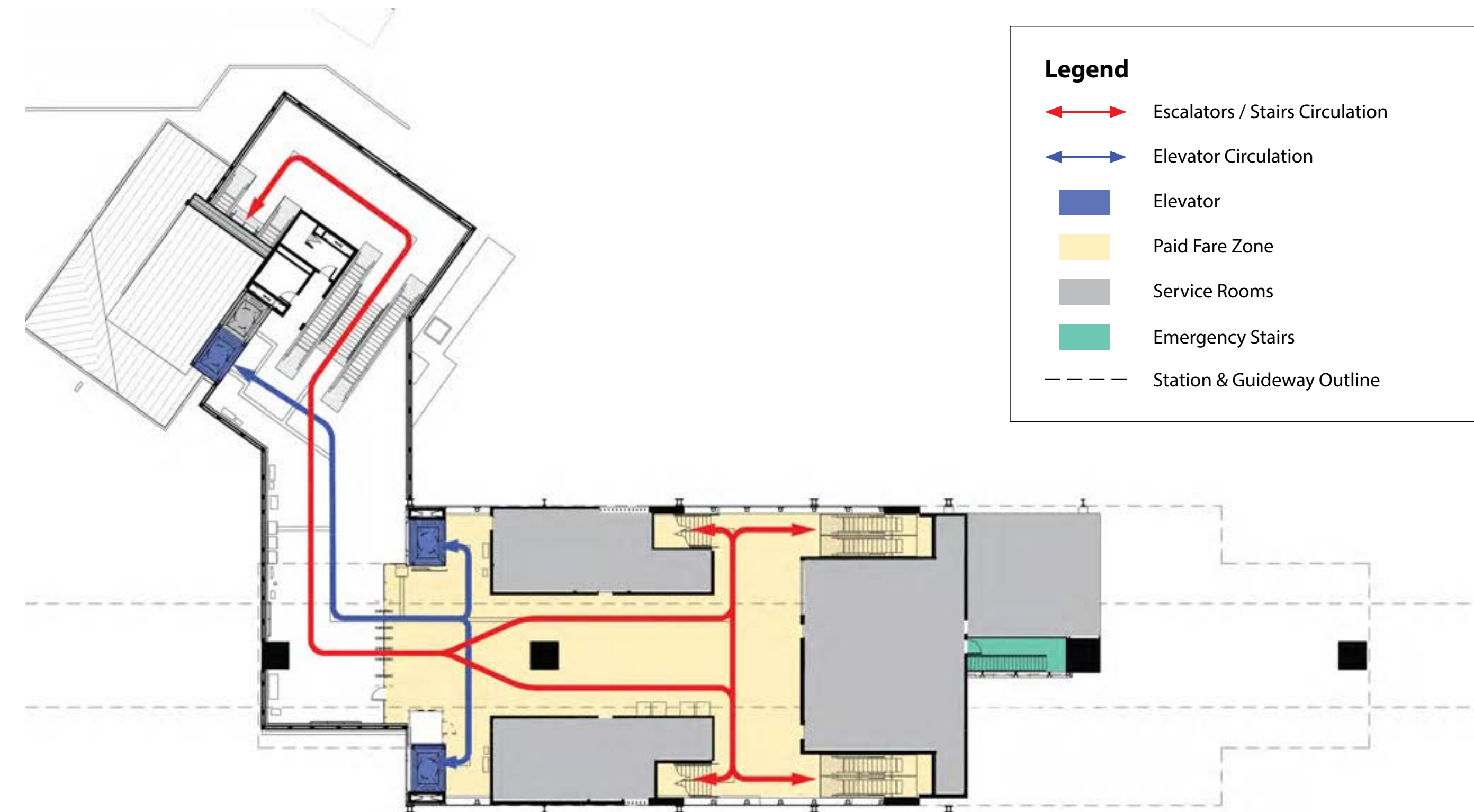
140 Street and Fraser Highway



Concourse floor plan



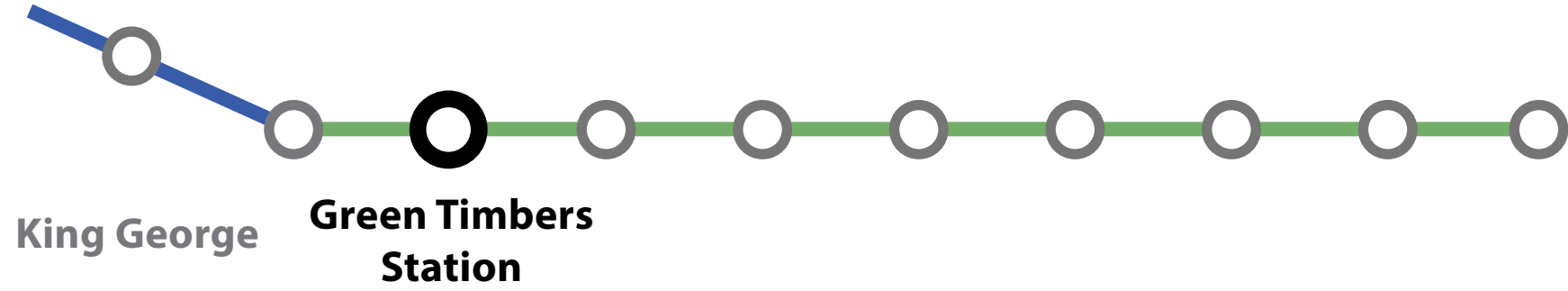
Platform floor plan



Mezzanine floor plan

Green Timbers Station

140 Street and Fraser Highway



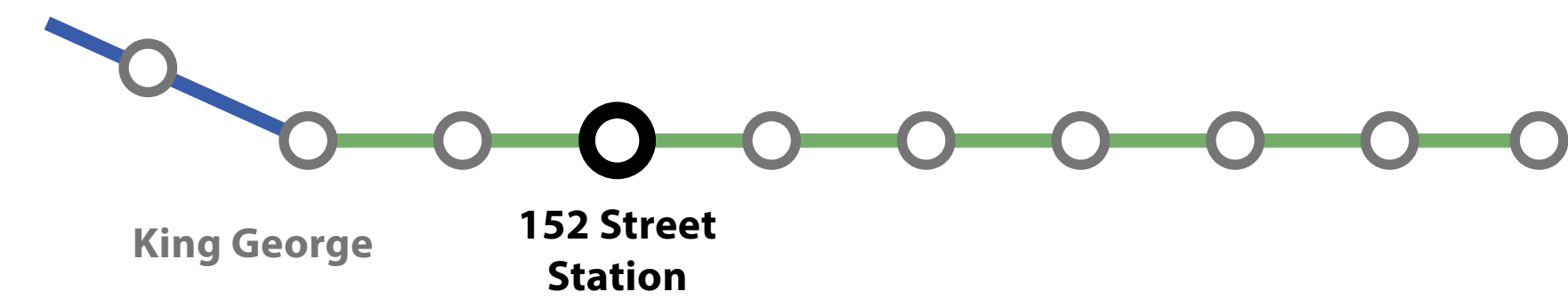
Green Timbers Station – evening rendering

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



152 Street Station

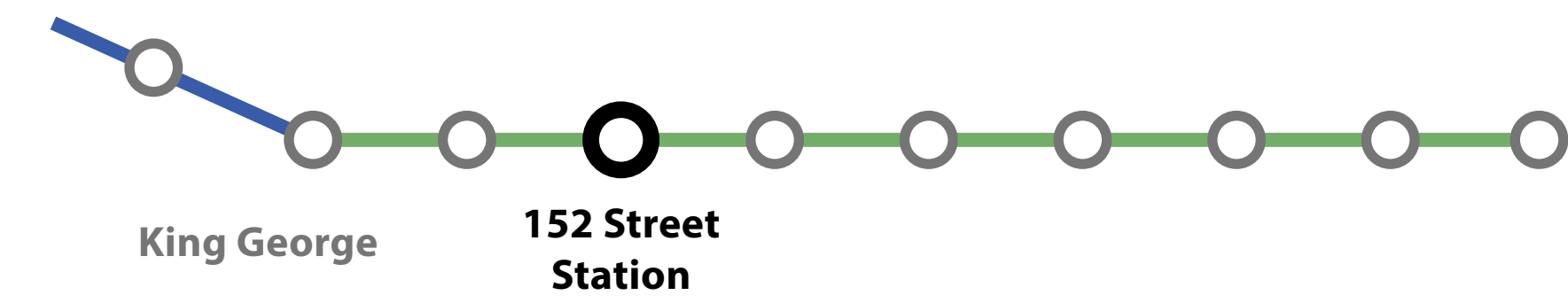
152 Street and Fraser Highway



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

152 Street Station

152 Street and Fraser Highway



South elevation streetscape

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



Aerial view

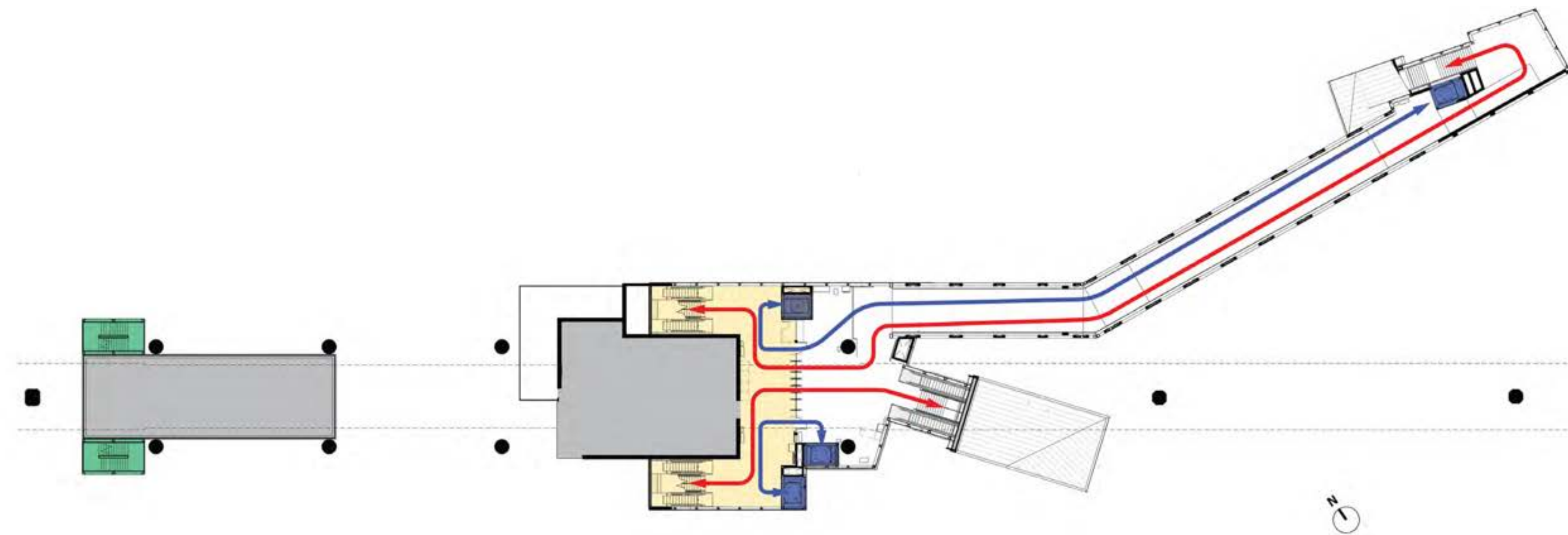
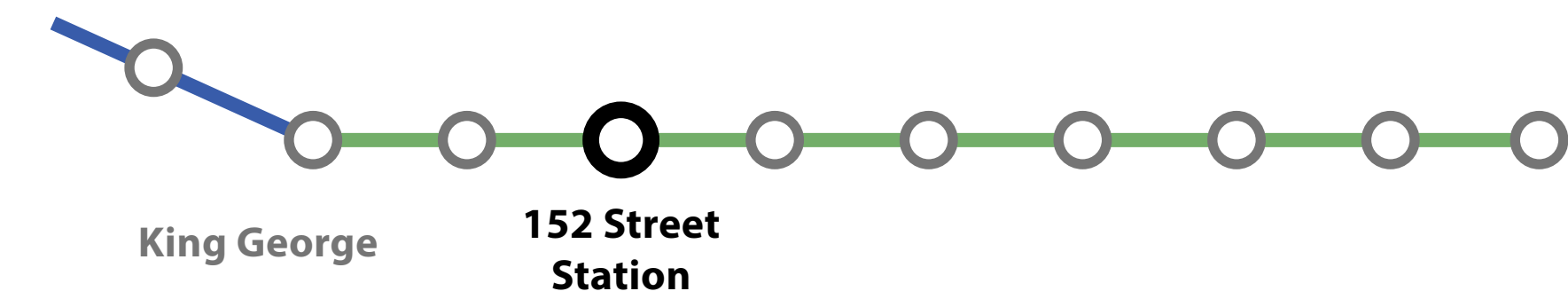
Source: The Fleetwood Plan 2022



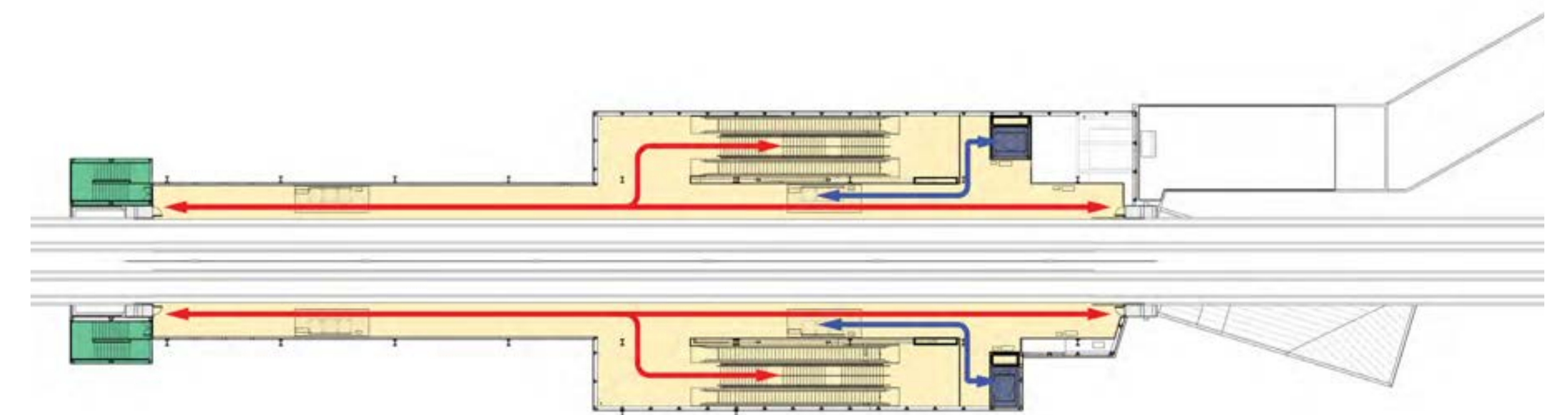
Site context plan

152 Street Station

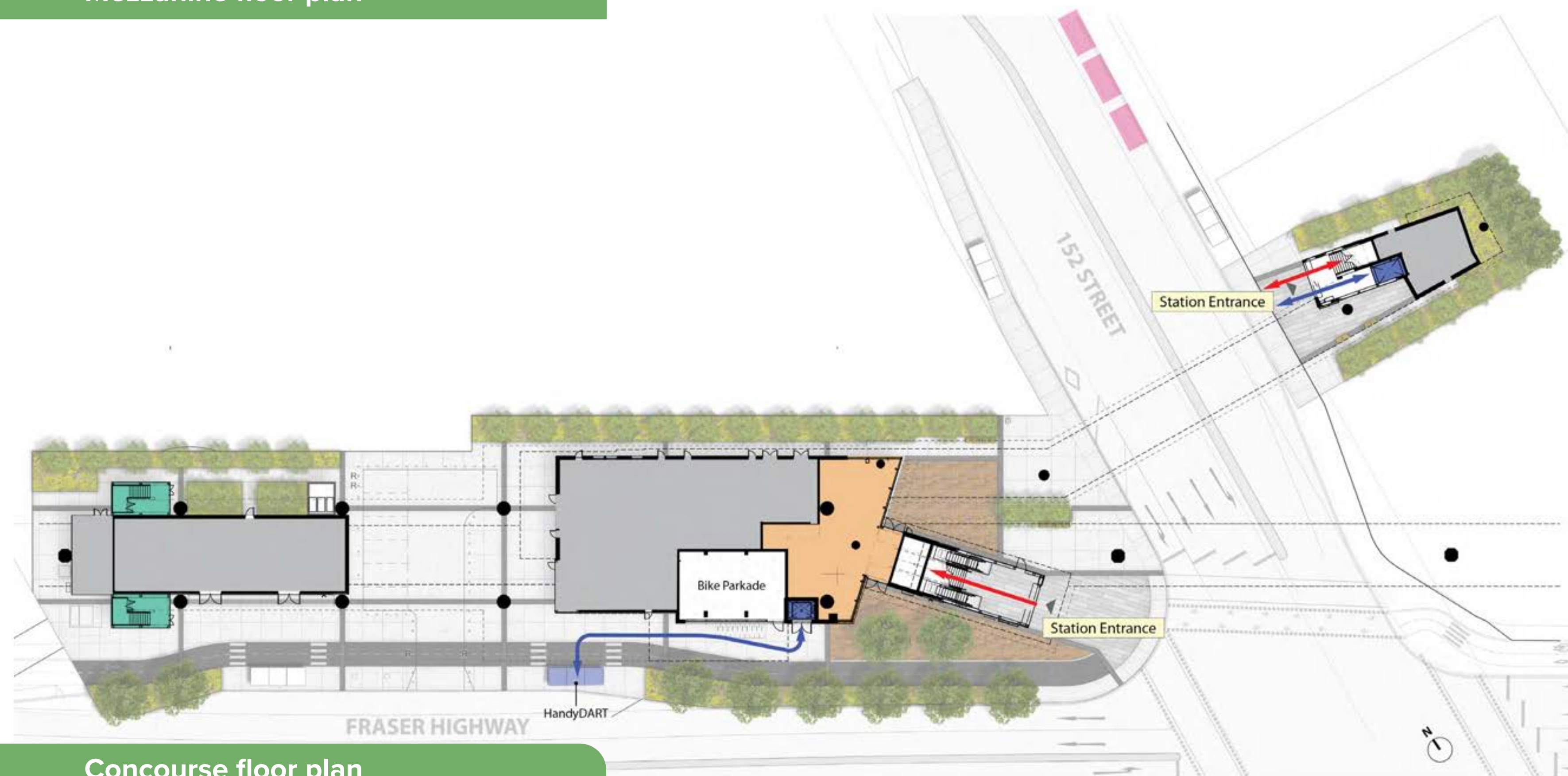
152 Street and Fraser Highway



Mezzanine floor plan



Platform floor plan



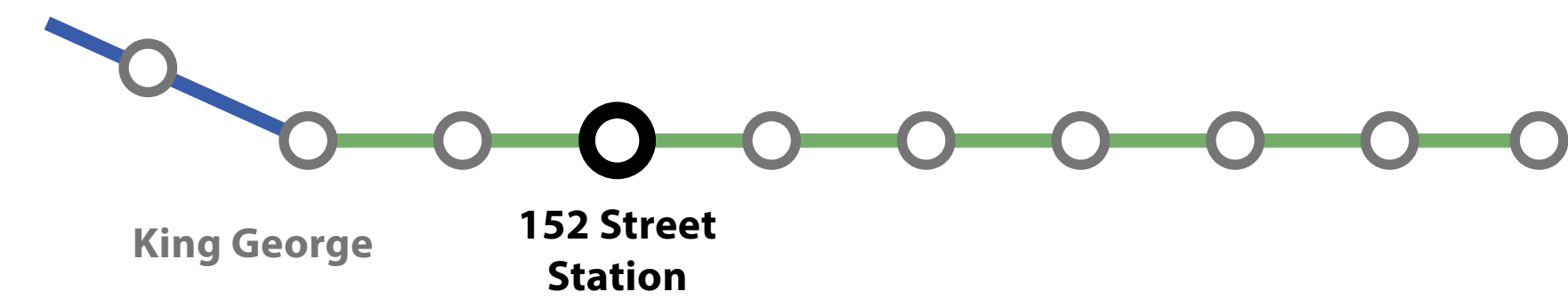
Concourse floor plan

Legend

- Escalators / Stairs Circulation
- Elevator Circulation
- Elevator
- Paid Fare Zone
- Service Rooms
- Commercial Retail Unit
- Emergency Stairs
- Passenger Pickup and Dropoff
- Station & Guideway Outline

152 Street Station

152 Street and Fraser Highway



152 Street Station – evening rendering

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



Fleetwood Station

160 Street and Fraser Highway



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



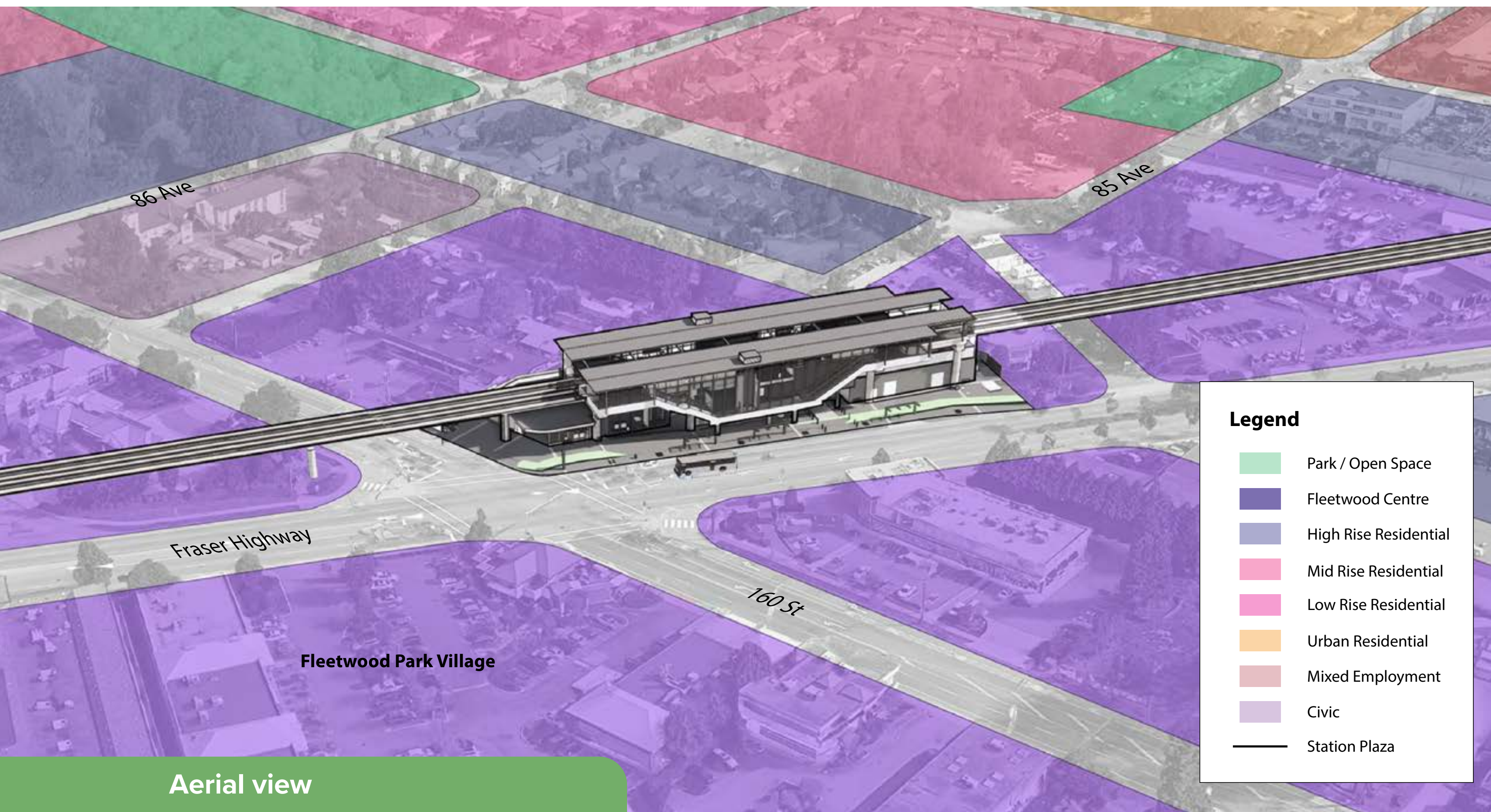
Fleetwood Station

160 Street and Fraser Highway



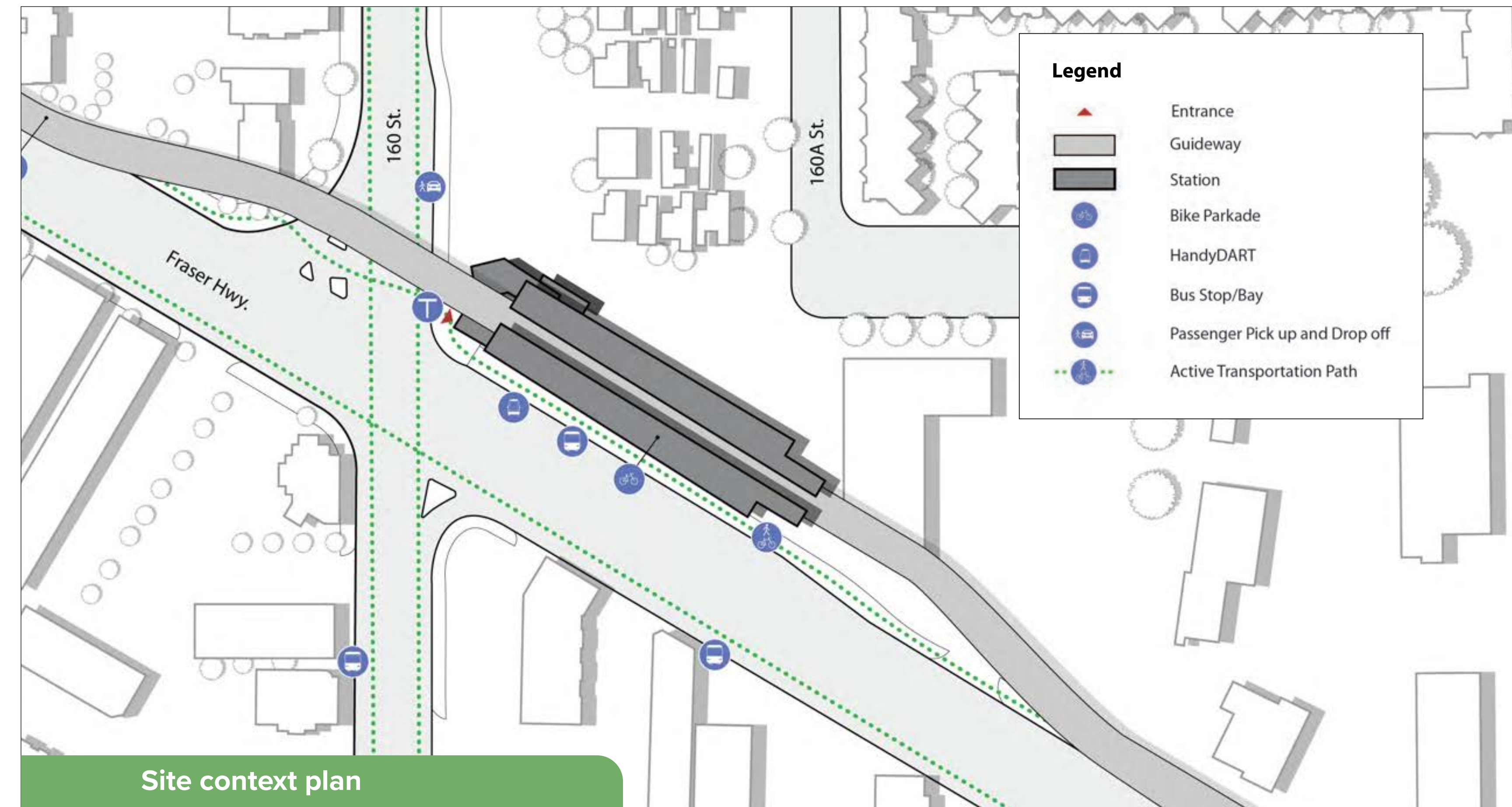
South elevation streetscape

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



Aerial view

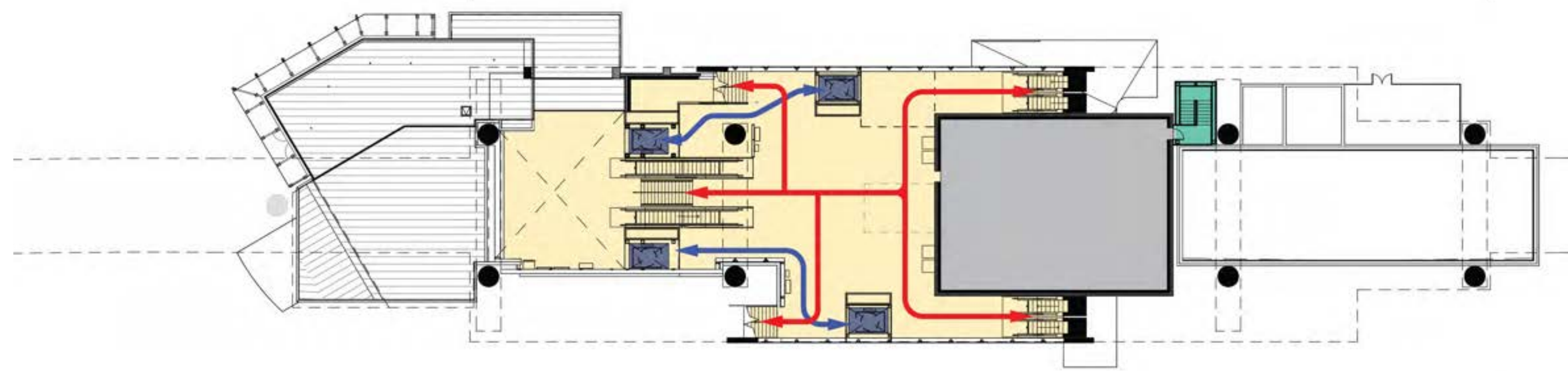
Source: The Fleetwood Plan 2022



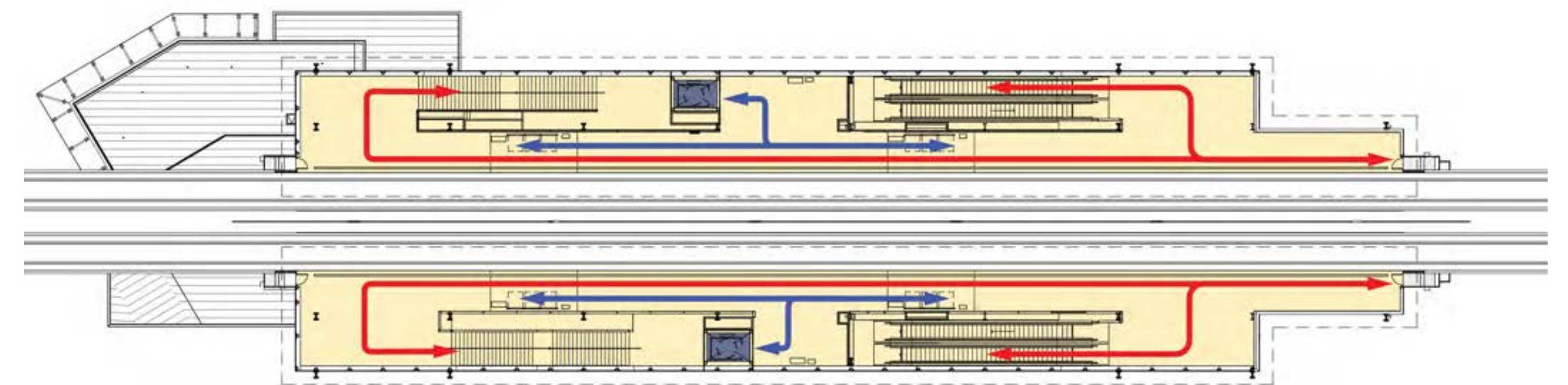
Site context plan

Fleetwood Station

160 Street and Fraser Highway



Mezzanine floor plan



Platform floor plan



Concourse floor plan

Legend

- Escalators / Stairs Circulation
- Elevator Circulation
- Elevator
- Paid Fare Zone
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- Passenger Pickup and Dropoff
- Station & Guideway Outline

Fleetwood Station

160 Street and Fraser Highway



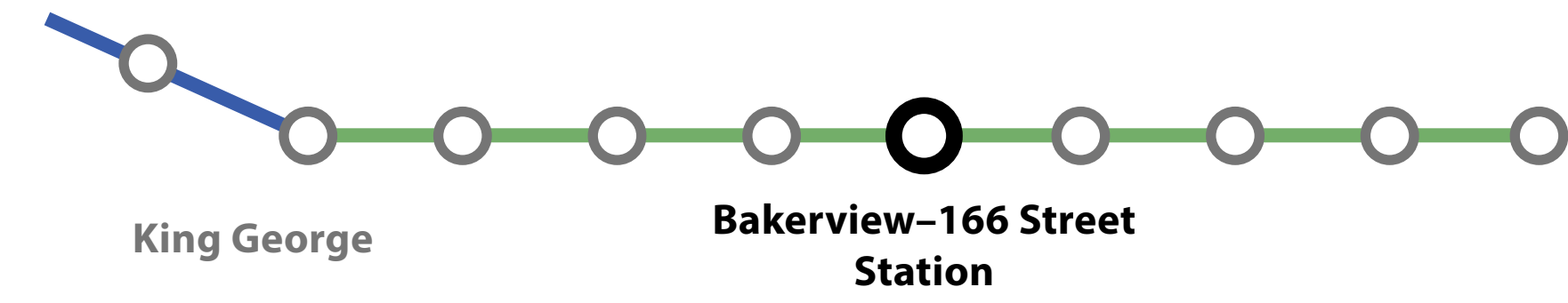
Fleetwood Station – evening rendering

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



Bakerview-166 Street Station

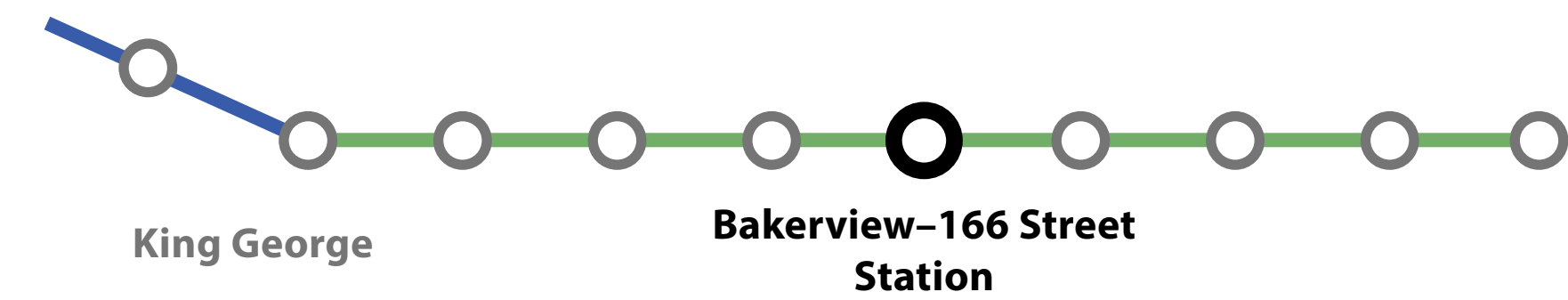
166 Street and Fraser Highway



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

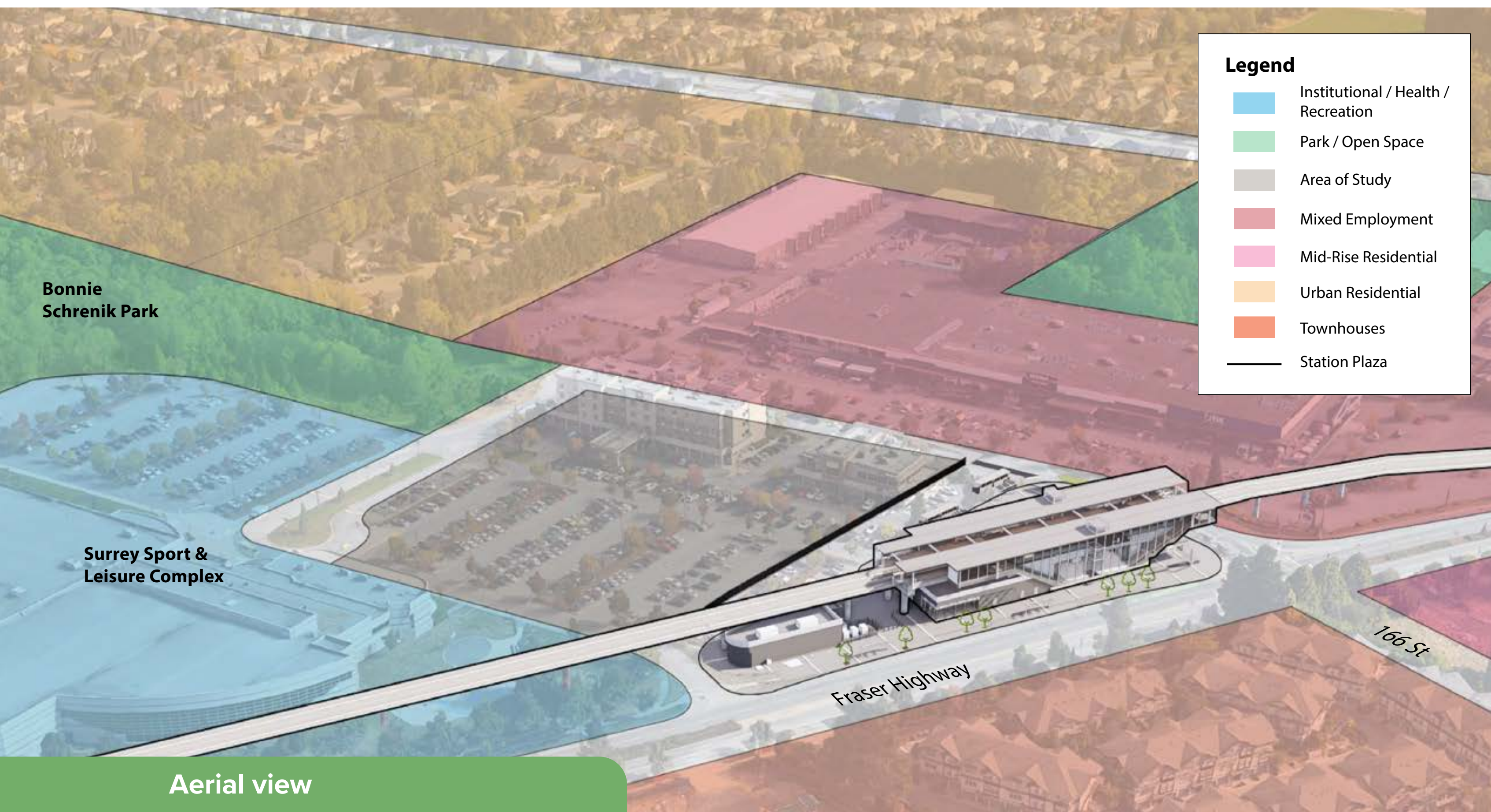
Bakerview-166 Street Station

166 Street and Fraser Highway



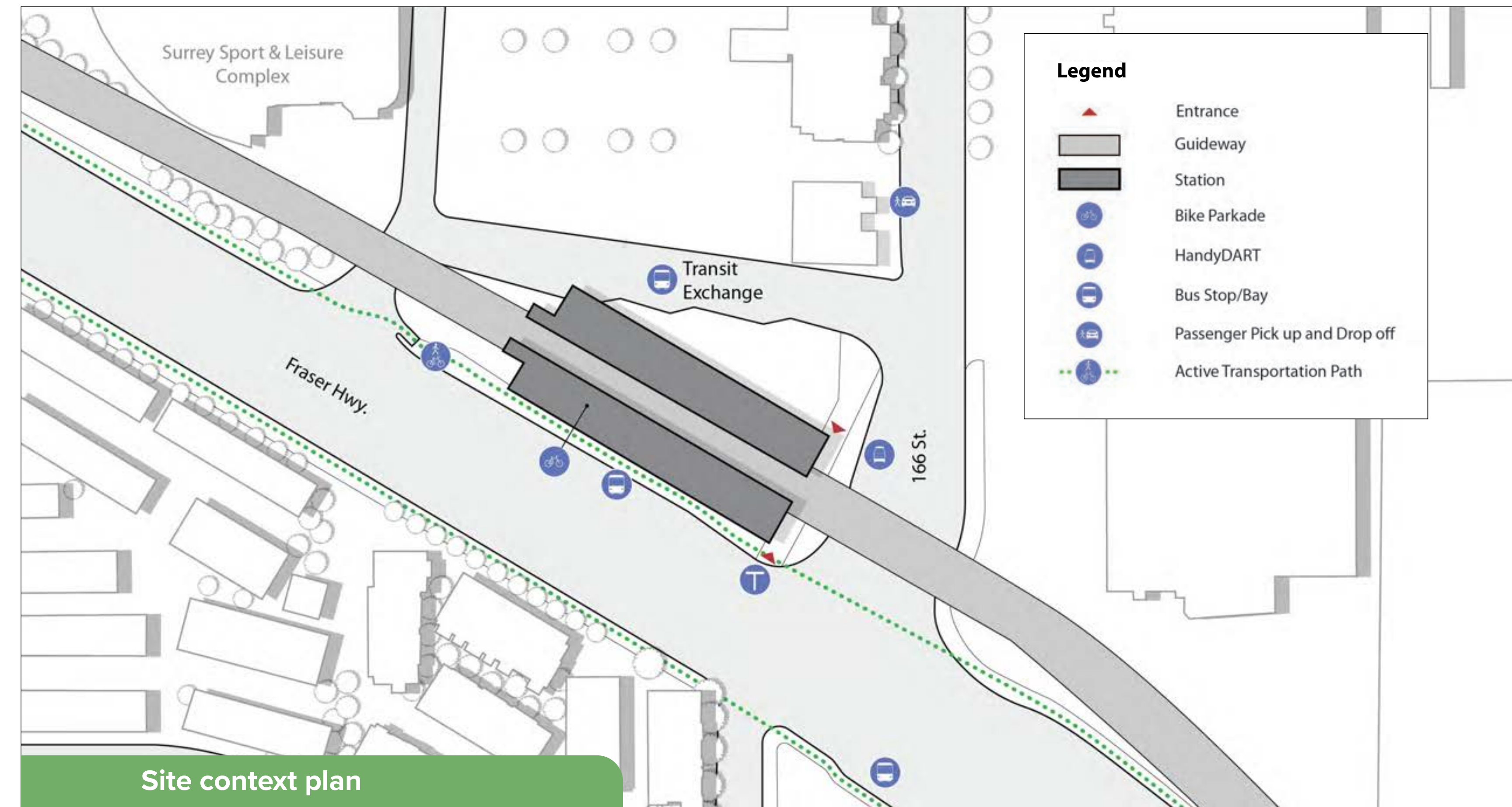
South elevation streetscape

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



Aerial view

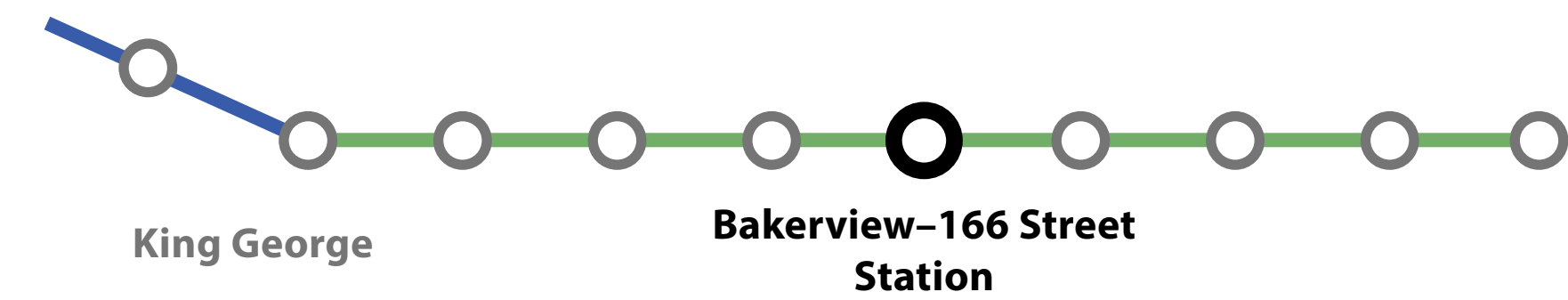
Source: The Fleetwood Plan 2022



Site context plan

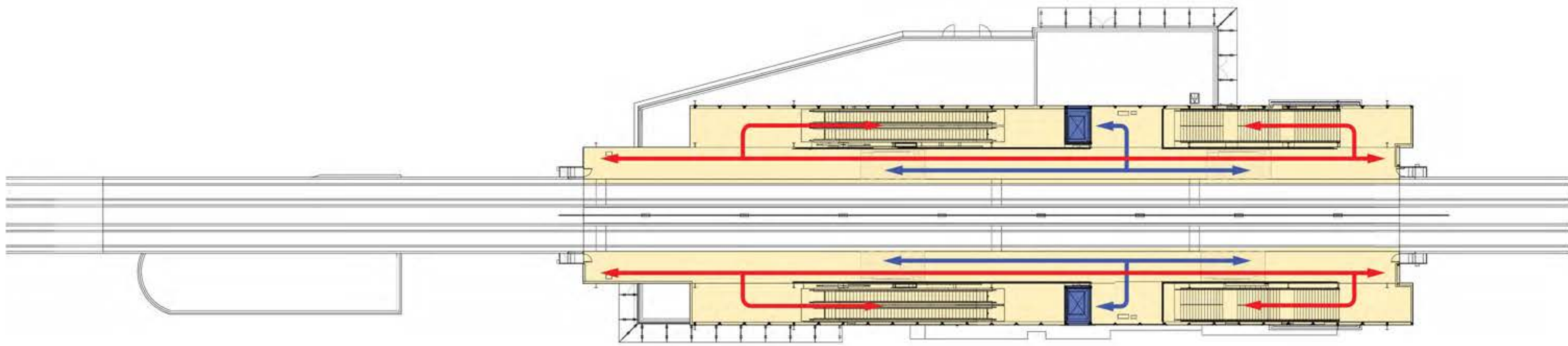
Bakerview-166 Street Station

166 Street and Fraser Highway

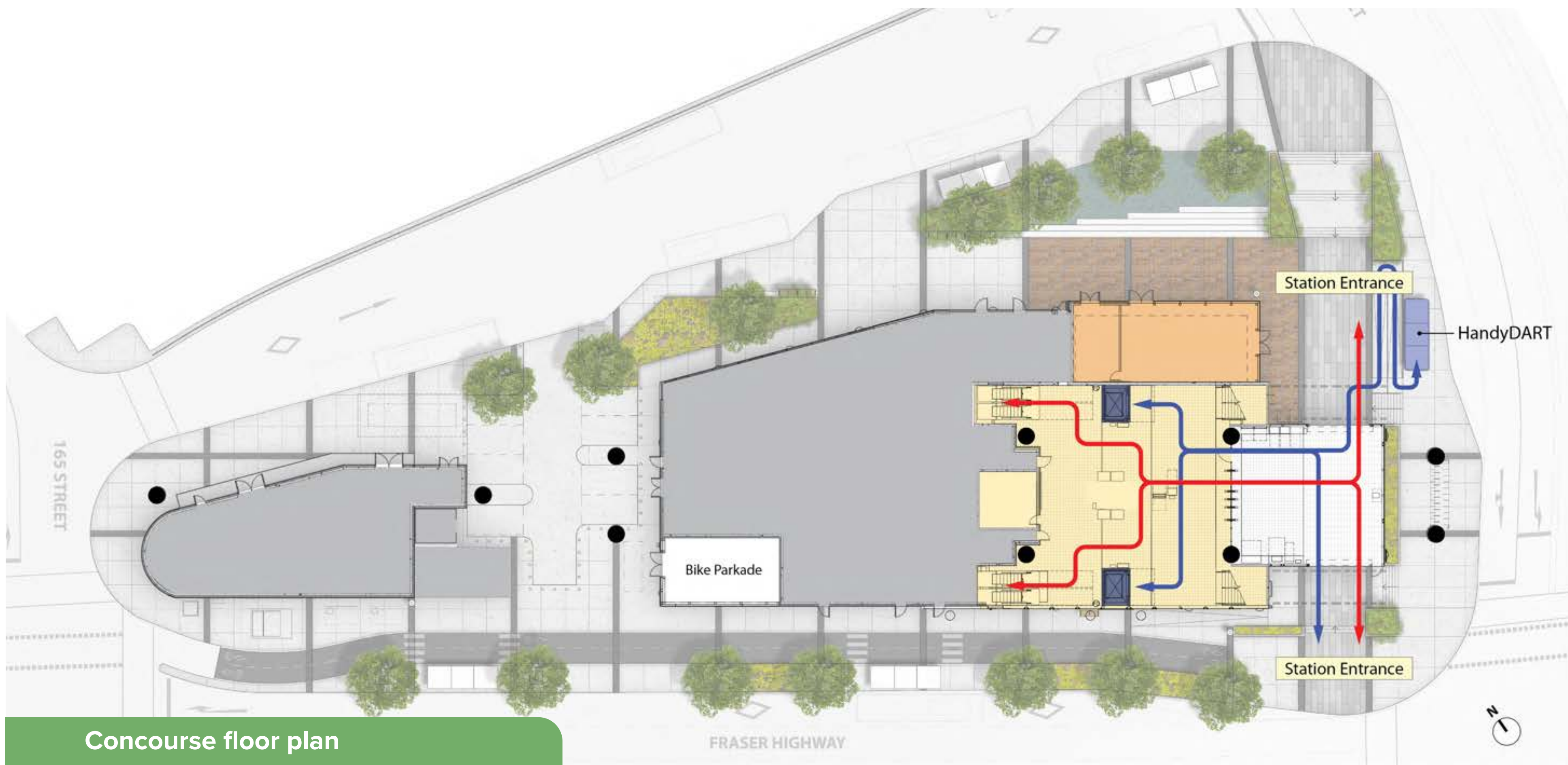


Legend

- Escalators / Stairs Circulation
- Elevator Circulation
- Elevator
- Paid Fare Zone
- Service Rooms
- Commercial Retail Unit
- Station & Guideway Outline



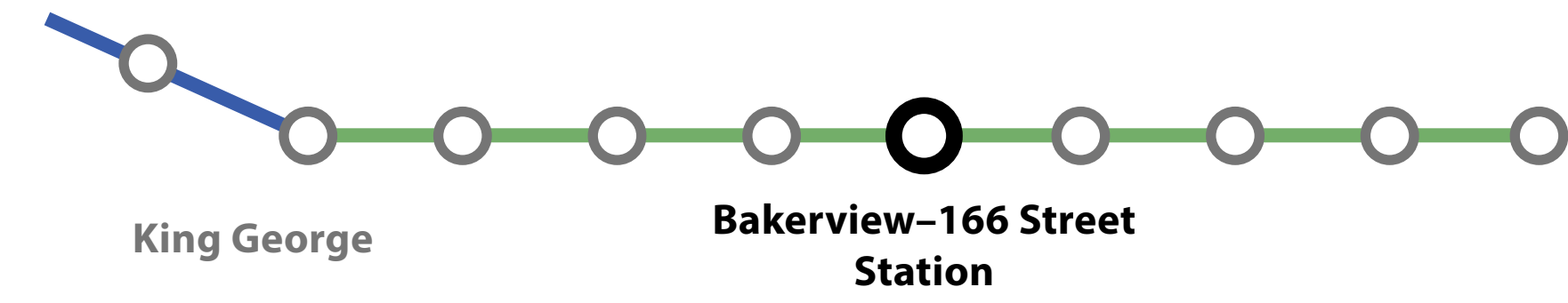
Platform floor plan



Concourse floor plan

Bakerview–166 Street Station

166 Street and Fraser Highway



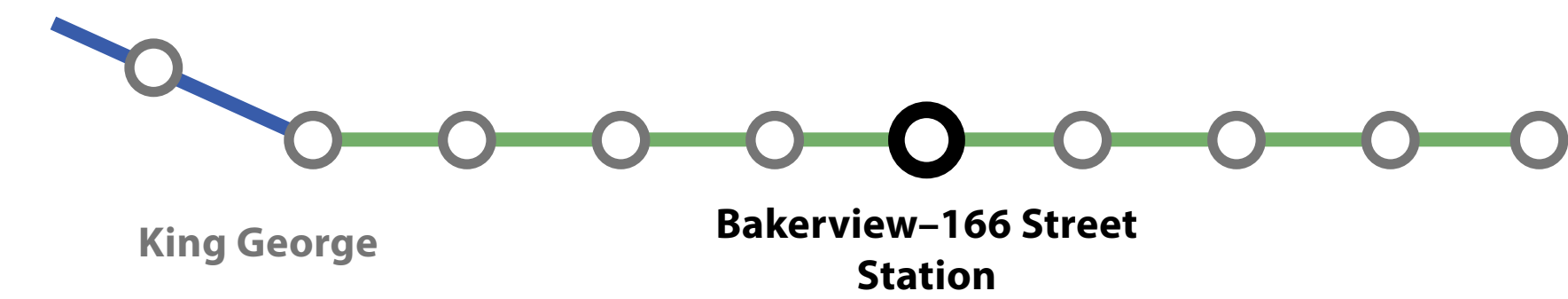
Bakerview –166 St Station – evening rendering

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



Bakerview–166 Street Station

166 Street and Fraser Highway

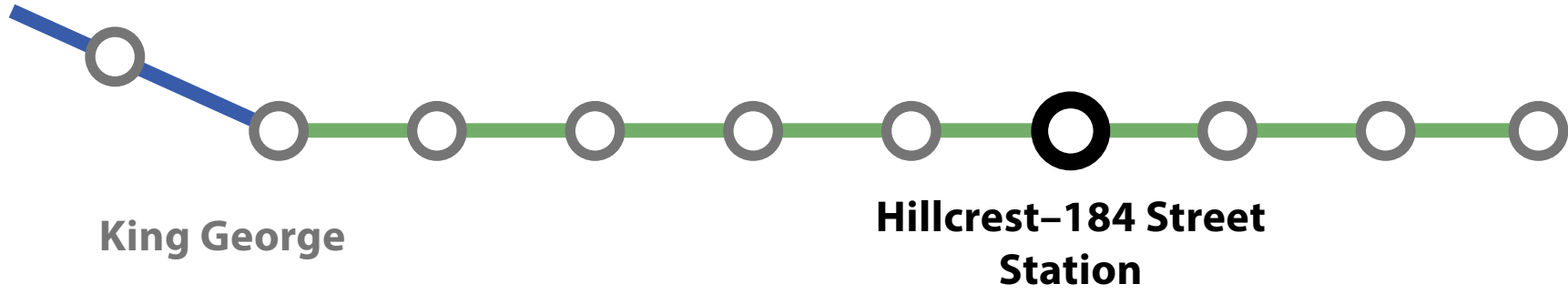


Bakerview–166 st Station – transit exchange rendering

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

Hillcrest-184 Street Station

184 Street and Fraser Highway

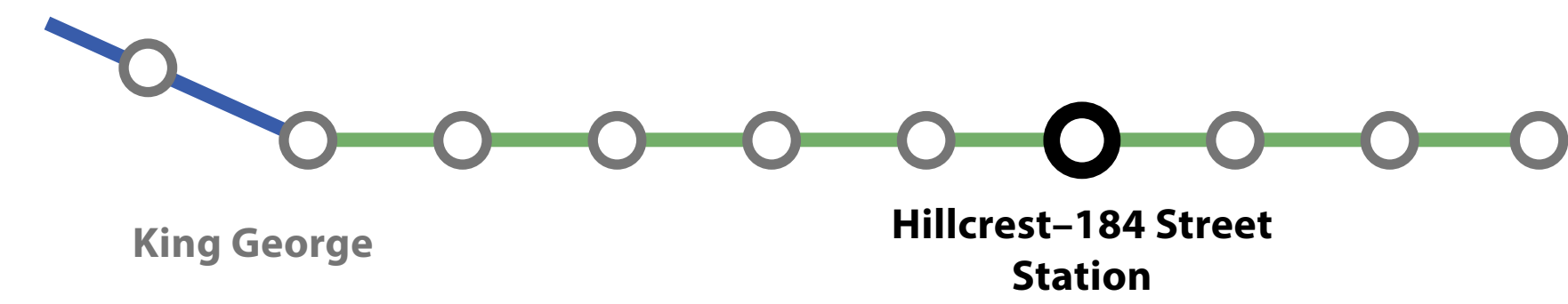


Conceptual rendering, subject to change; does not reflect future transit-oriented development



Hillcrest-184 Street Station

184 Street and Fraser Highway



South elevation streetscape

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



Aerial view

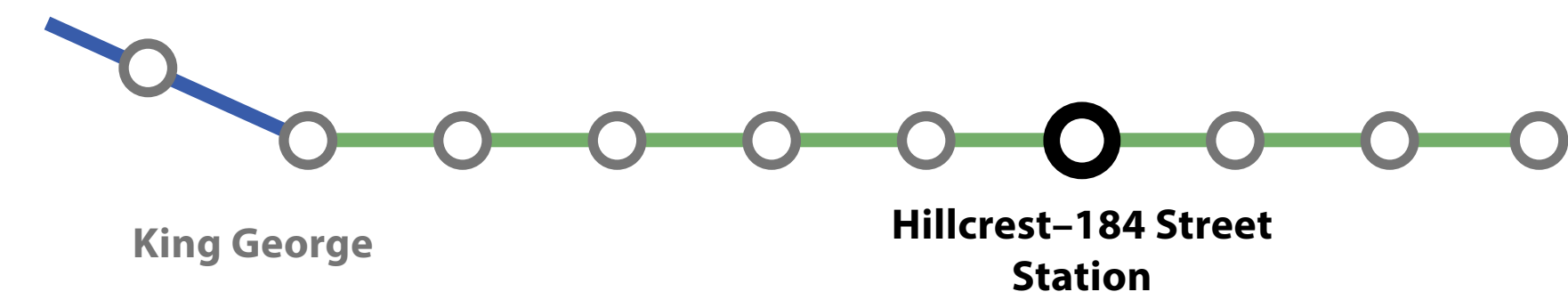
Source: Clayton Corridor Plan 2023



Site context plan

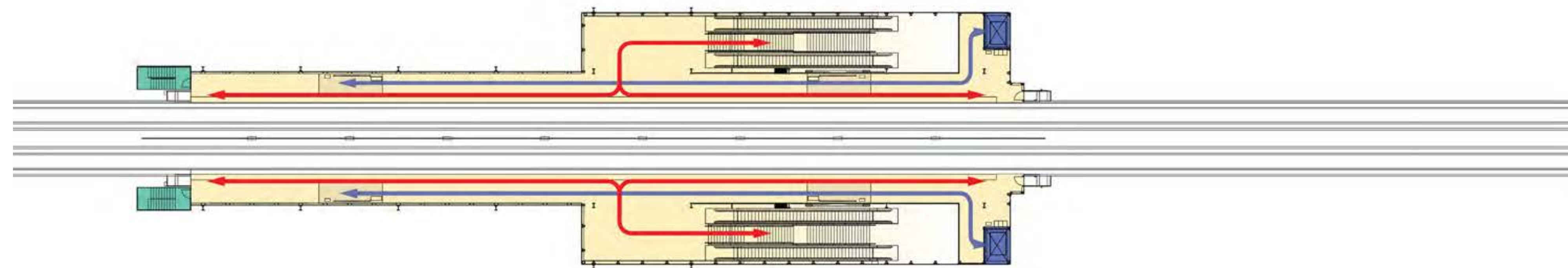
Hillcrest–184 Street Station

184 Street and Fraser Highway

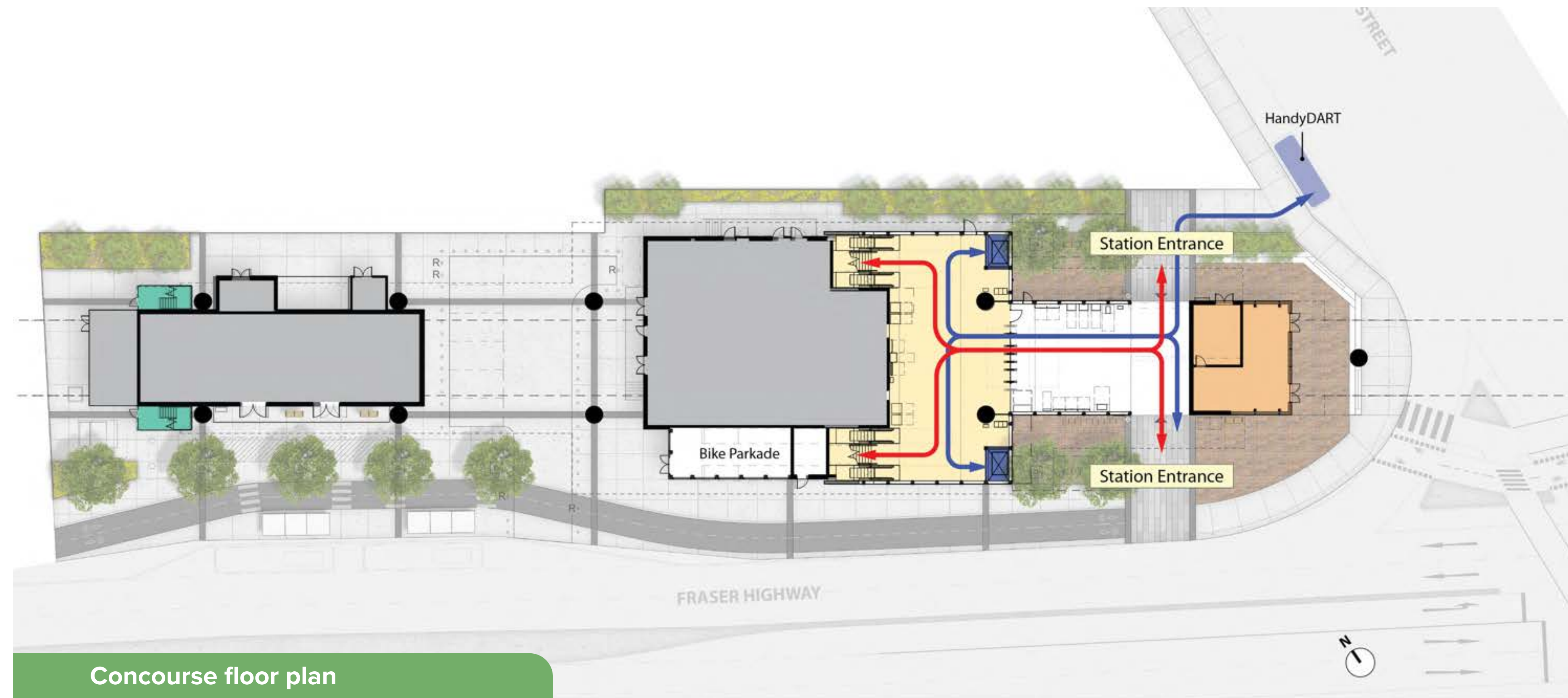


Legend

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- Elevator Circulation
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- Emergency Stairs
- Station & Guideway Outline



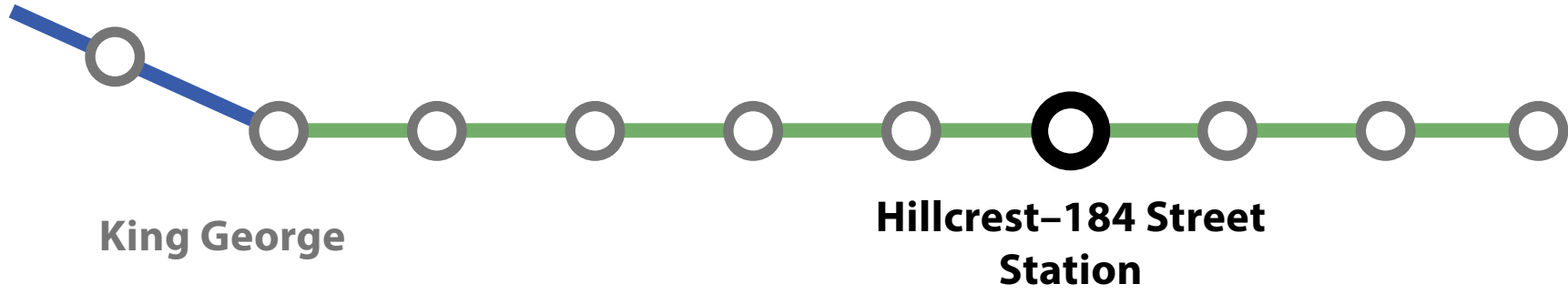
Platform floor plan



Concourse floor plan

Hillcrest–184 Street Station

184 Street and Fraser Highway



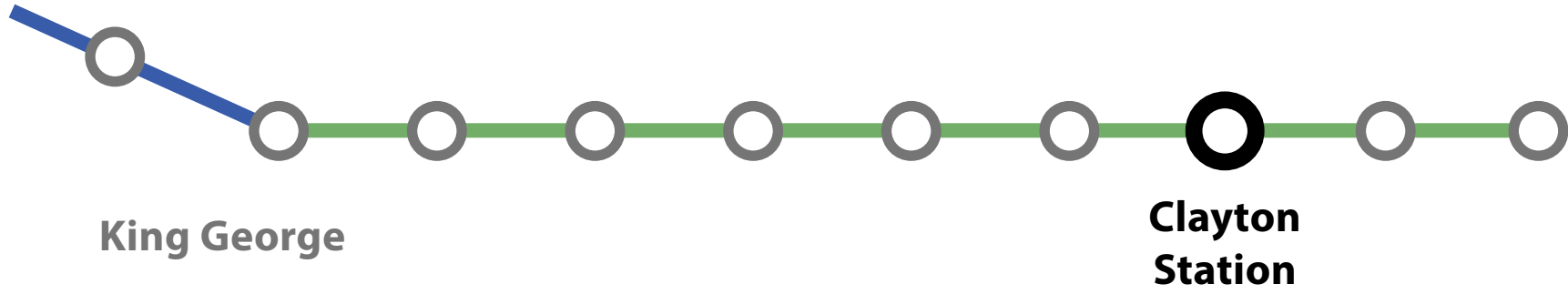
Hillcrest –184 Street Station – evening rendering

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



Clayton Station

190 Street and Fraser Highway

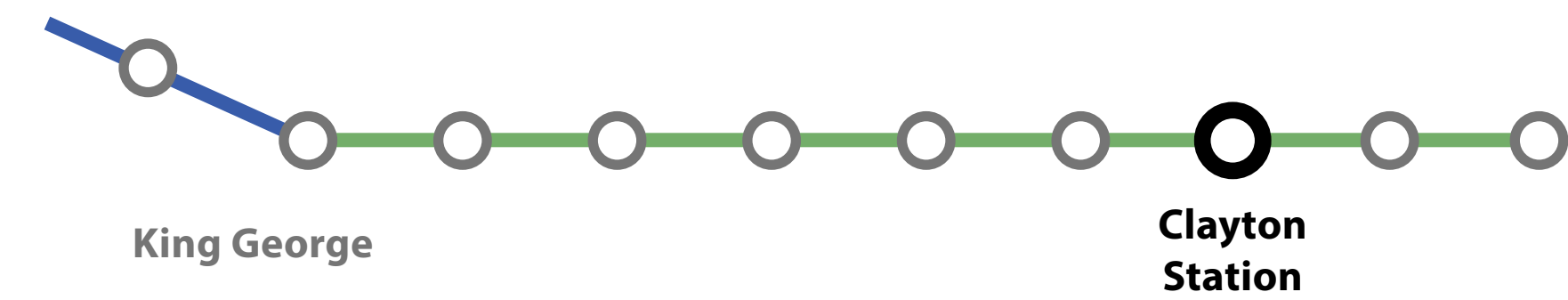


Conceptual rendering, subject to change; does not reflect future transit-oriented development



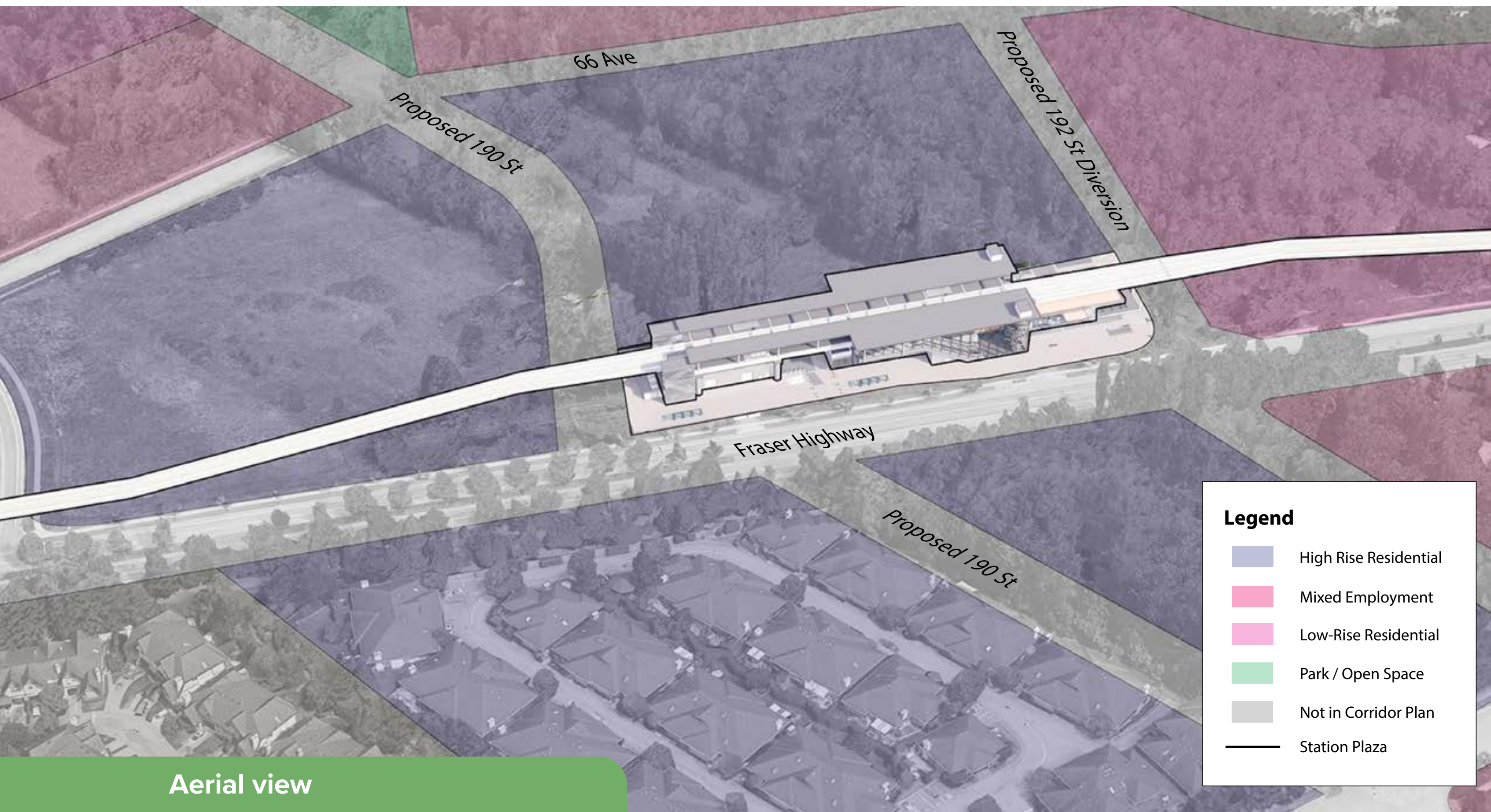
Clayton Station

190 Street and Fraser Highway



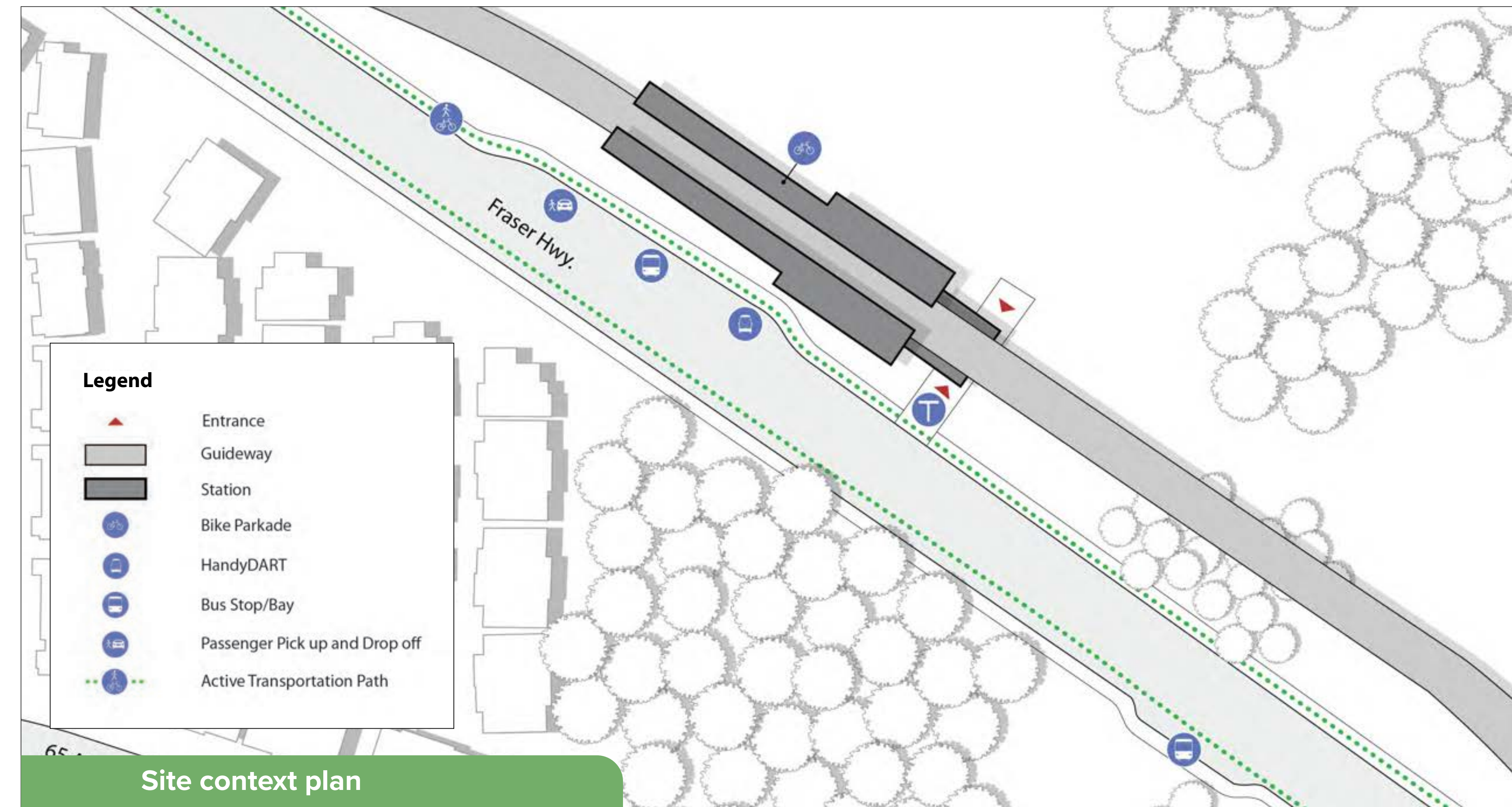
South elevation streetscape

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



Aerial view

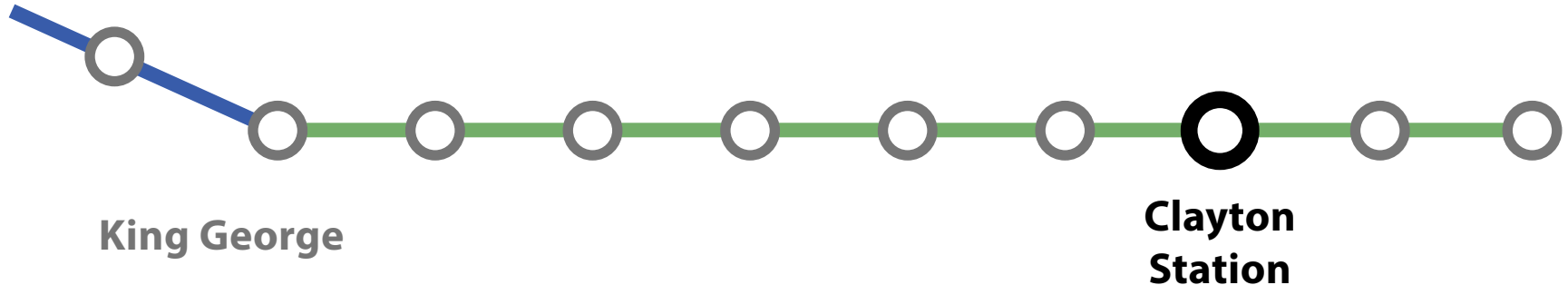
Source: Clayton Corridor Plan 2023



Site context plan

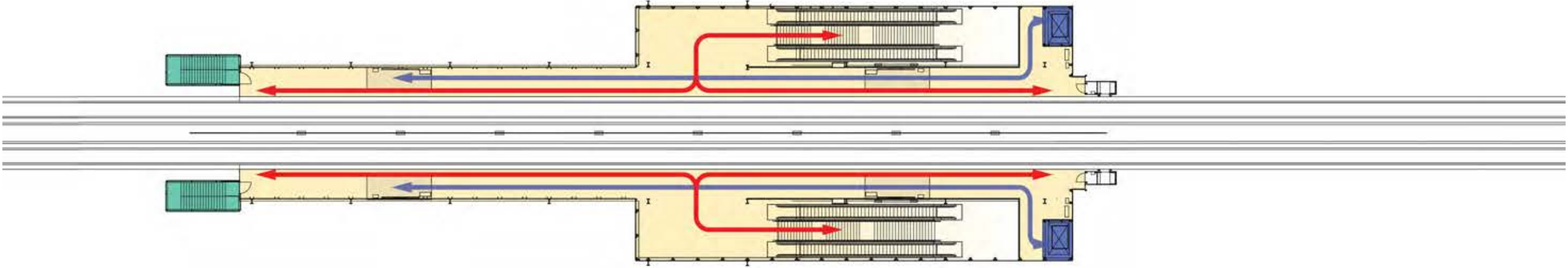
Clayton Station

190 Street and Fraser Highway

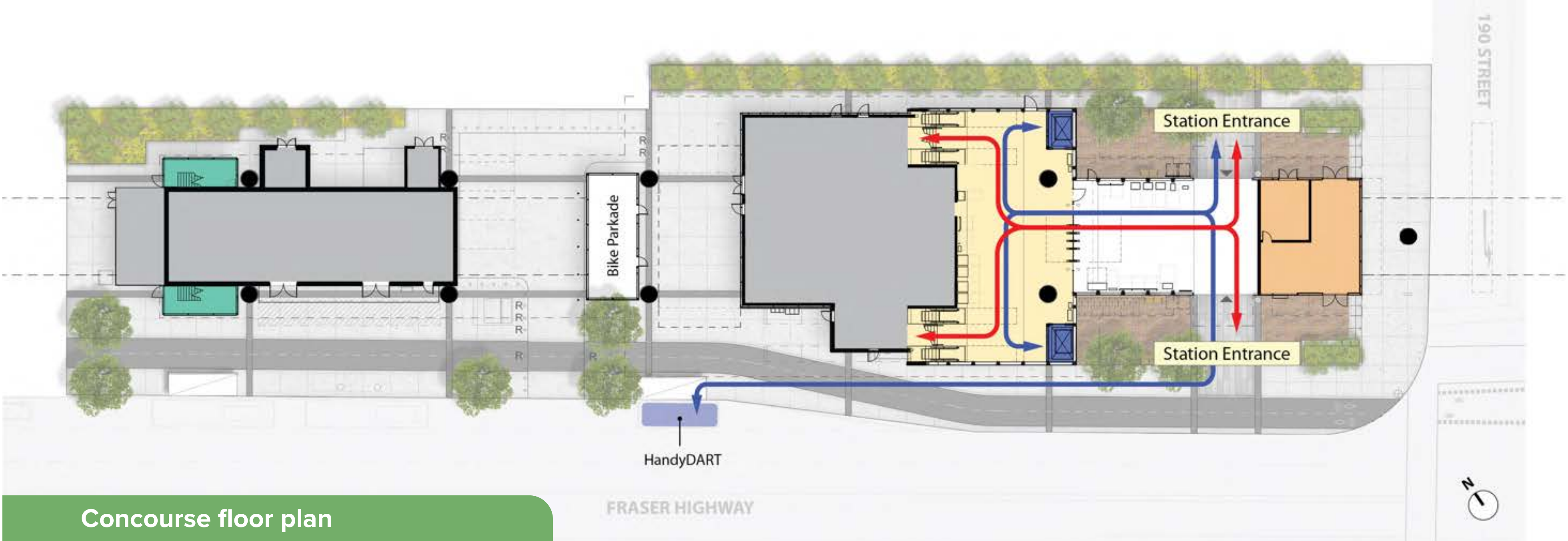


Legend

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- Emergency Stairs
- Station & Guideway Outline



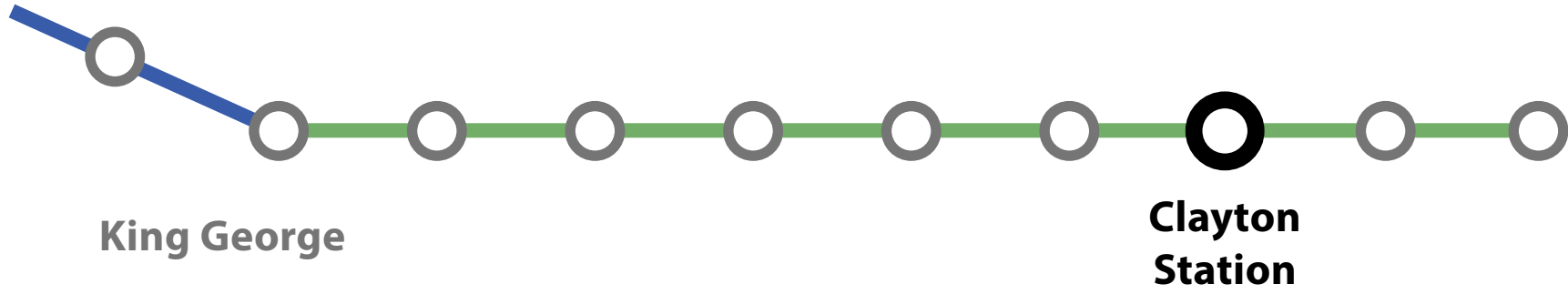
Platform floor plan



Concourse floor plan

Clayton Station

190 Street and Fraser Highway



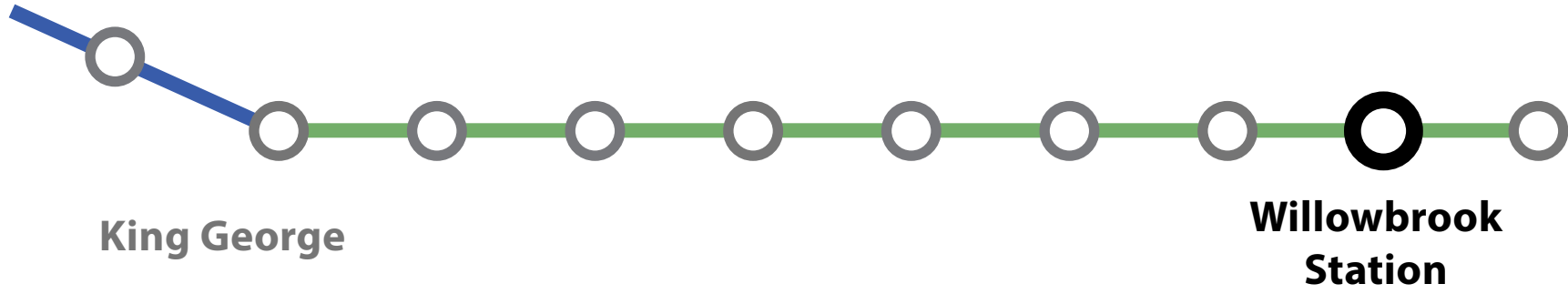
Clayton Station – evening rendering

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



Willowbrook Station

196 Street and Fraser Highway

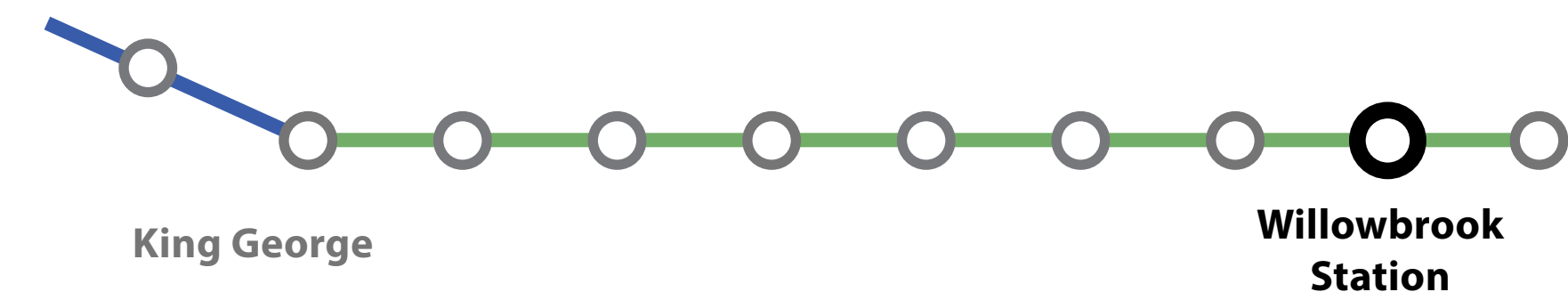


Conceptual rendering, subject to change; does not reflect future transit-oriented development



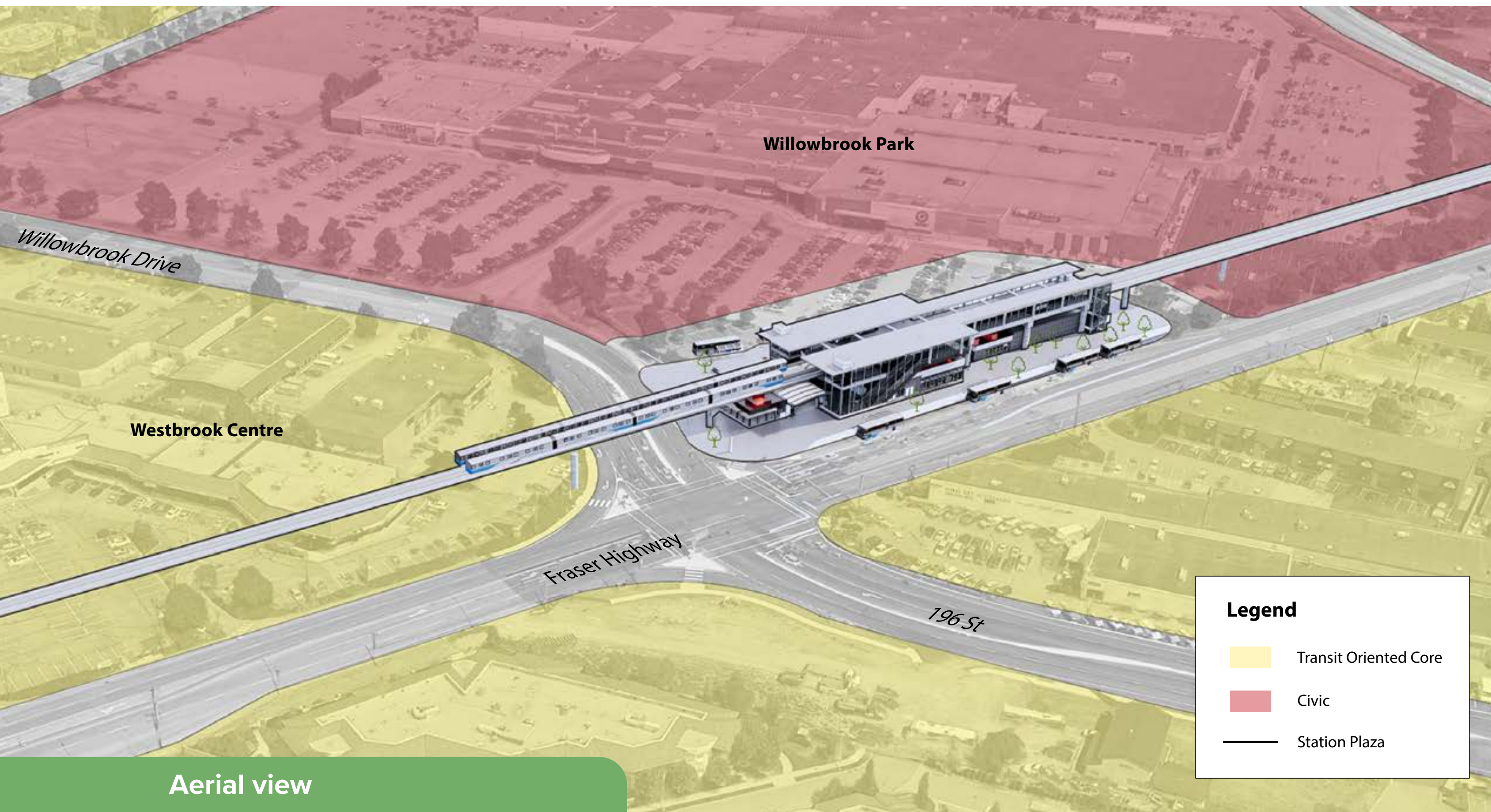
Willowbrook Station

196 Street and Fraser Highway



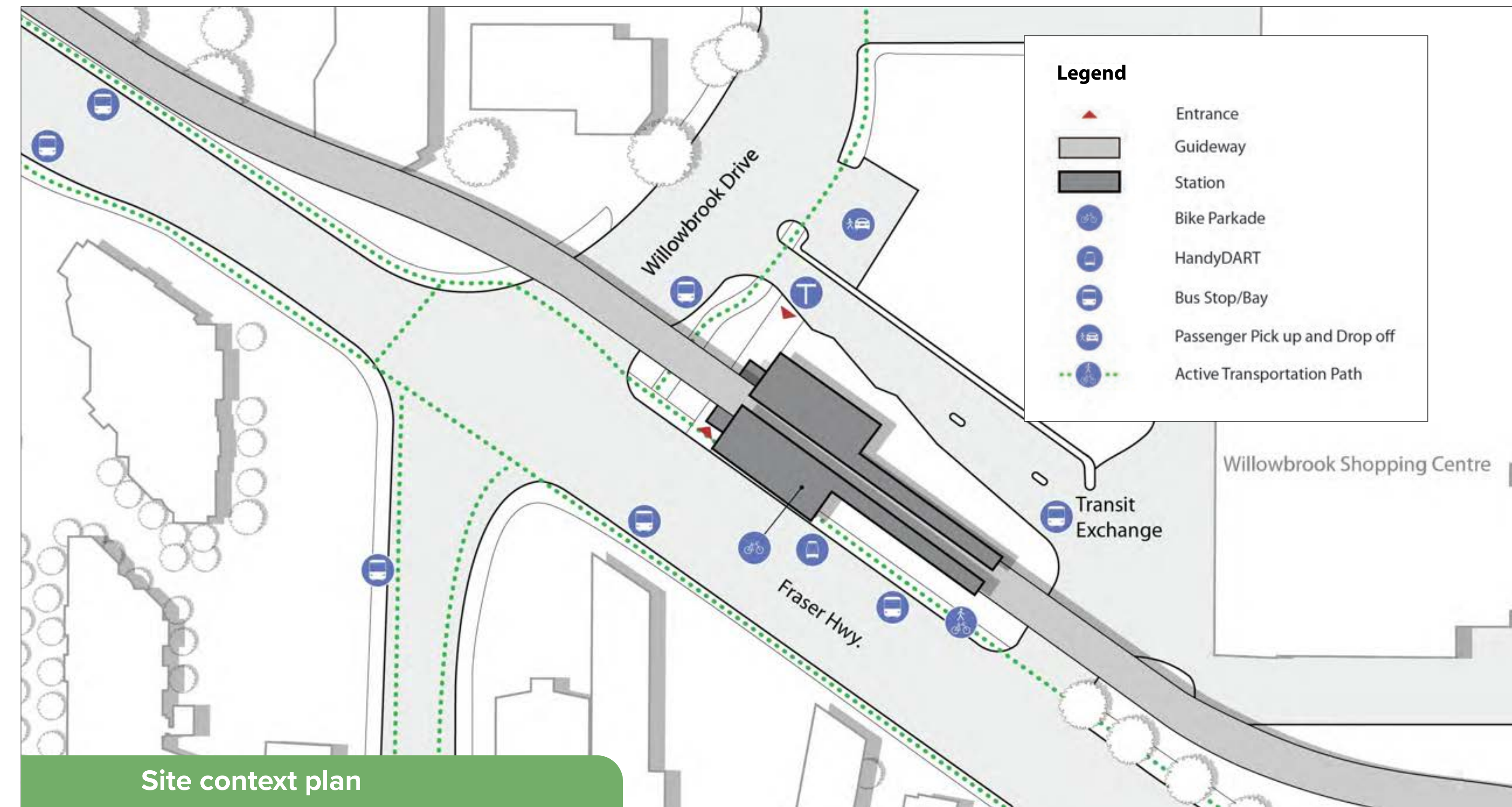
South elevation streetscape

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



Aerial view

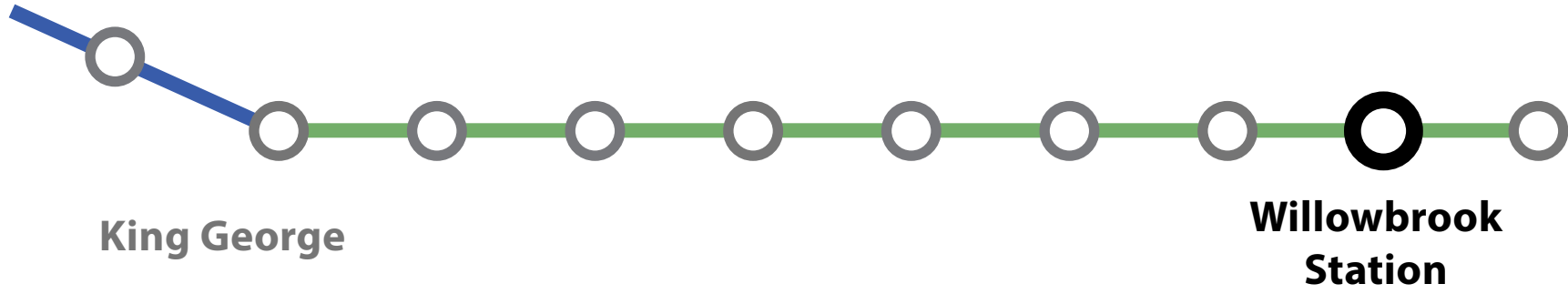
Source: Willowbrook Transit Exchange and Conceptual Area Plan 2013



Site context plan

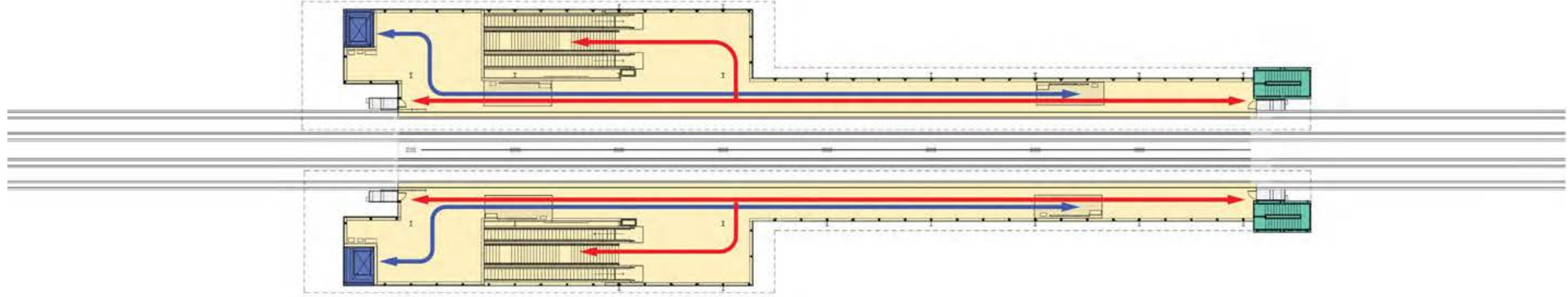
Willowbrook Station

196 Street and Fraser Highway

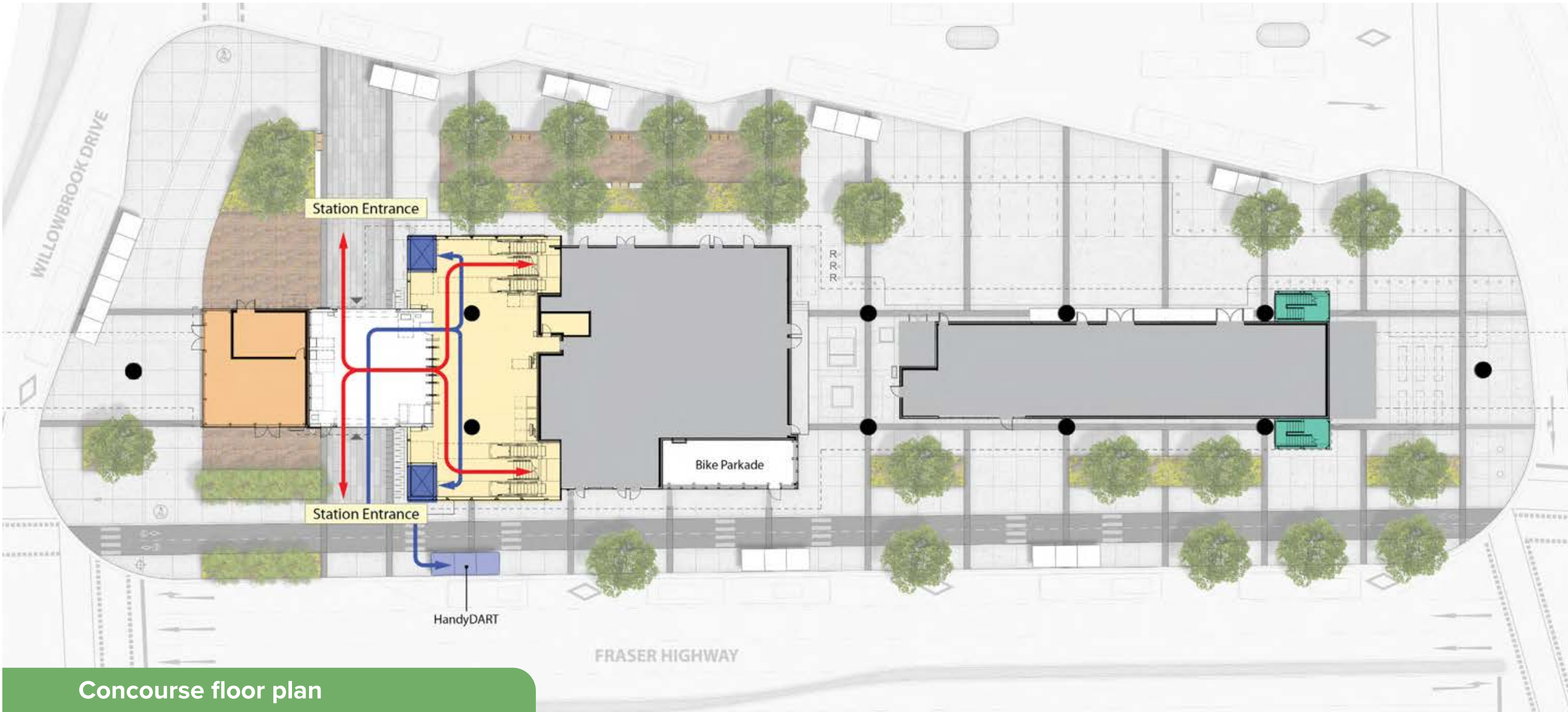


Legend

- Escalators / Stairs Circulation
- Elevator Circulation
- Elevator
- Paid Fare Zone
- Service Rooms
- Commercial Retail Unit
- Emergency Stairs
- Station & Guideway Outline



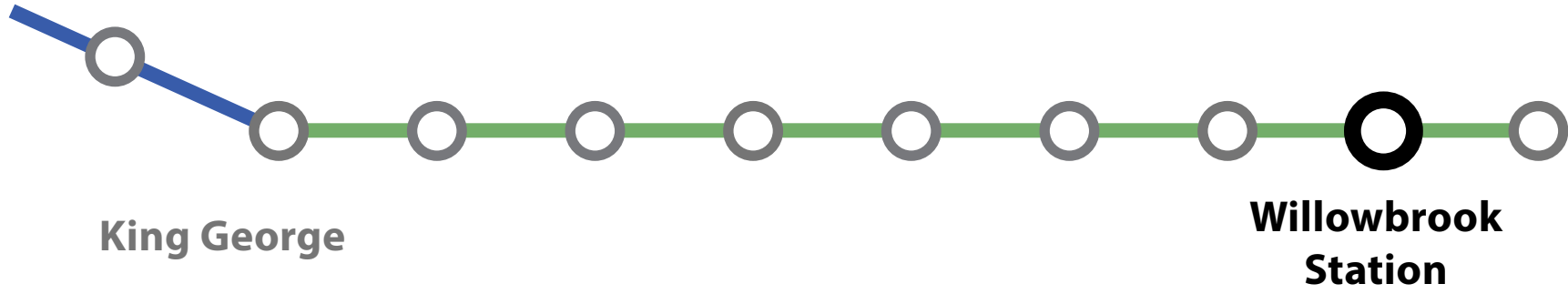
Platform floor plan



Concourse floor plan

Willowbrook Station

196 Street and Fraser Highway



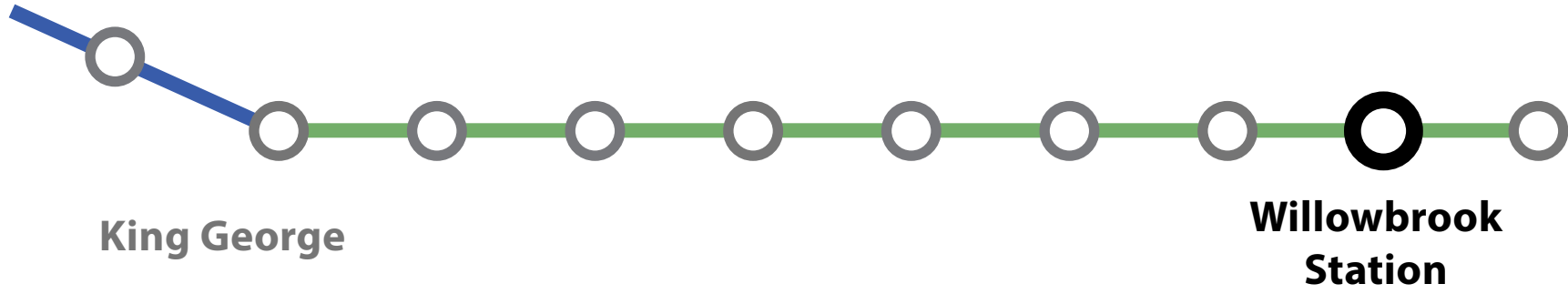
Willowbrook Station – evening rendering

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



Willowbrook Station

196 Street and Fraser Highway

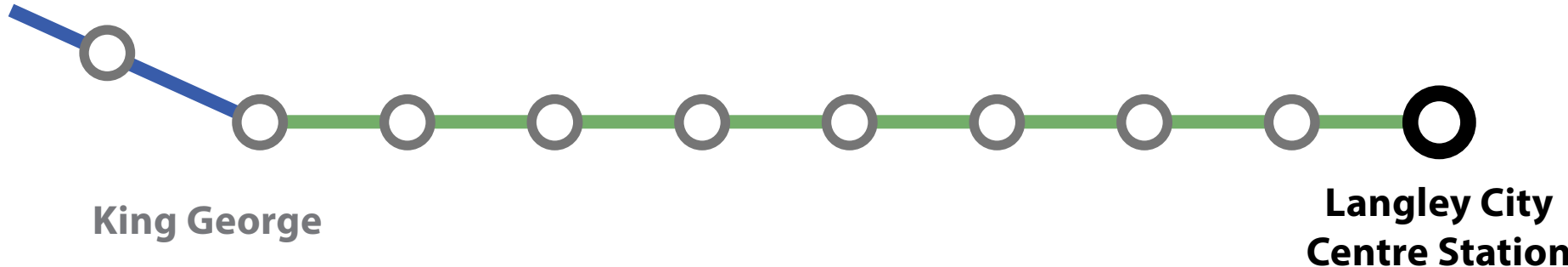


Willowbrook Station – transit exchange rendering

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

Langley City Centre Station

203 Street and Fraser Highway

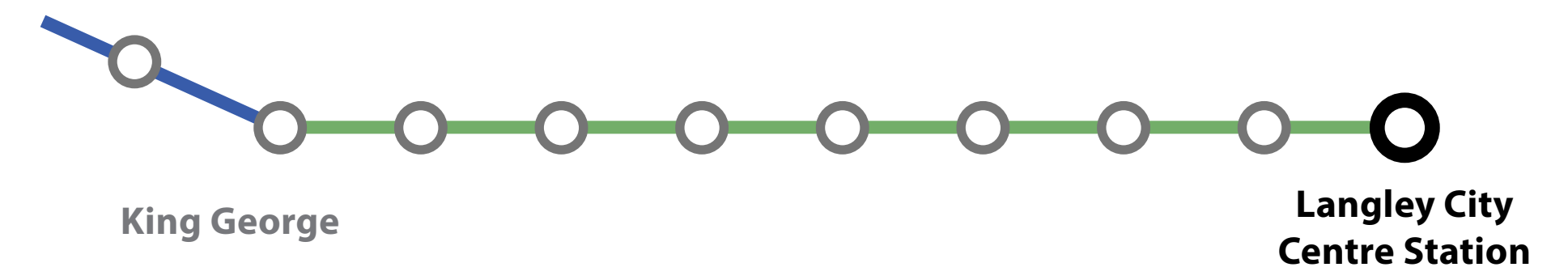


Conceptual rendering, subject to change; does not reflect future transit-oriented development



Langley City Centre Station

203 Street and Fraser Highway



North elevation streetscape

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



Aerial view

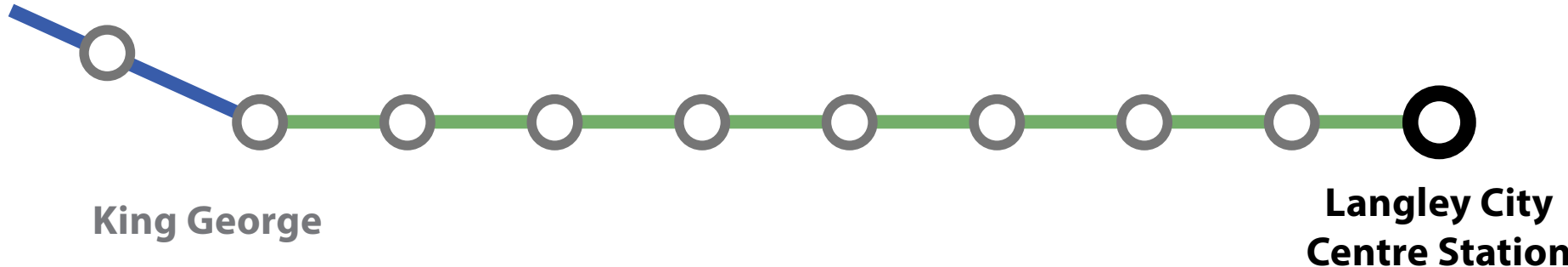
Source: City of Langley Official Community Plan 2021



Site context plan

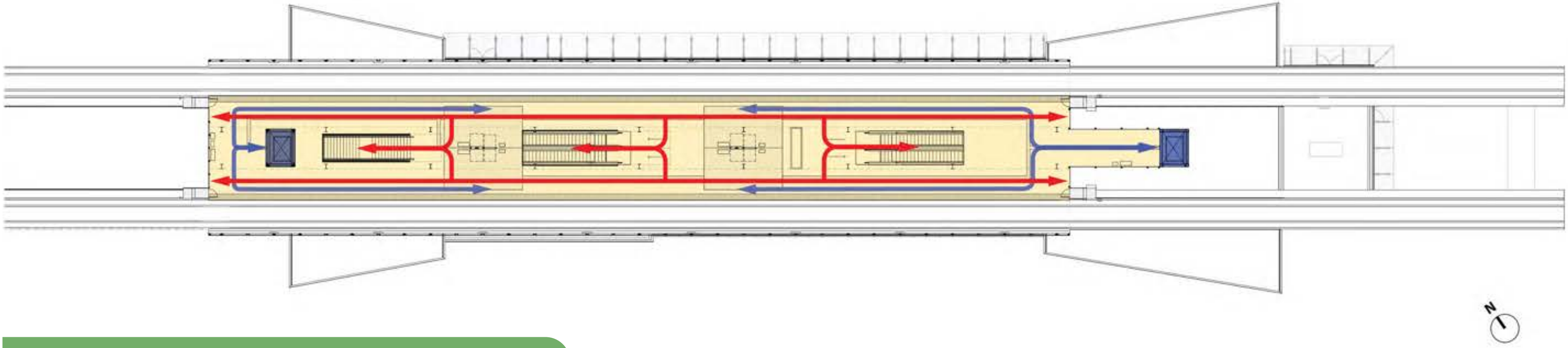
Langley City Centre Station

203 Street and Fraser Highway

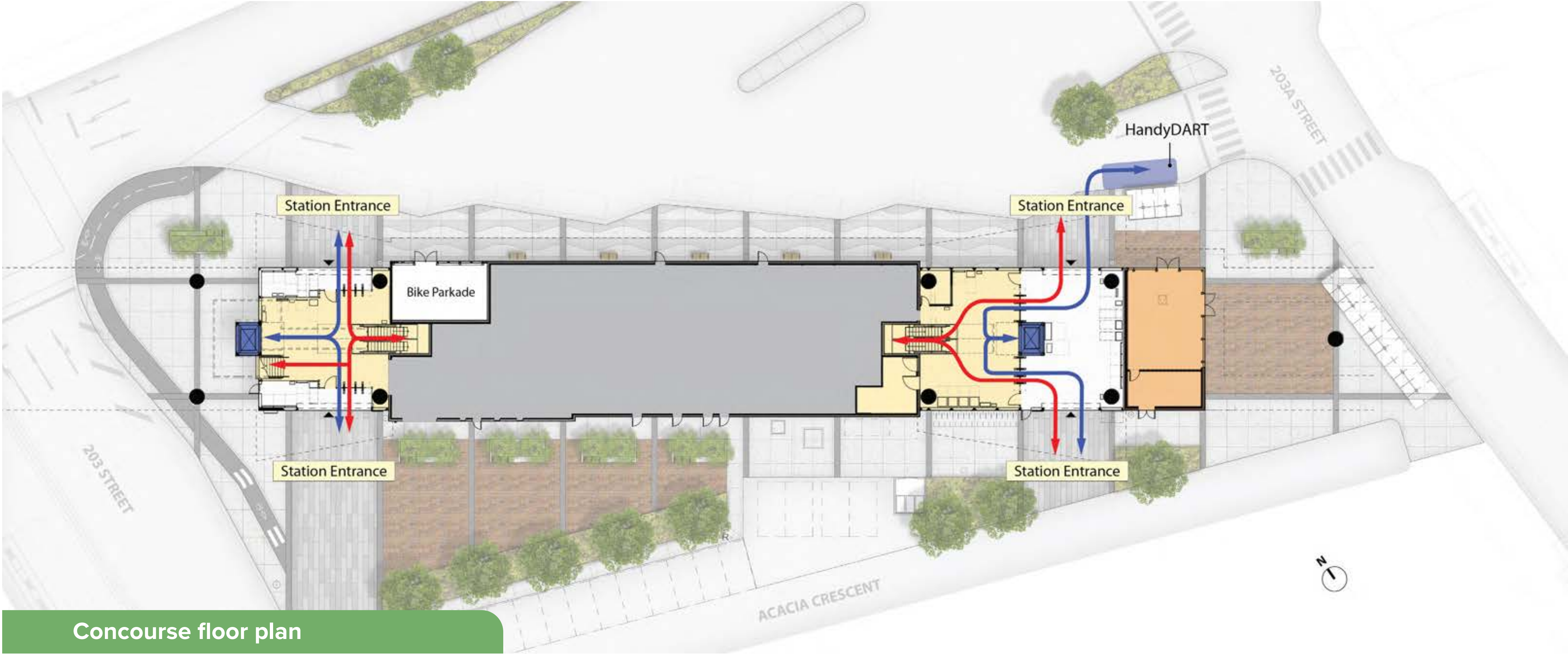


Legend

- Escalators / Stairs Circulation
- Elevator Circulation
- Elevator
- Paid Fare Zone
- Service Rooms
- Commercial Retail Unit
- Station & Guideway Outline



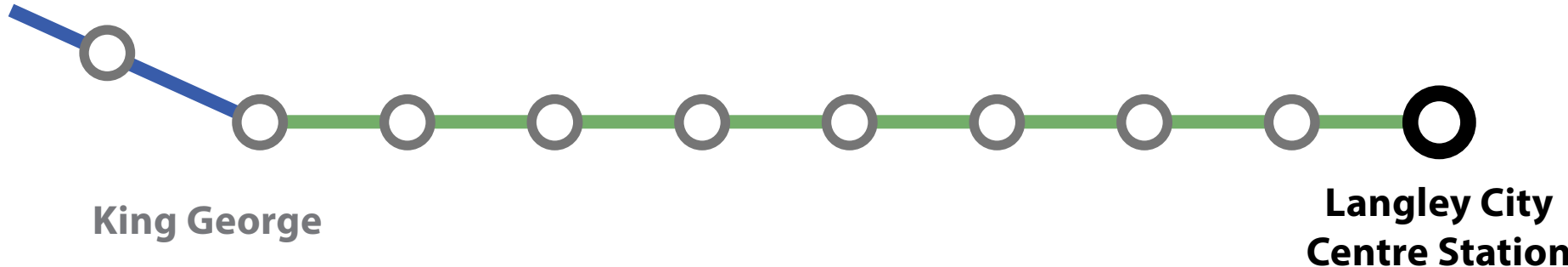
Platform floor plan



Concourse floor plan

Langley City Centre Station

203 Street and Fraser Highway



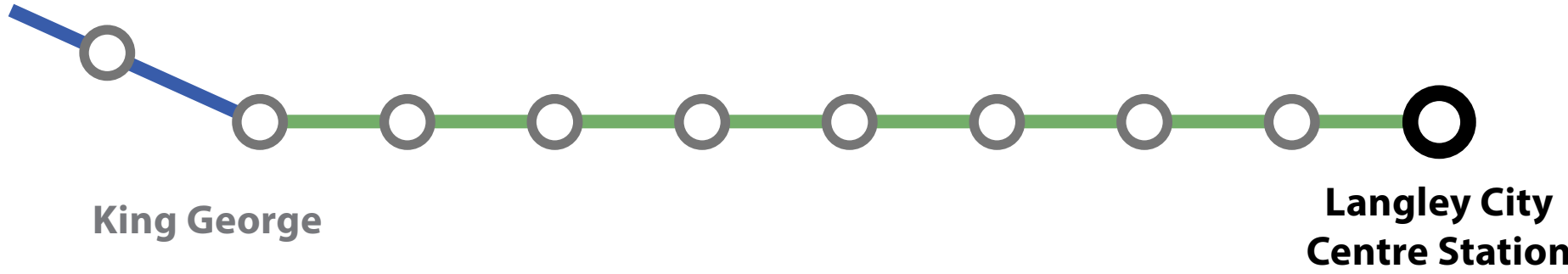
Langley City Centre Station – evening rendering

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



Langley City Centre Station

203 Street and Fraser Highway

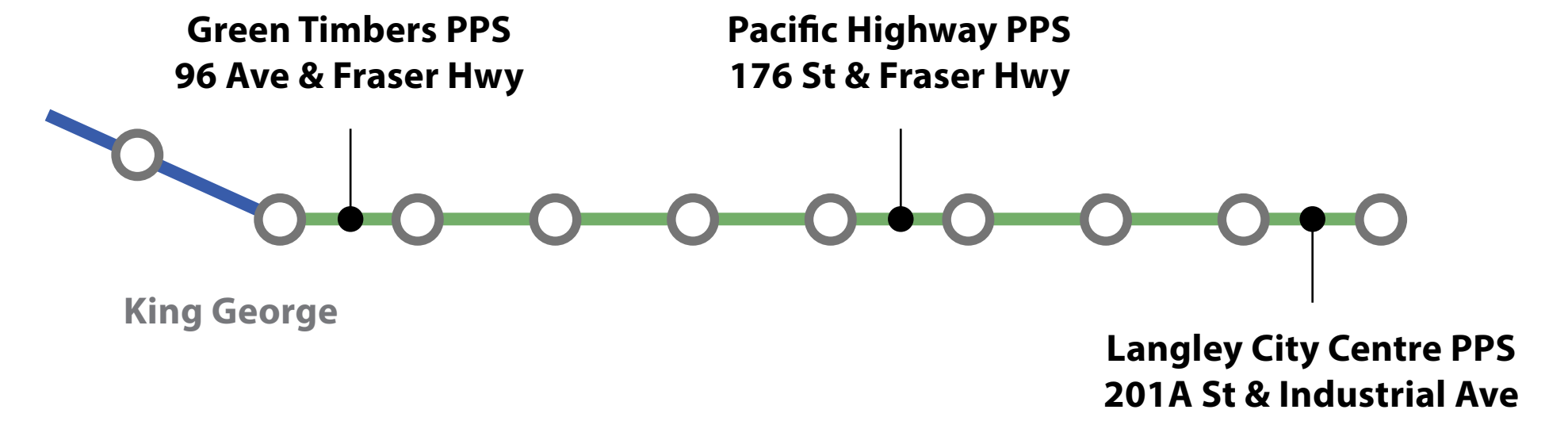


Langley City Centre Station – transit exchange rendering

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



Propulsion Power Substations

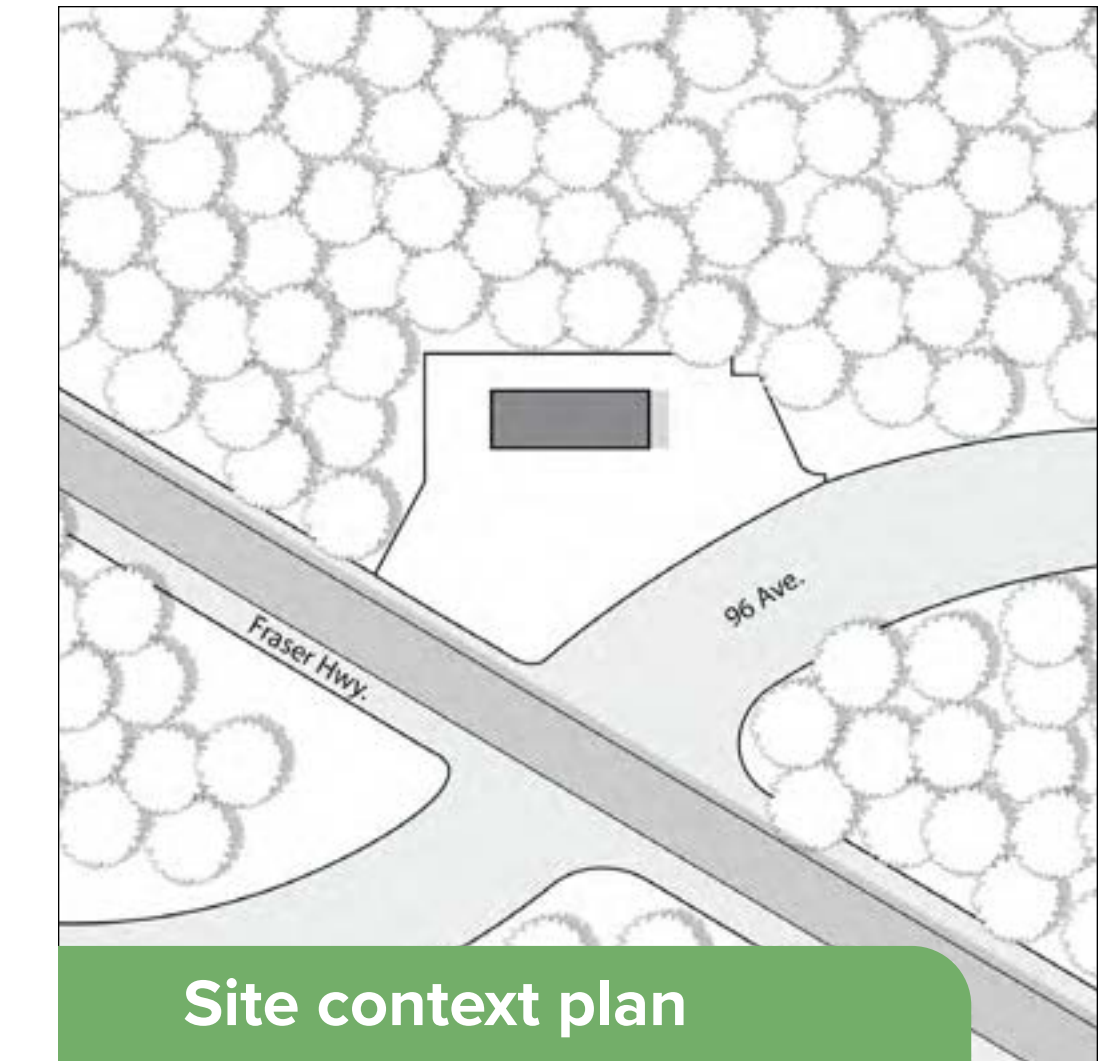


Propulsion Power Substations (PPS) are part of the critical infrastructure that supplies electrical power to the SkyTrain system. The locations for each PPS are generally determined by requirements such as service frequency, distance between PPS, power load demand, overall system expansion and sufficient power to address redundancy and resiliency. For the Surrey Langley SkyTrain project, the PPS are generally co-located with the SkyTrain stations, except at three additional sites, where stand-alone PPS buildings are required to support the service levels expected of the Surrey Langley SkyTrain. These stand-alone power substations are located at:

- 96 Avenue and Fraser Highway (Green Timbers PPS)
- 176 Street and Fraser Highway (Pacific Highway PPS)
- 201A Street and Industrial Avenue (Langley City Centre PPS)

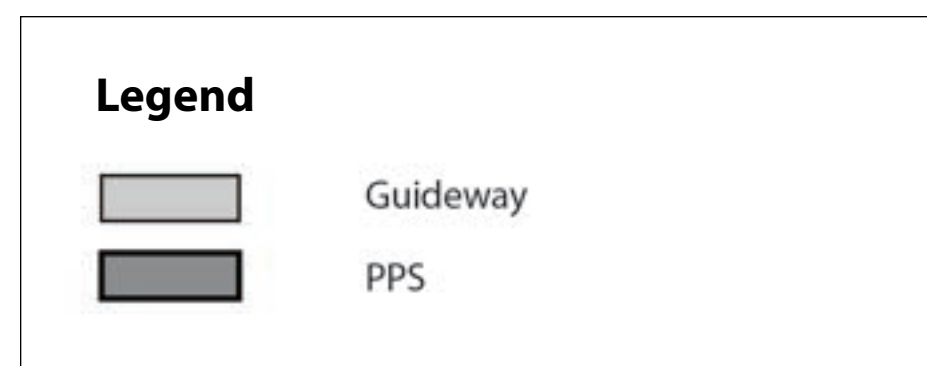


Conceptual rendering, subject to change



Green Timbers PPS

Site context plan



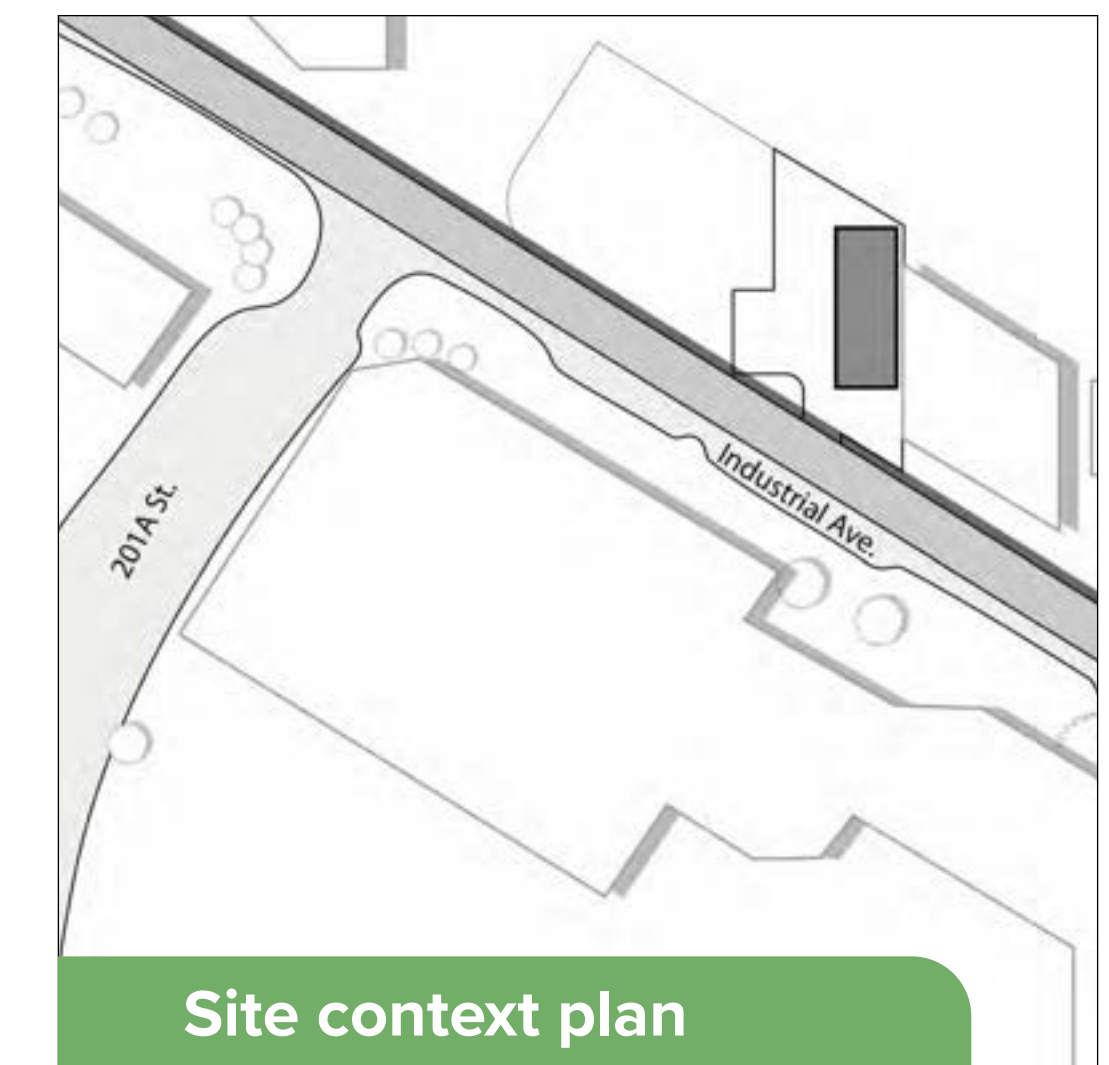
Conceptual rendering, subject to change



Site context plan



Conceptual rendering, subject to change



Langley City Centre PPS

Site context plan

Please provide your feedback on the station designs by June 30, 2024 at <http://engage.gov.bc.ca/surreylangleyskytrain>



Feedback will help to inform final station designs, which will be shared in a second round in Fall 2024*. We look forward to your comments.

*subject to change

Thank you for your interest in the project and participation in this public engagement. Please stay in touch:

Subscribe to receive project updates:

SurreyLangleySkyTrain.ca



Visit our project website:

<http://gov.bc.ca/surreylangleyskytrain>



Send us an email:

surreylangleyskytrain@gov.bc.ca

