

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

The purpose of this open house is to report what we heard in the first round of station design engagement in June 2024, and present updated designs for the SkyTrain stations. Feedback will help to inform final station designs. You will also learn about:



**Project
Details**



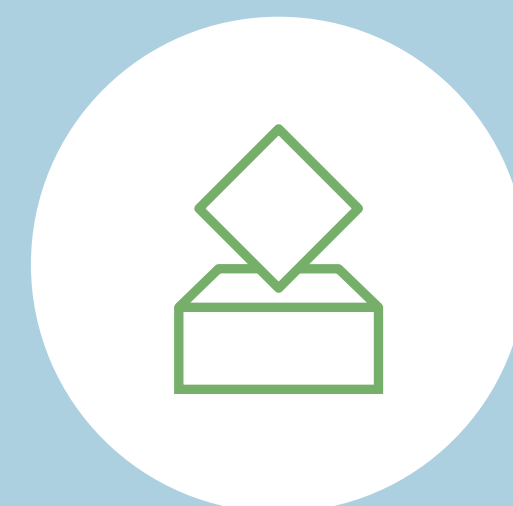
**Transit-oriented
Development**



**Active
Transportation**



**Environmental
Screening
Review (ESR)**



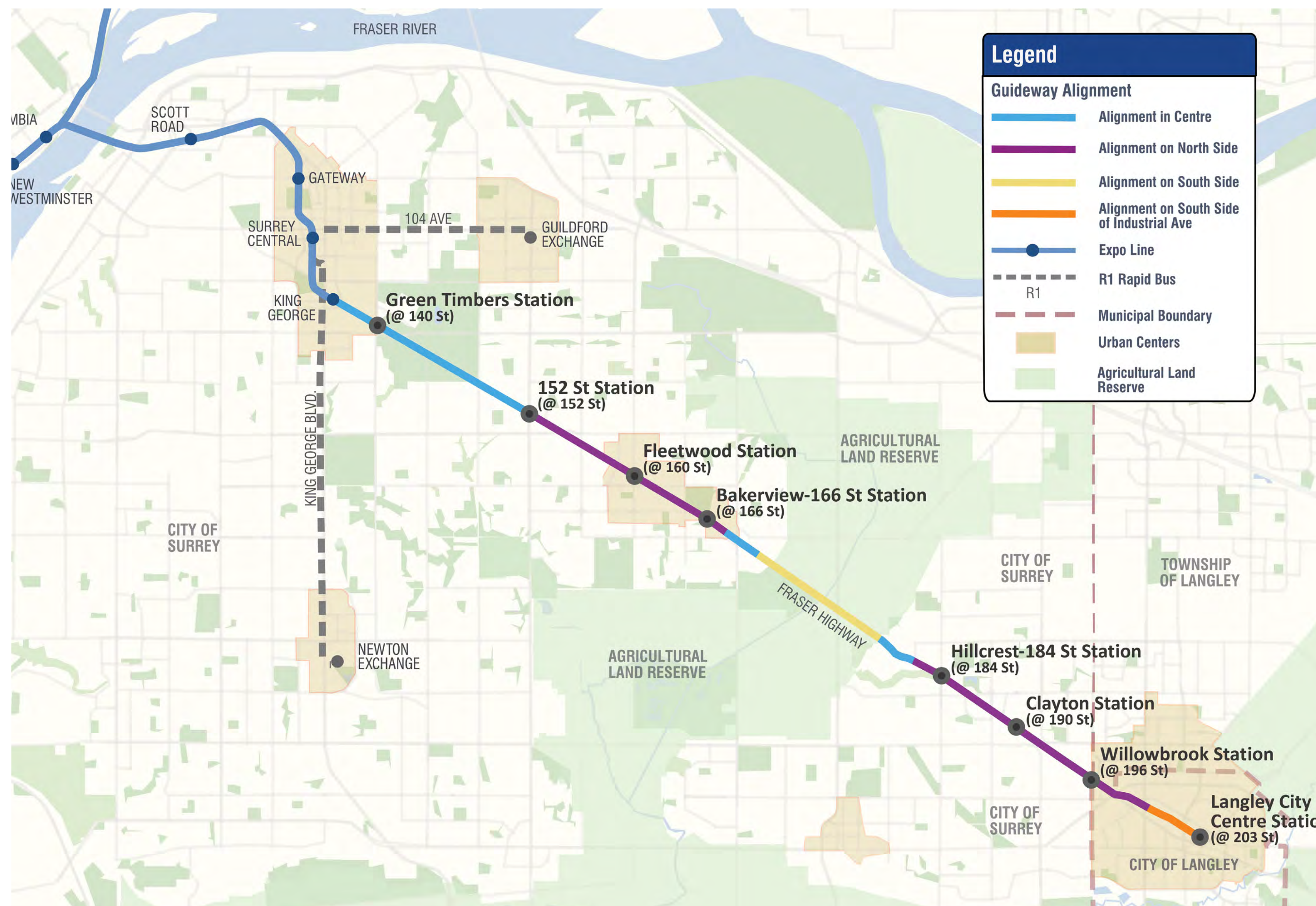
Public Art



Next Steps

About the Project

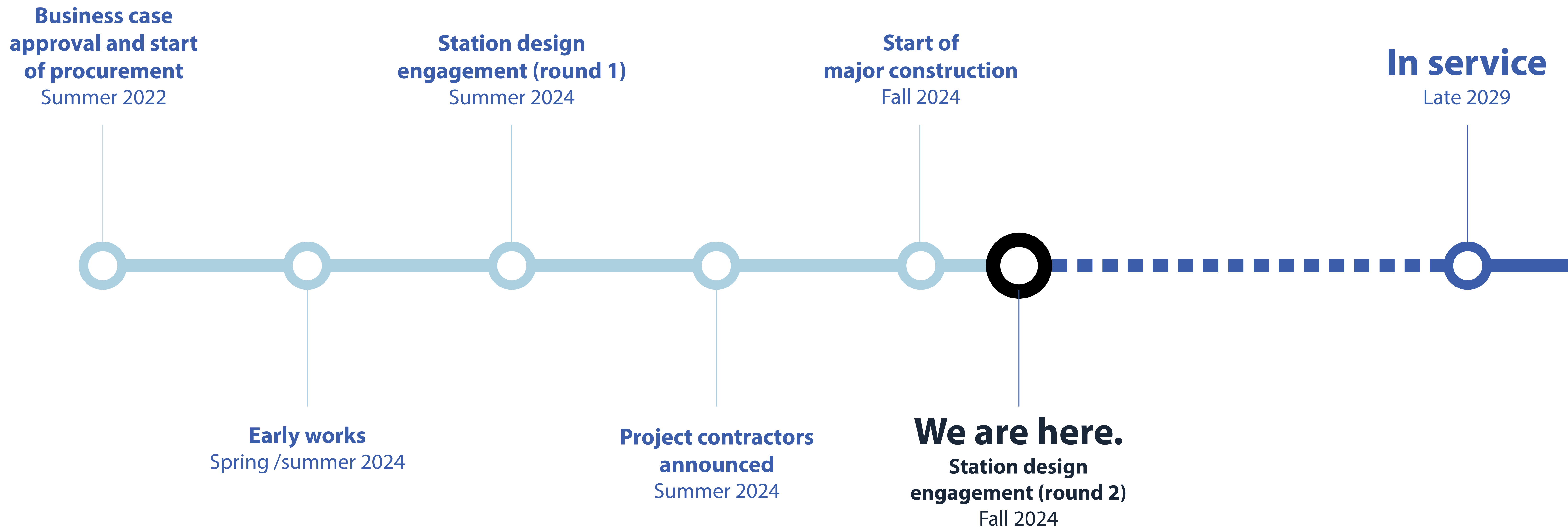
The Surrey Langley SkyTrain project will extend the Expo Line 16 kilometres from King George Station in Surrey to 203 Street in Langley City Centre, primarily along Fraser Highway. It includes an elevated guideway, eight stations and three transit exchanges.



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.

Project Timeline



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.

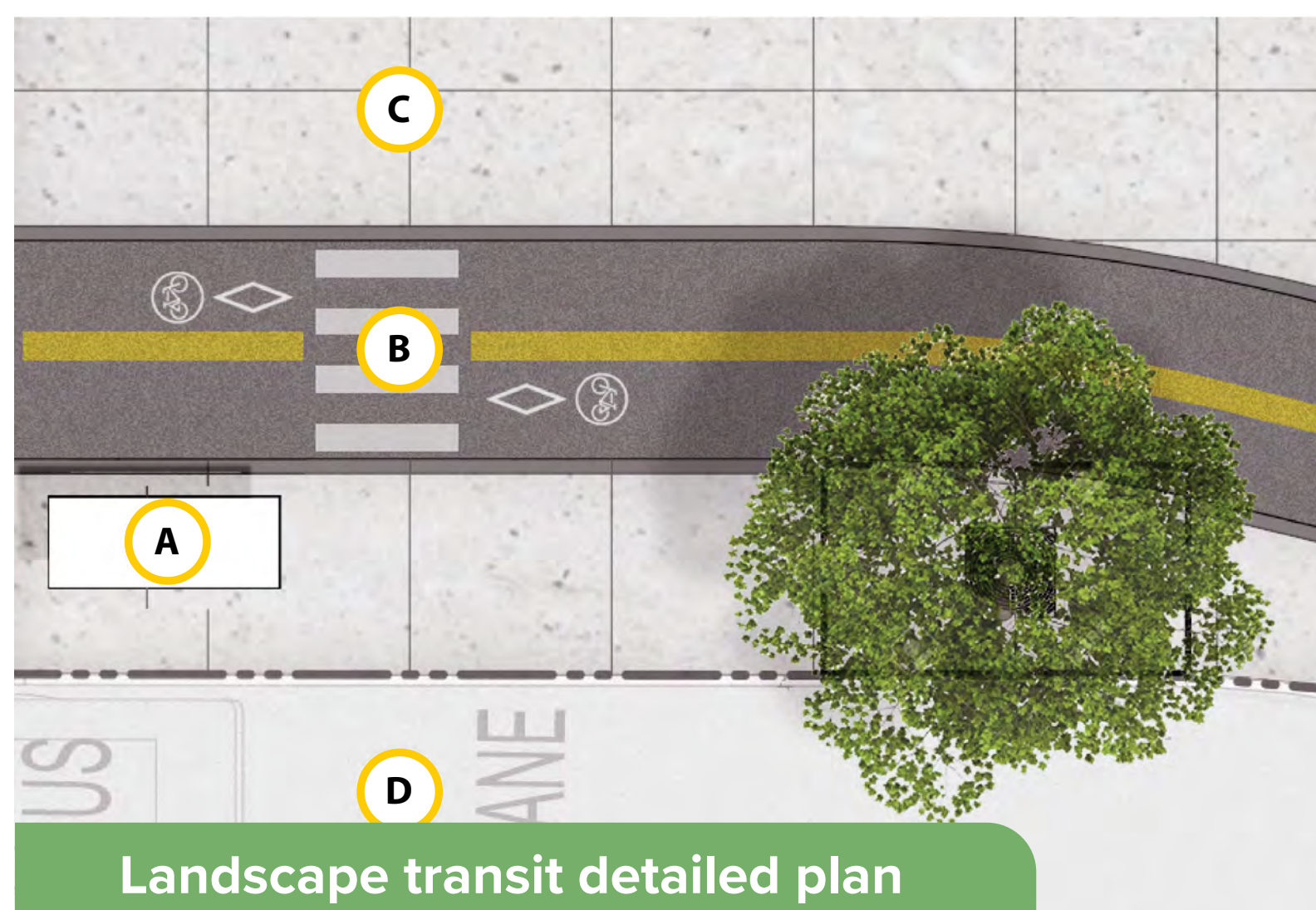


*Photo Courtesy of PCI Developments

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

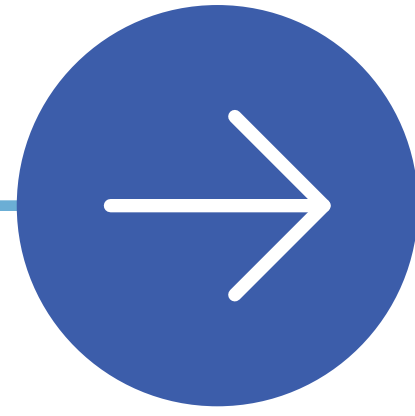


Legend	
A	Bus shelter
B	Bike lane
C	Sidewalk
D	Bus lane

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

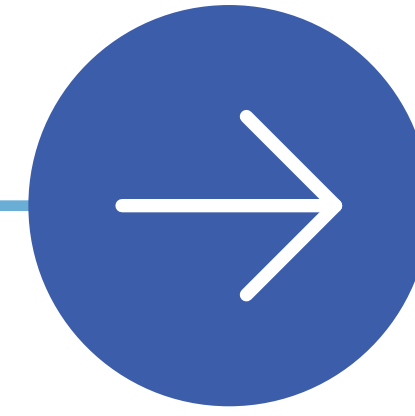
- Provide more transportation choices to and from SkyTrain stations
- Offer alternatives to cars, reducing congestion
- Foster connected communities
- Facilitate the safe and comfortable movement of people walking, rolling, and cycling along the alignment
- Prioritize healthy lifestyles
- Reduce greenhouse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

Environmental Screening Review



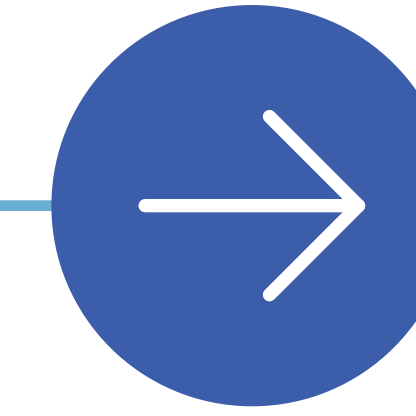
Where we are now:

- 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



Ongoing:

- Project Contractors' construction environmental management plans (CEMP) are informed by ESR findings
- Mitigations for each identified study 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 First Nations art, seamlessly integrated into the station designs. Public art will be selected through a formal procurement process.

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



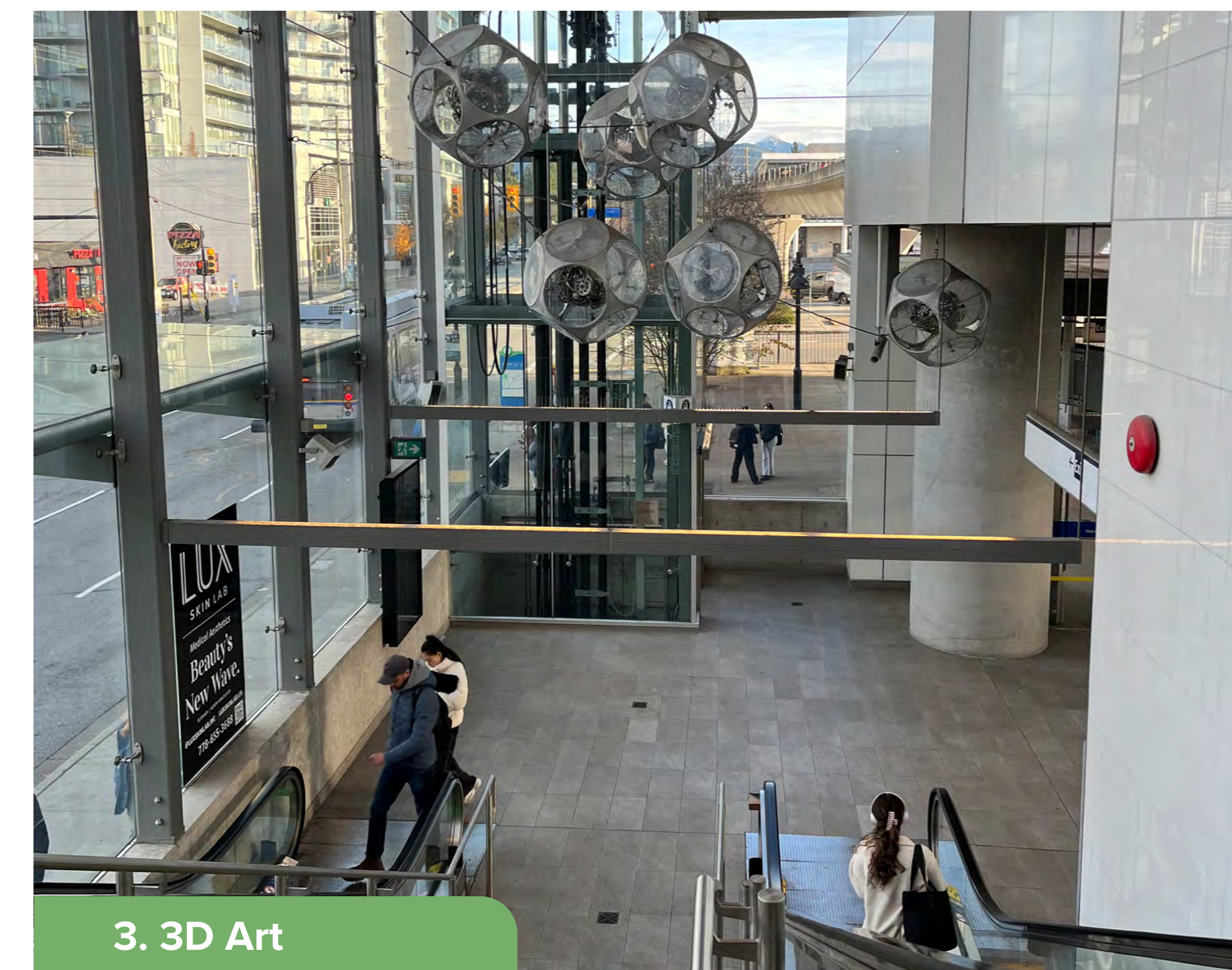
1. 2D Wall Art

Lafarge Lake–Douglas Station, Evergreen Line



2. 2D Glass Art

Lafarge Lake–Douglas Station, Evergreen Line



3. 3D Art

Burquitlam Station, Evergreen Line

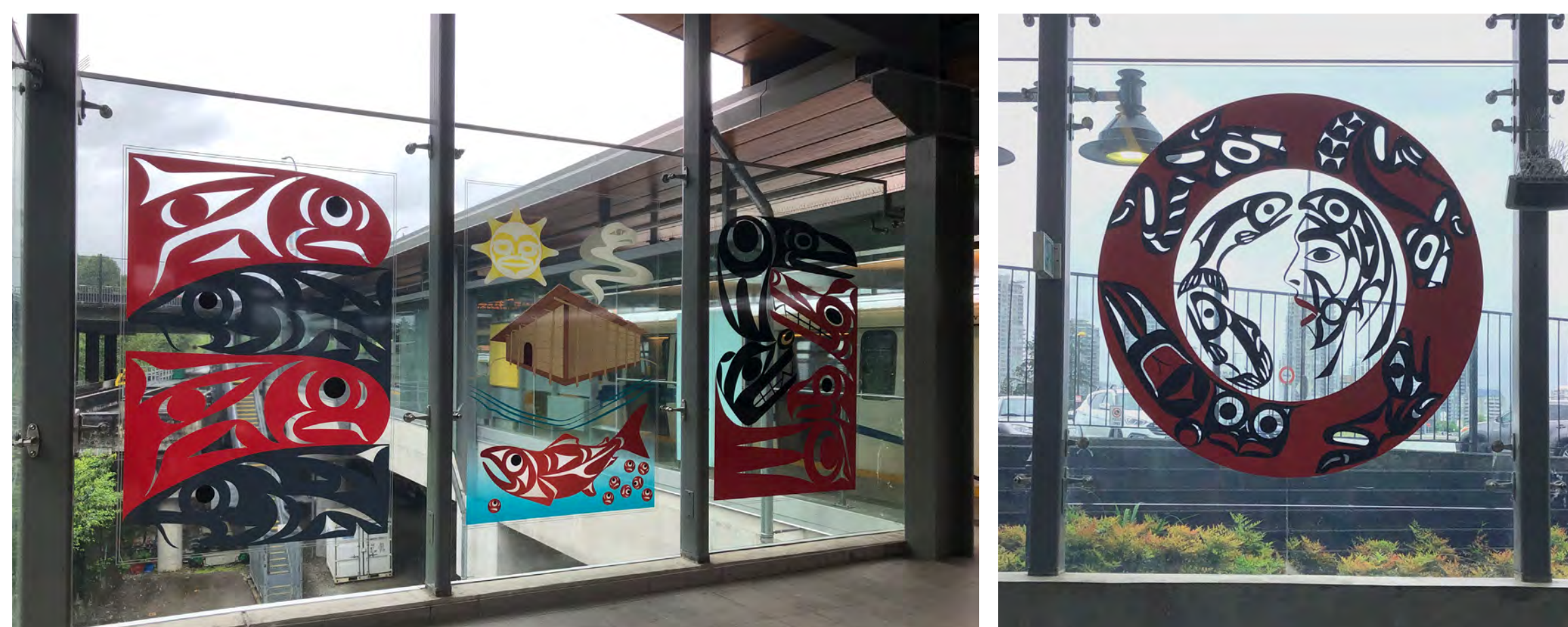
First Nations Art

The project is located within the traditional ancestral lands of several Coast Salish First Nations.

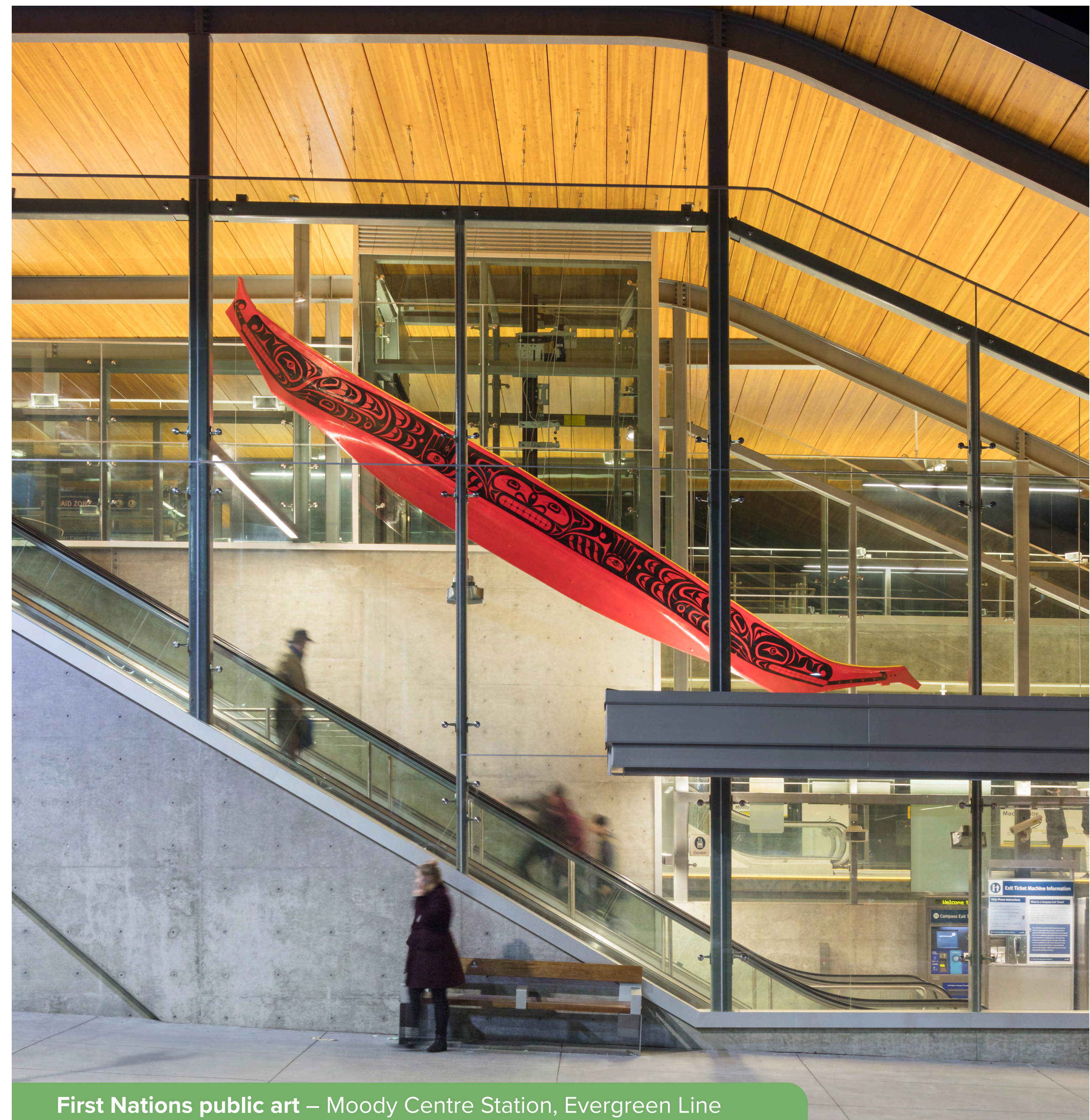
Processes are underway with First Nations to integrate Indigenous art at stations.

First Nations art and other forms of cultural recognition recognize, honour, and celebrate the deep and continued connections to these lands.

Integration of Indigenous art provides an educational opportunity to increase public understanding of the continued cultural and historical significance of this area to First Nations.



First Nations public art – Coquitlam Central Station, Evergreen Line



First Nations public art – Moody Centre Station, Evergreen Line

Passenger Experience

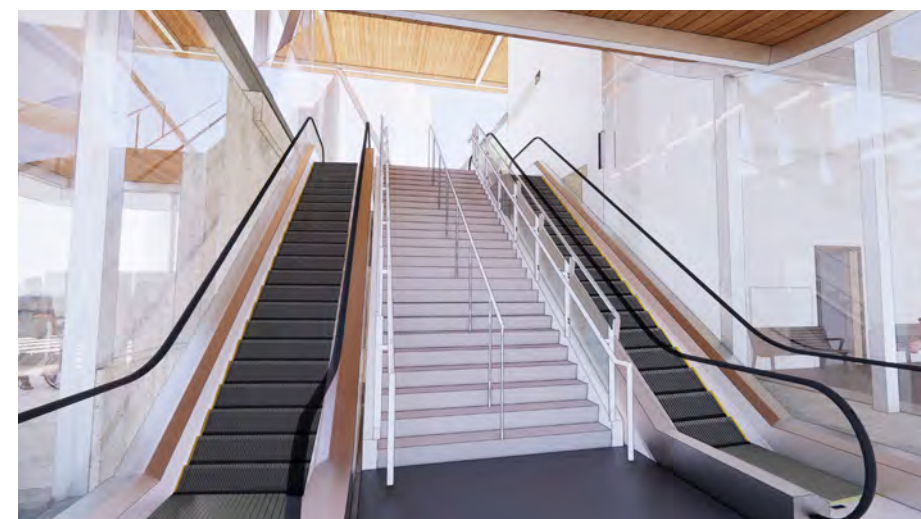
The stations include key features to enhance the passenger experience, such as:



Convenient access to buses and connections to nearby bike routes.



Safety and comfort by following *Crime Prevention through Environmental Design* principles. Transit Police offices at five stations, and parking for Transit Police at every station.



Escalators and elevators for ease of passenger movement. Specific stations designed to allow for a secondary elevator between the ground and mezzanine levels.



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.



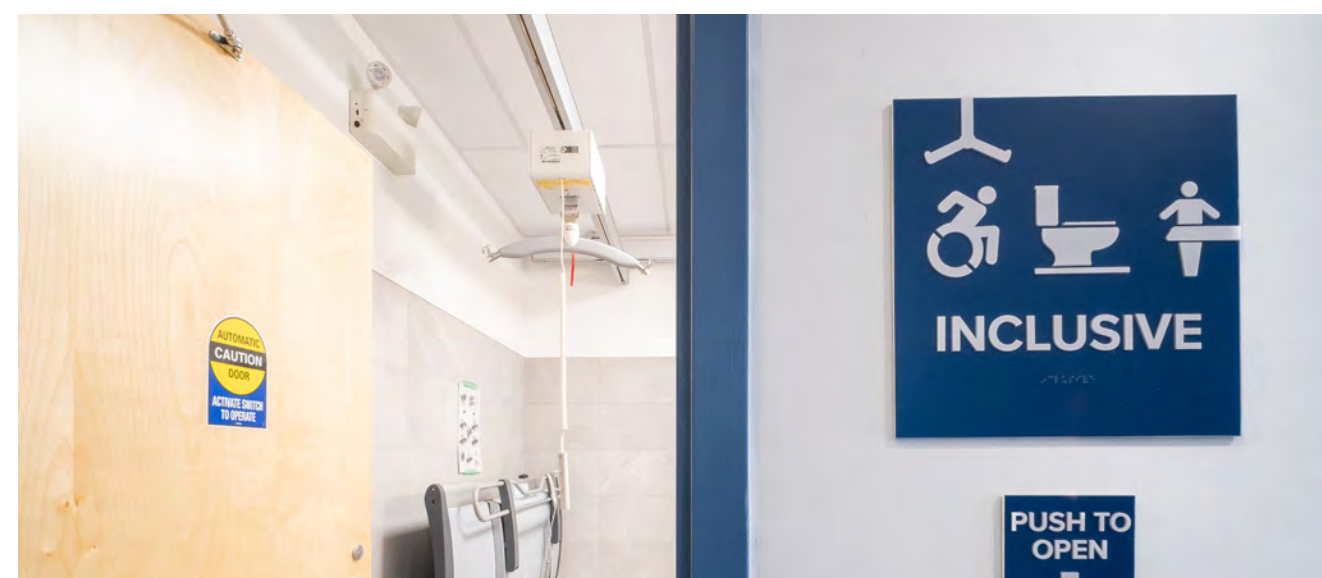
Washrooms accessible with the assistance of a SkyTrain attendant. Open washrooms are being explored at specific stations.

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

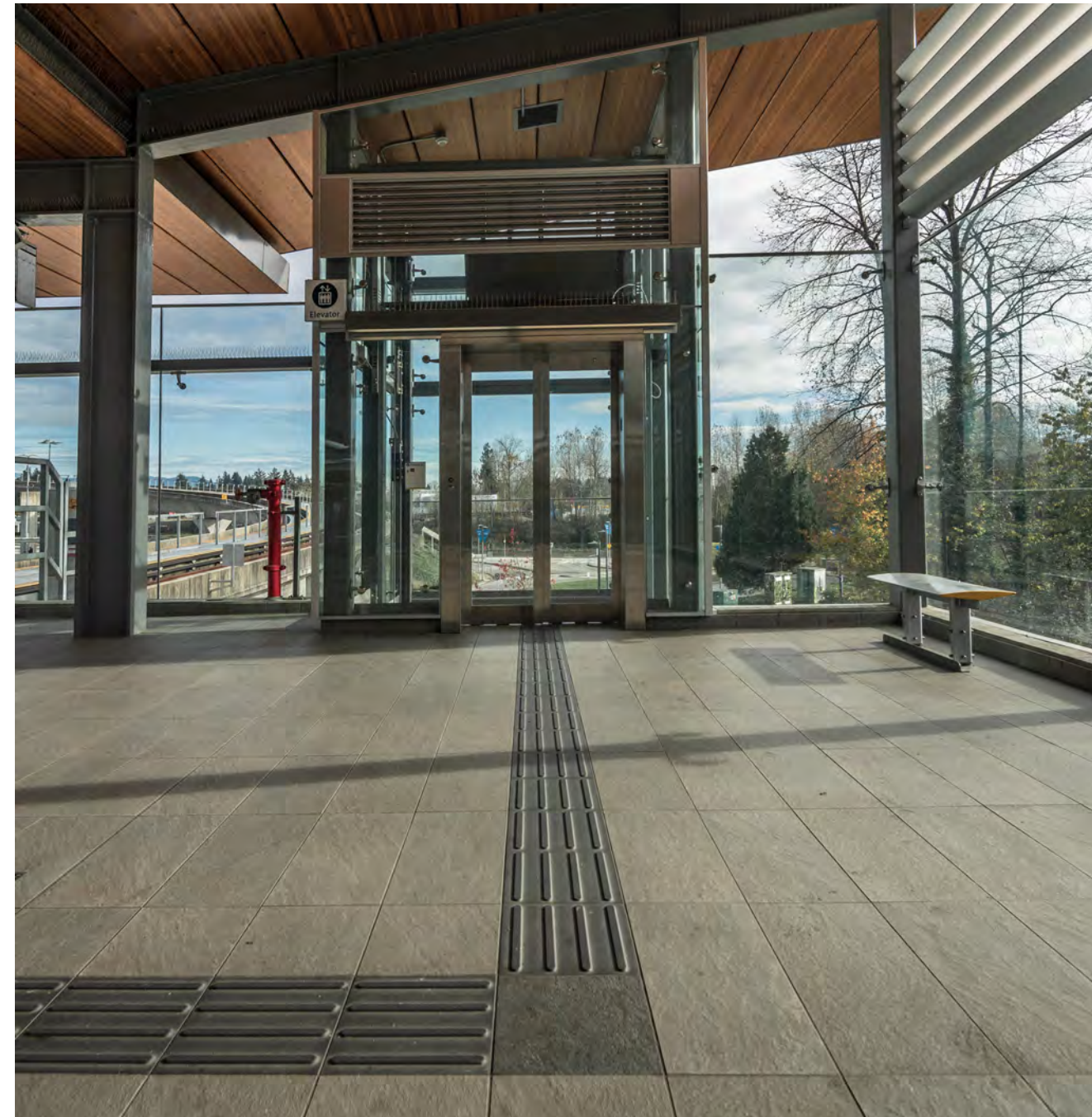


Secure Bike Parkade at every station

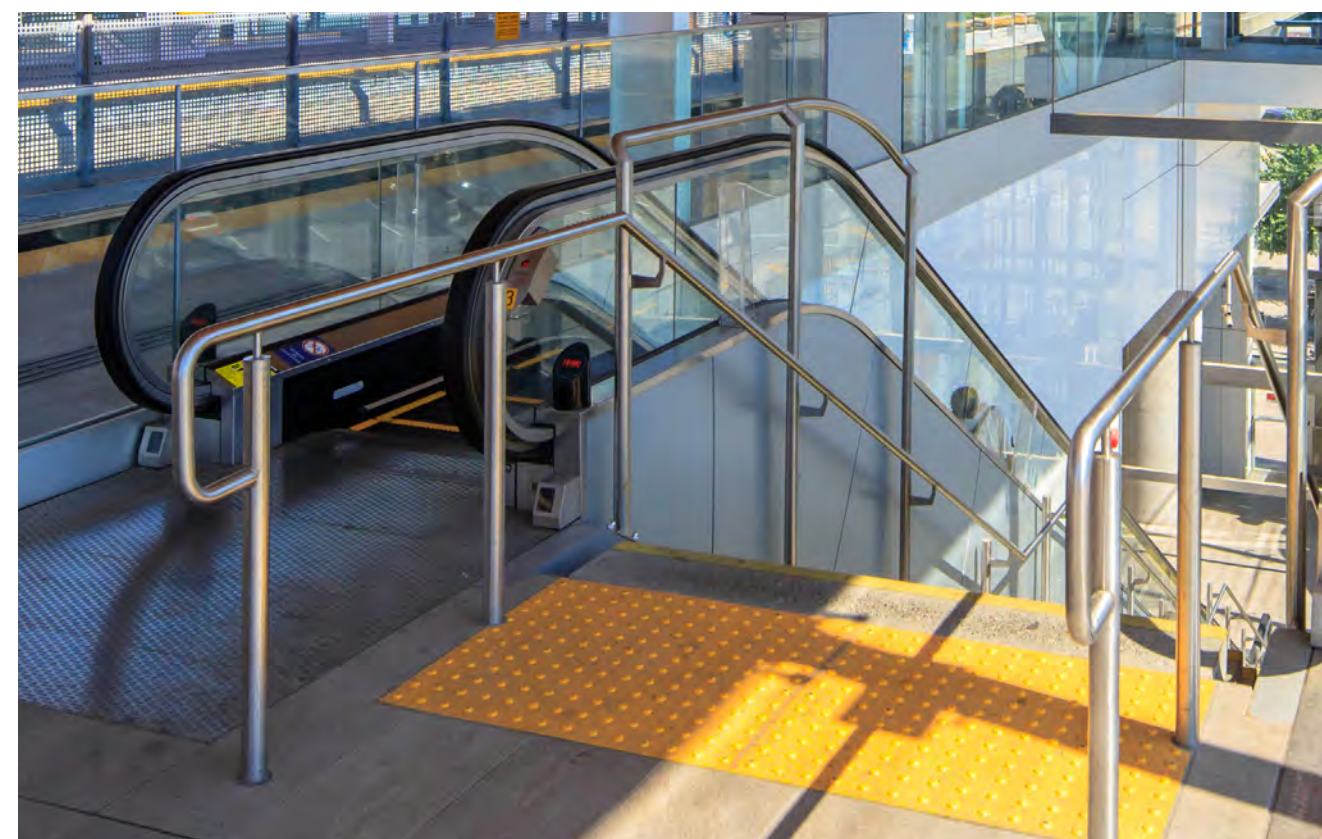
Topic	What We Heard	Responses
Station Design	Interest in station designs that reflect the neighbourhood character.	In addition to the featured canopy design, each station and plaza will incorporate design variations to reflect neighbourhood context and character.
Washrooms	Desire for accessible washrooms 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.

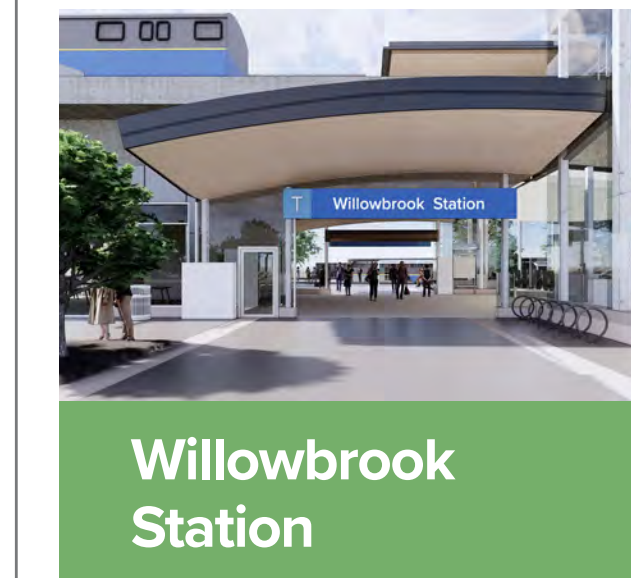
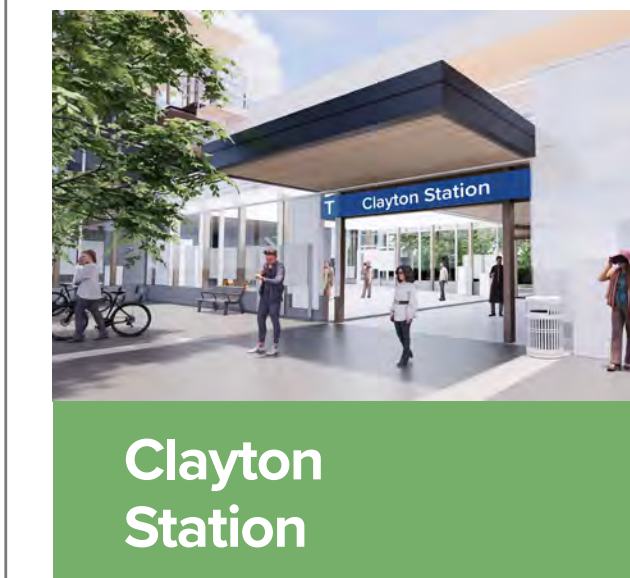
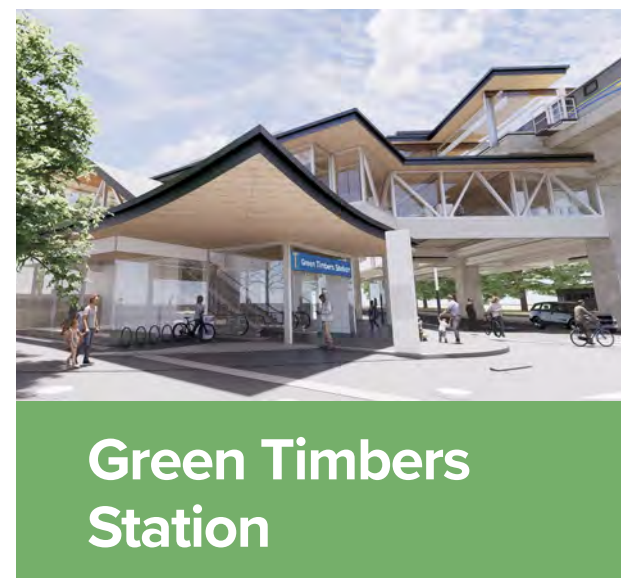
Topic	What We Heard	Responses
Accessibility	Provide a suitable alternative in case of an escalator or elevator outage.	<p>Elevators and stairs can be used in the event of an escalator outage. In case of an elevator outage, passengers may be directed by a SkyTrain attendant to ride to the next station and back again to access the elevator on the other platform.</p> <p>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.</p> <p>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.</p>
	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](#).

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:

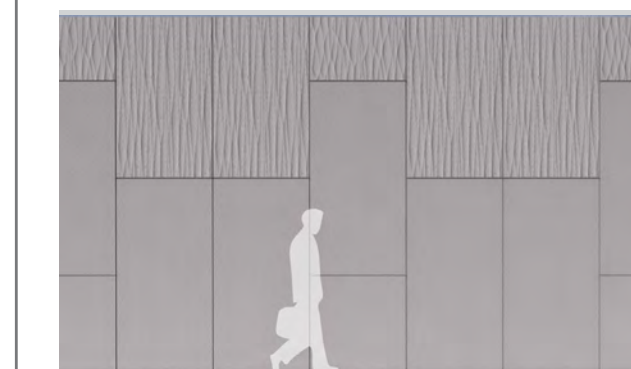
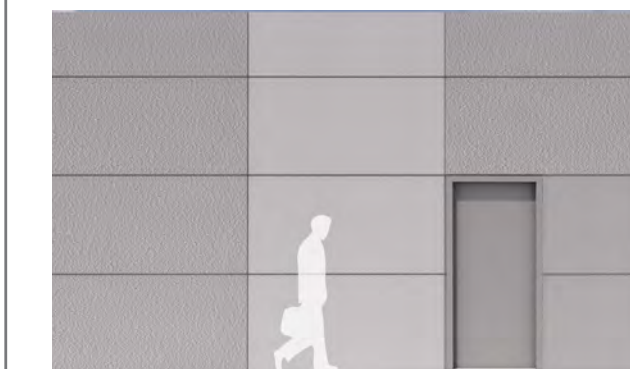
Welcoming entrance canopy geometry



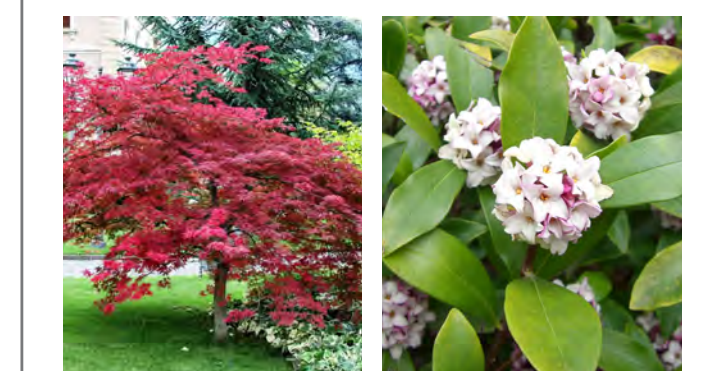
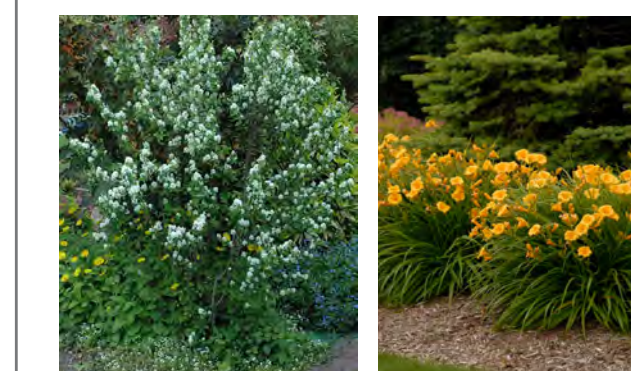
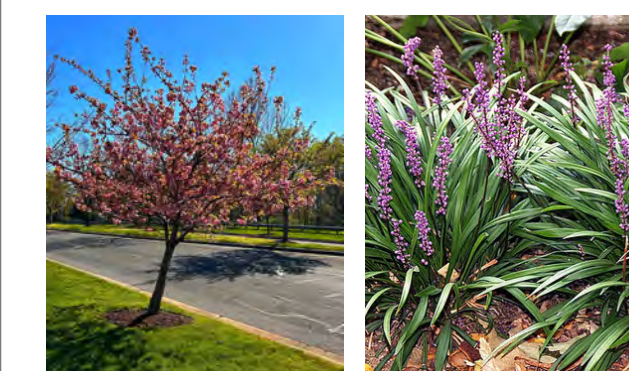
Colour reflecting station context



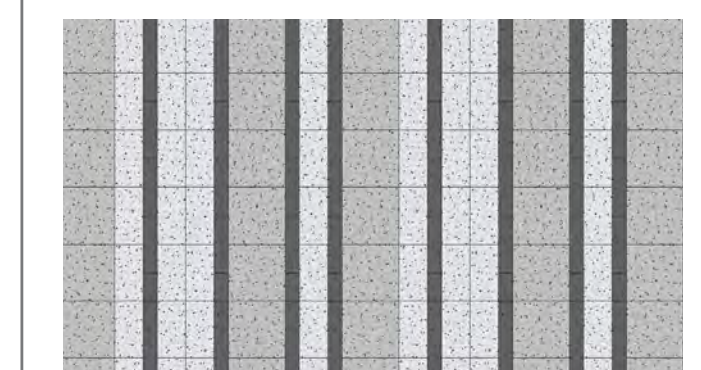
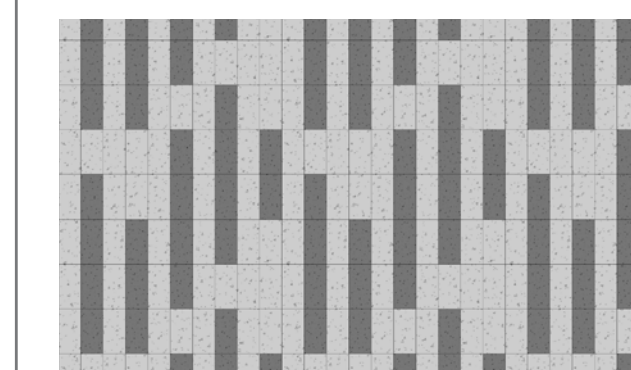
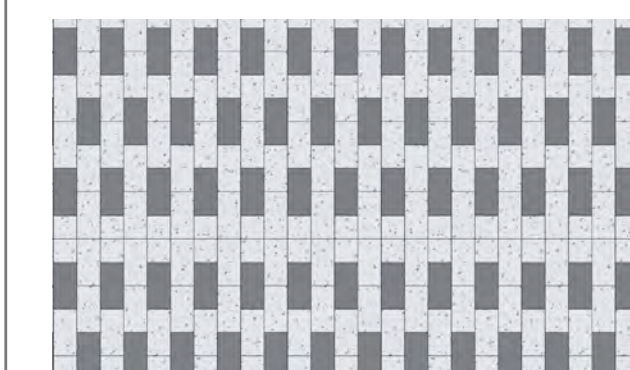
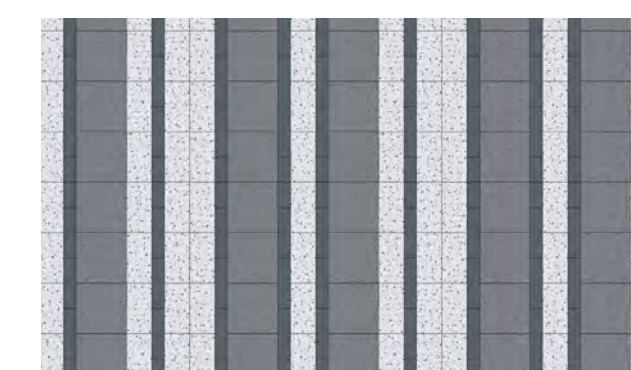
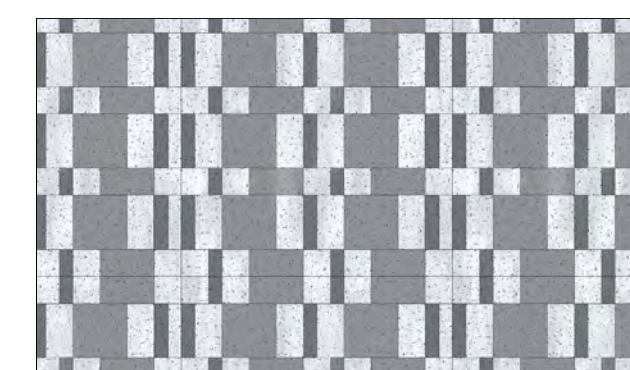
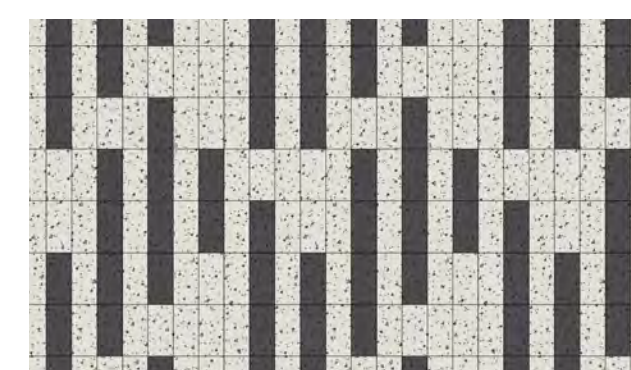
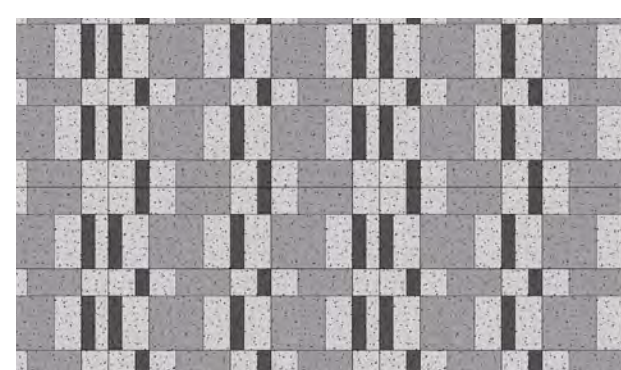
Subtle variation in exterior wall panel



Different planting palette at station plazas



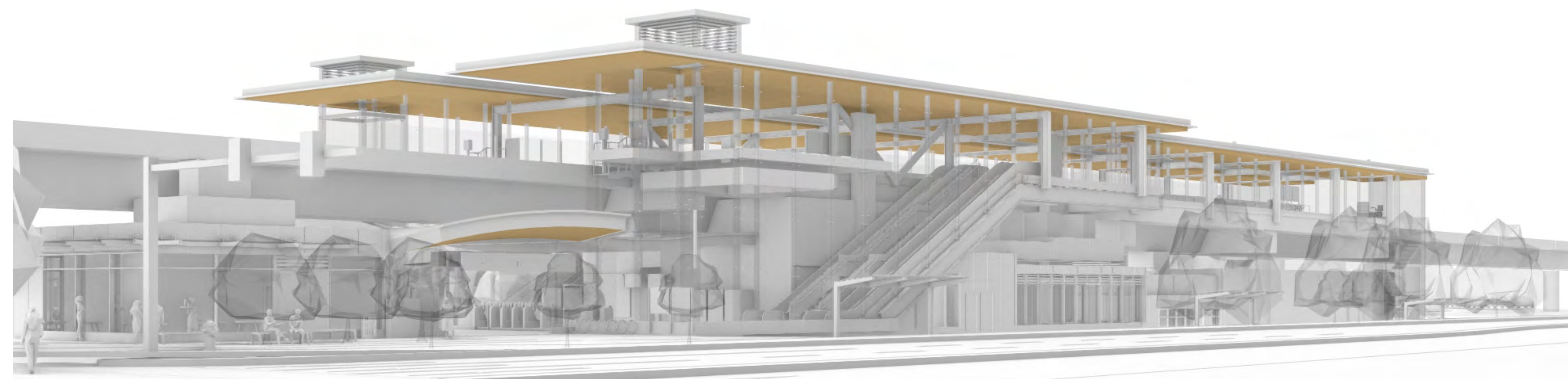
Accent paver treatment around station plazas



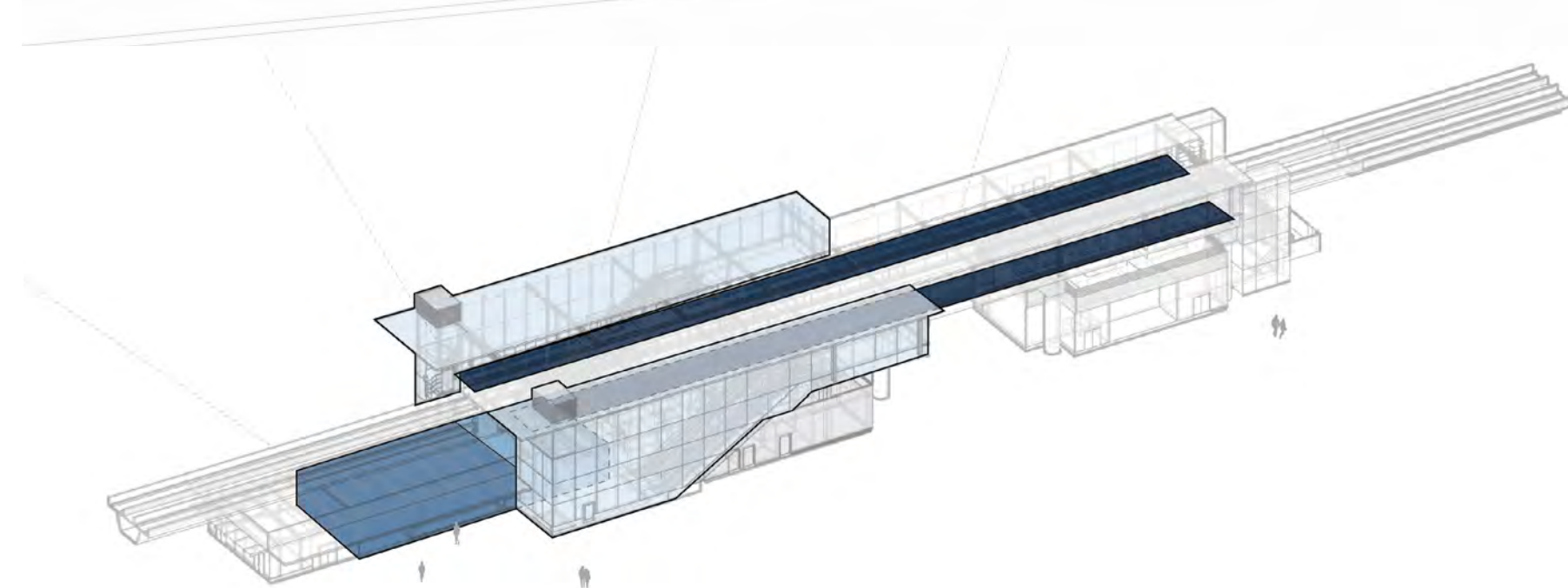
Station Design

The station designs aim to:

- Create familiarity across the SkyTrain system through simple, highly visible and unique station entrances, as well as through the use of consistent materials, finishes and space planning
- Support efficient and easy movement for passengers including access 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



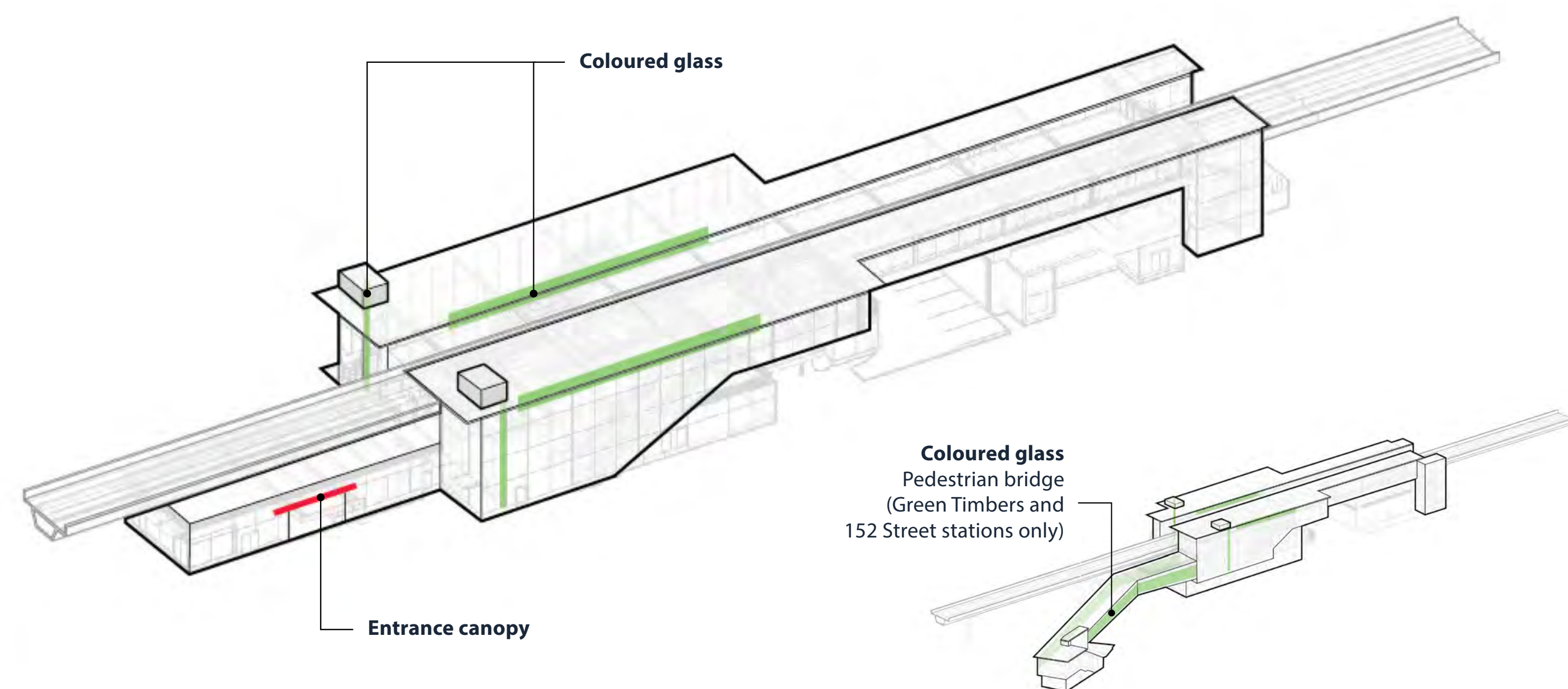
Langley City Centre Station

Station 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 high 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 along the platform waiting area



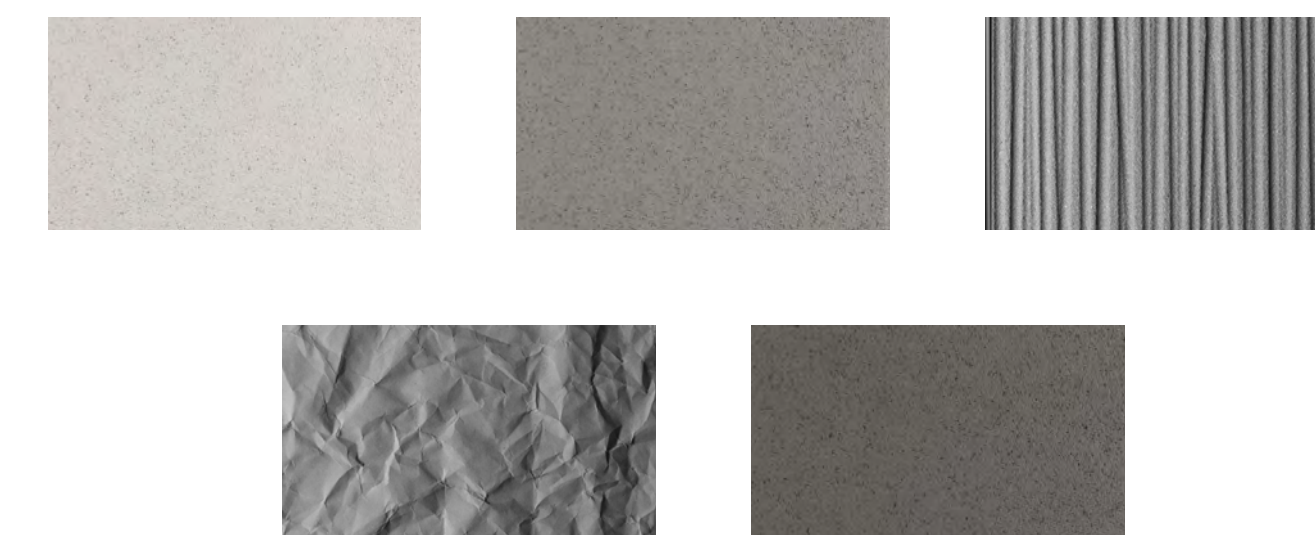
Exterior panels enhance public realm

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.

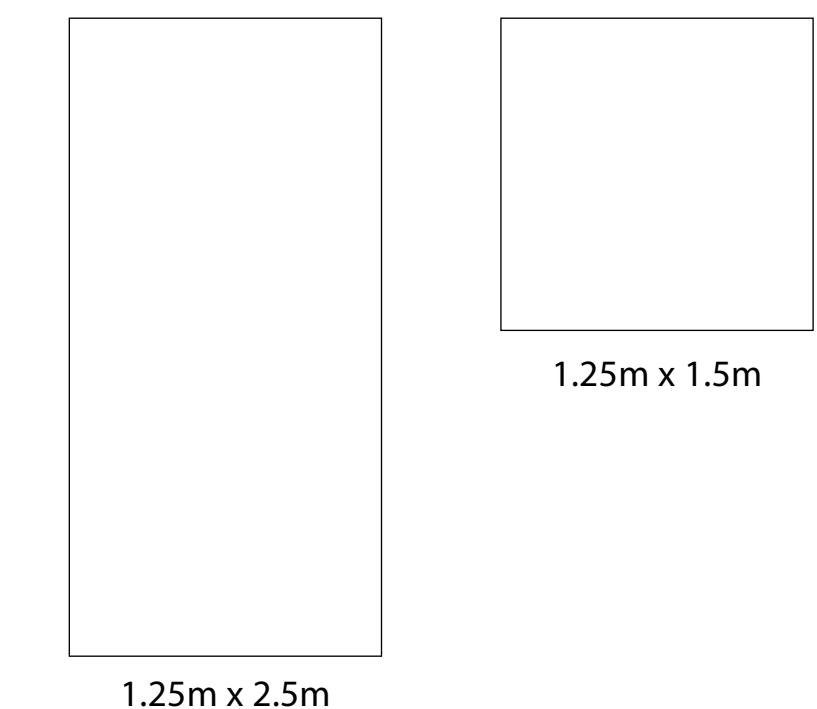
Shade and texture

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



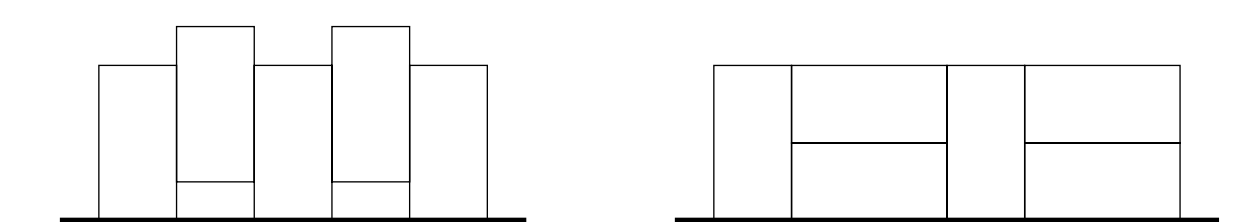
Panel sizes

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



Panel configurations



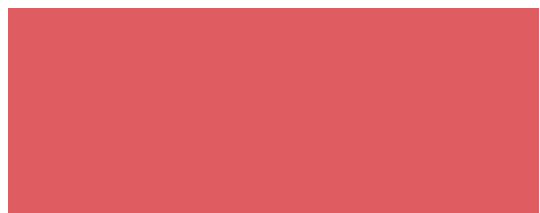
Creative layout of panels brings an extra layer of playfulness to the overall look of the station, even in the back of the house and service parking areas.








Station 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.

Station	Design Inspiration
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.

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:



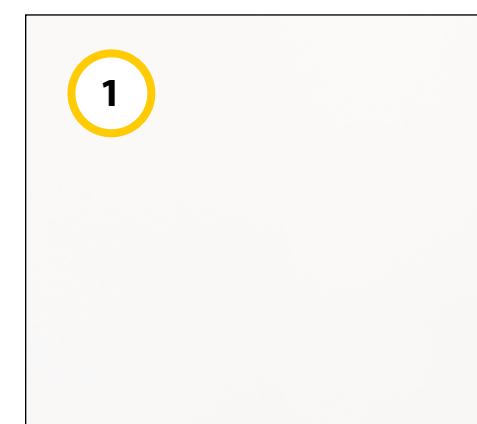
Burquitlam Station



Coquitlam Central Station



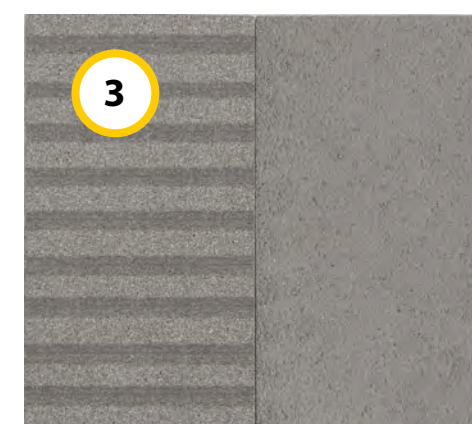
Moody Centre Station



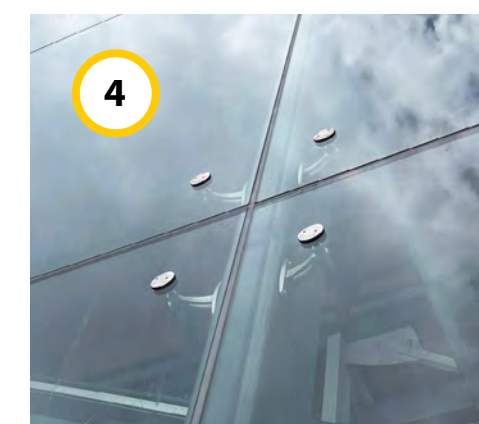
Metal panel



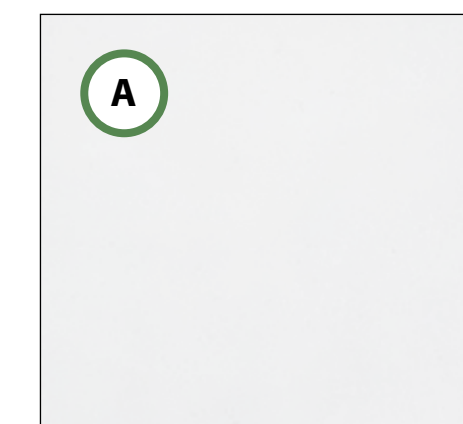
Heavy timber



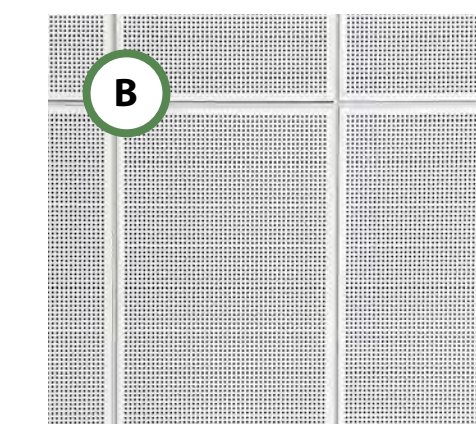
Stone or concrete panel



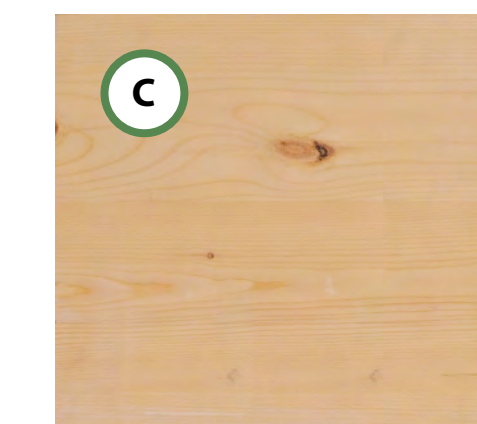
Spider clip & laminated glazing



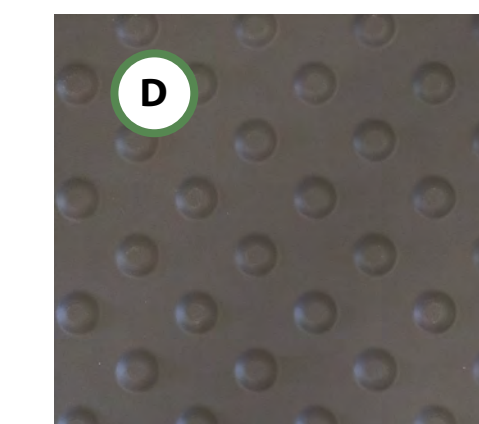
Glazed porcelain wall tile



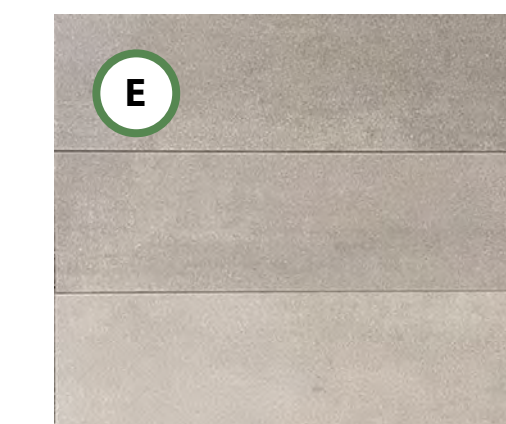
Perforated metal ceiling panel



Heavy timber

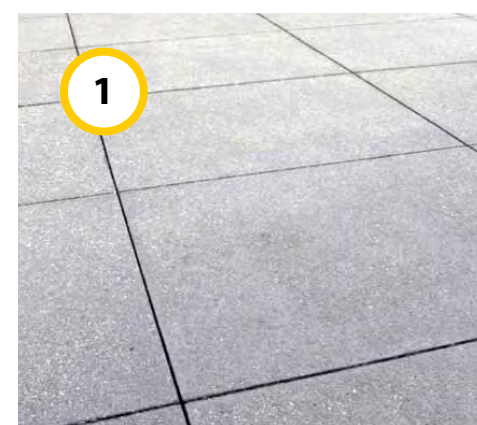


Wayfinding tile



Slip-resistant porcelain tile

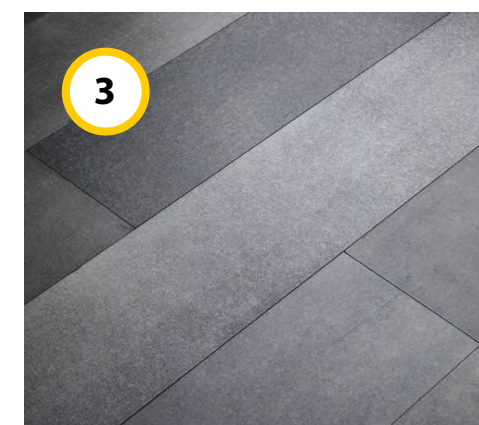
Site Materials and Finishes



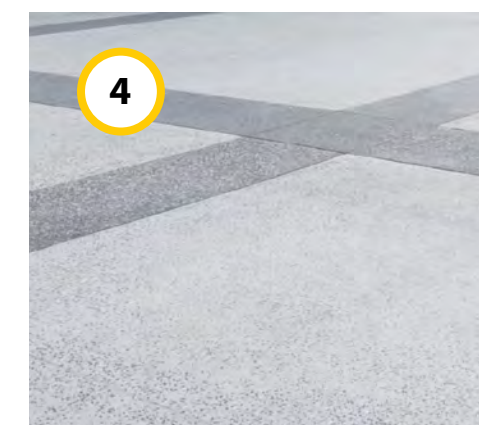
Cast-in-place concrete pavement



Unit paver



Decorative concrete pavement



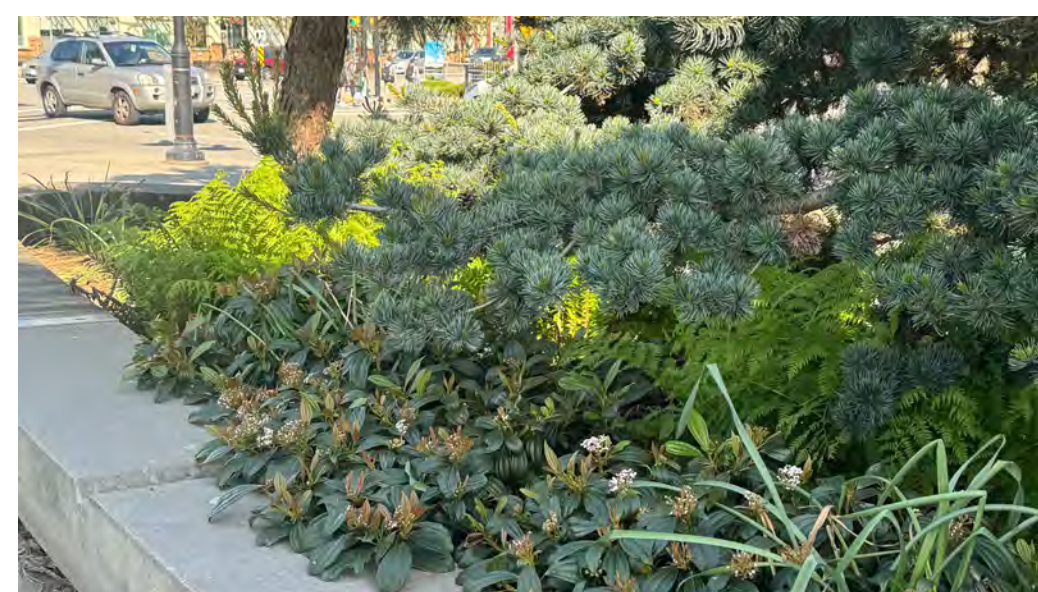
Exposed aggregate concrete bands

Distinctive pavement designs improve wayfinding and foster a stronger sense of neighbourhood 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, drought tolerant species are prioritized, with a high efficiency drip irrigation system to minimize water consumption.

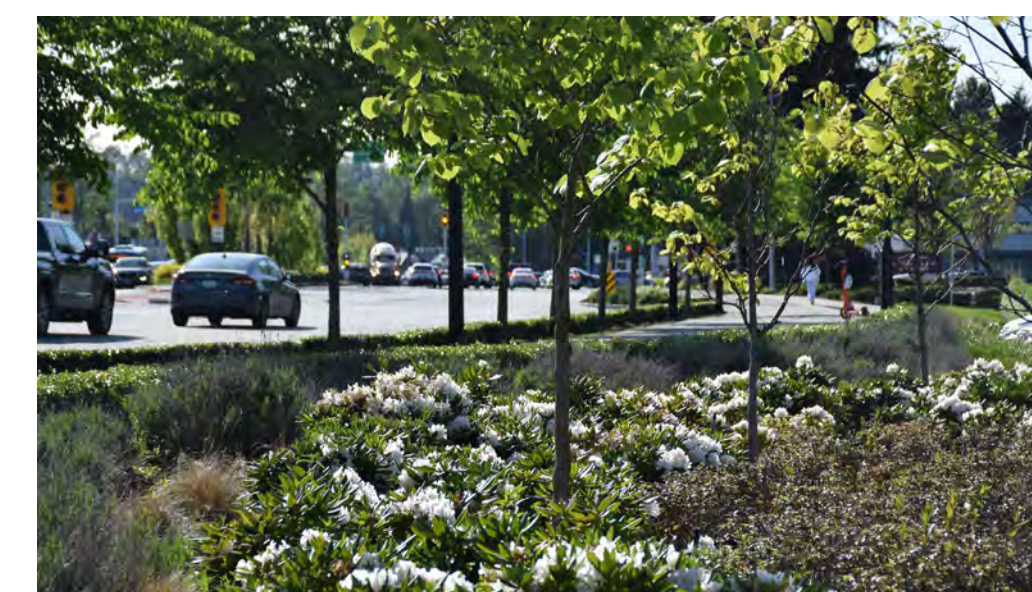
Precedents



Diverse planting palette



Urban canopy



Seasonal interest in plantings



Combination of pavement finishes defines use

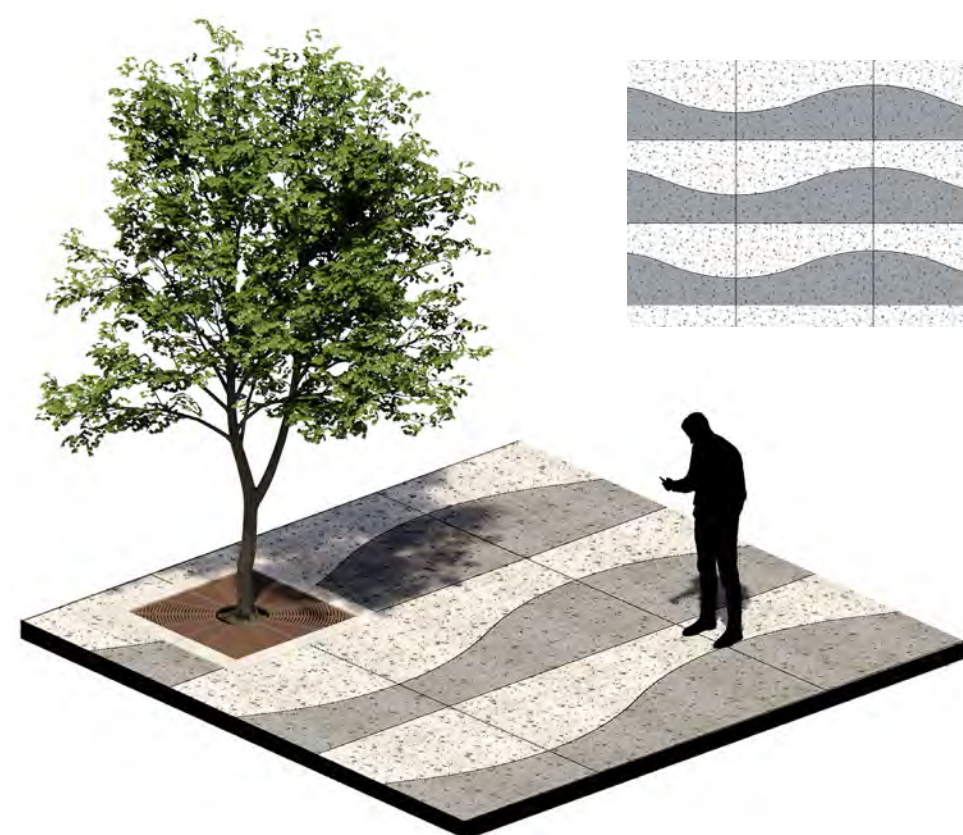
Site Materials and Finishes

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



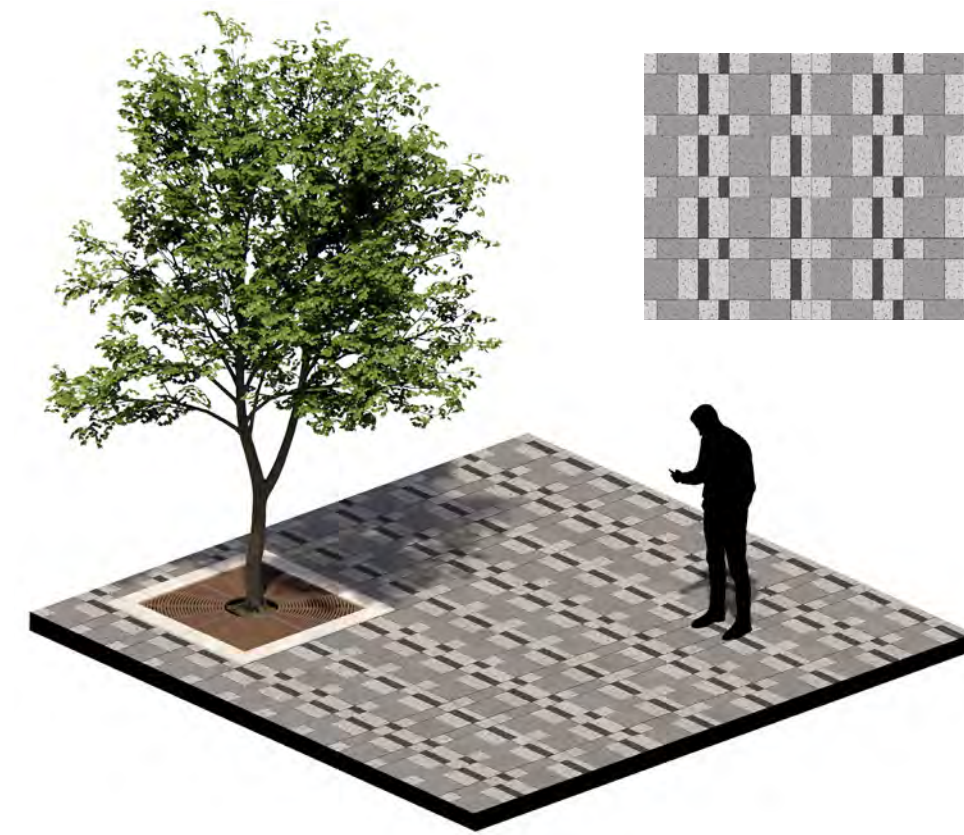
Directional accent pavement at main entrances



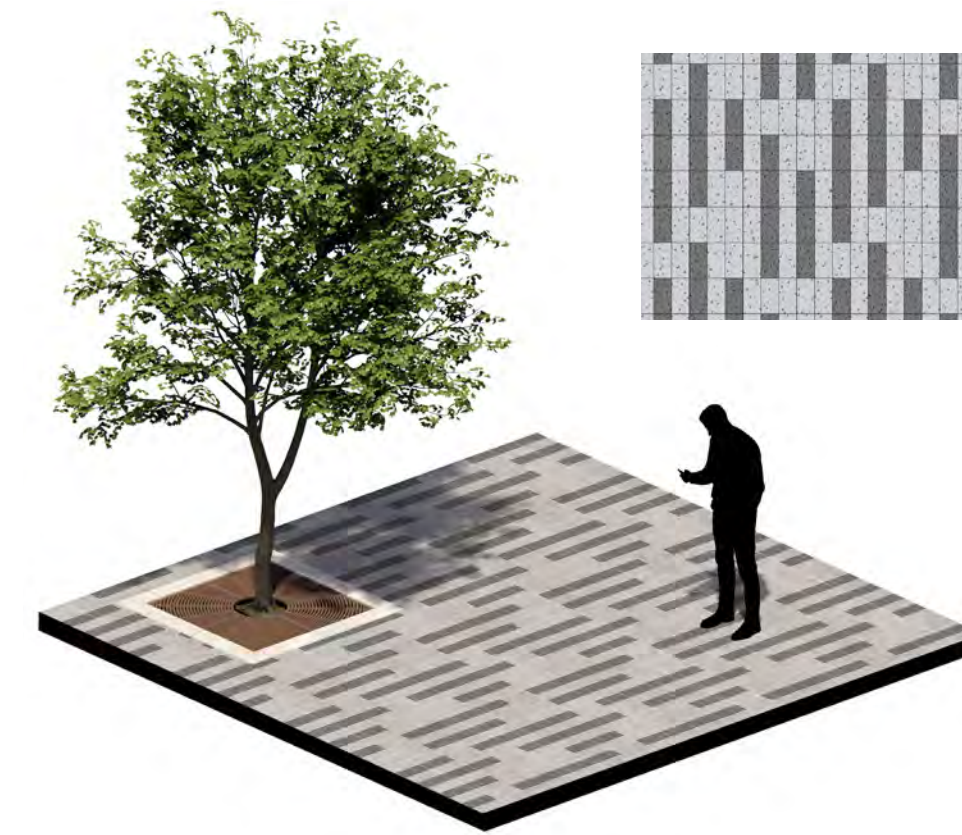
Industrial Avenue wave pattern at Langley City Centre Station

Station specific paving treatment

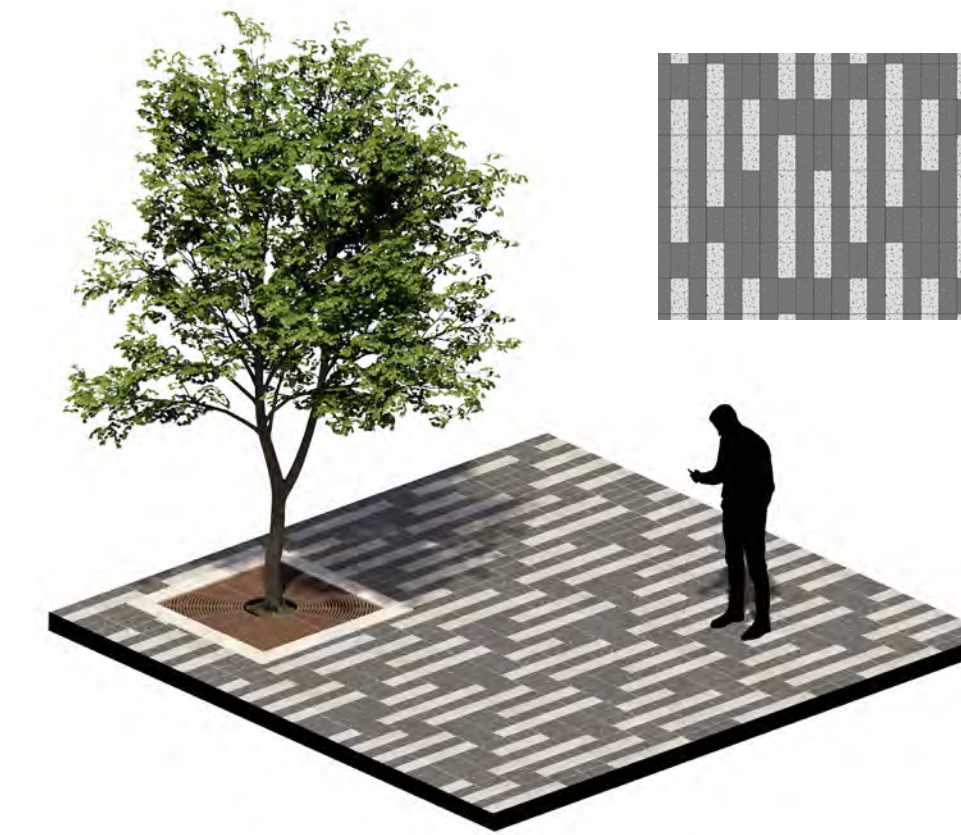
**Specific patterns may be adjusted in detailed design*



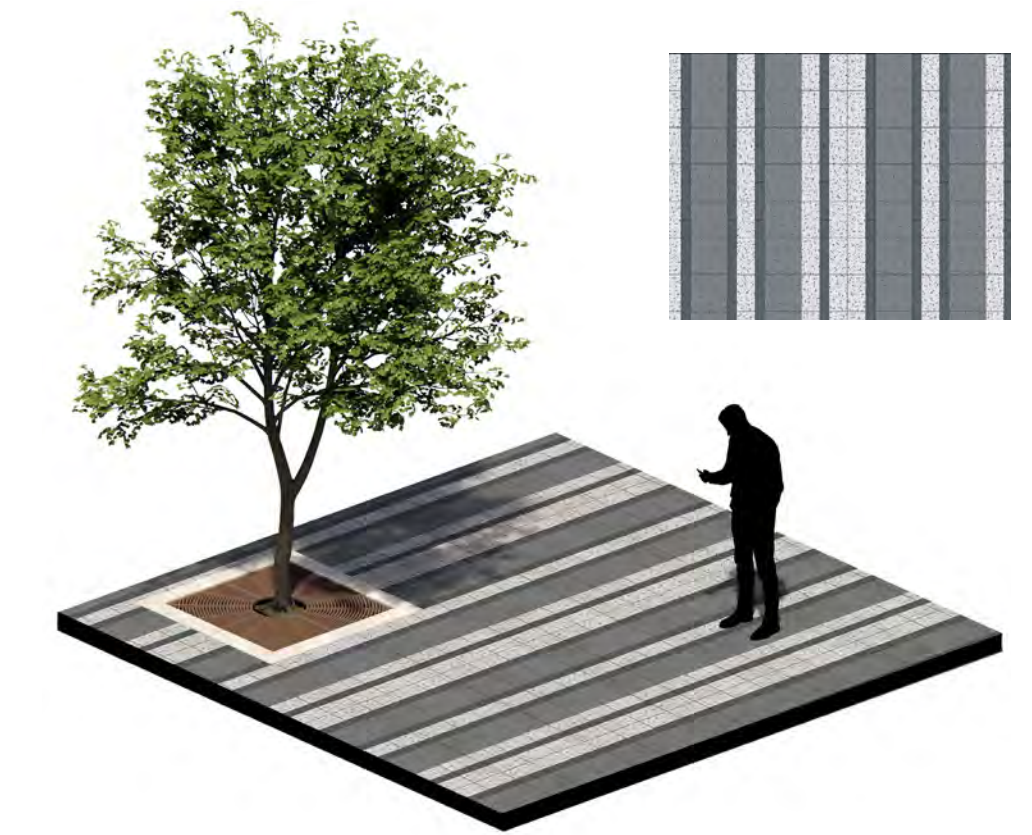
Green Timbers Station



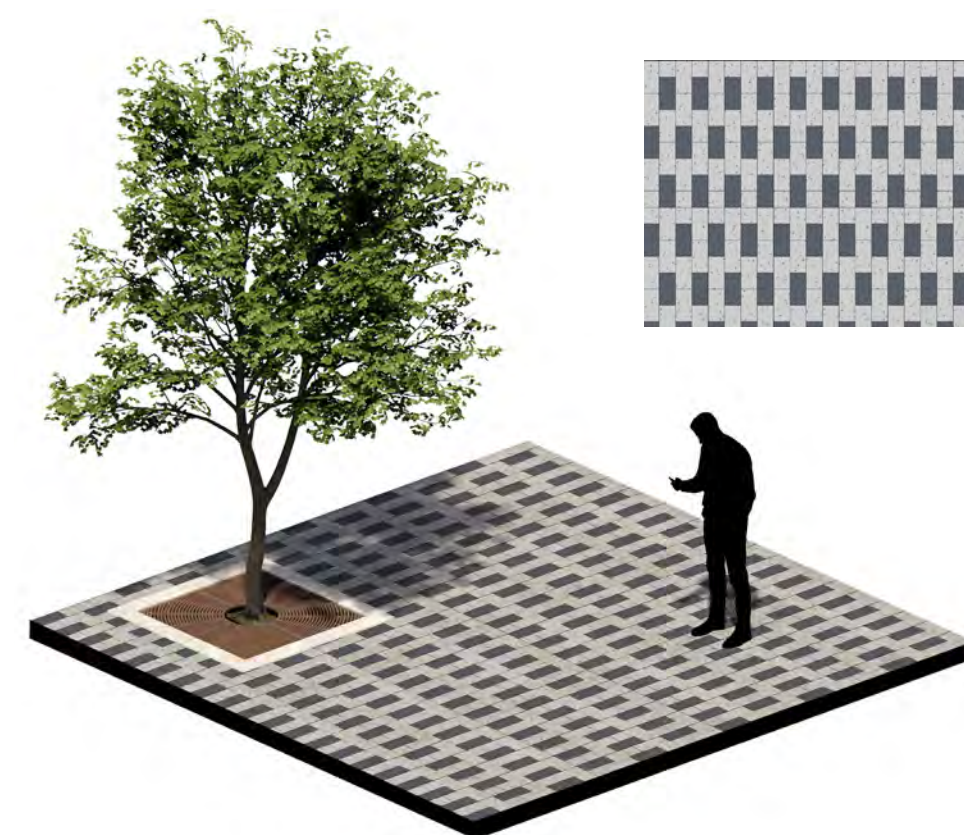
152 St. Station



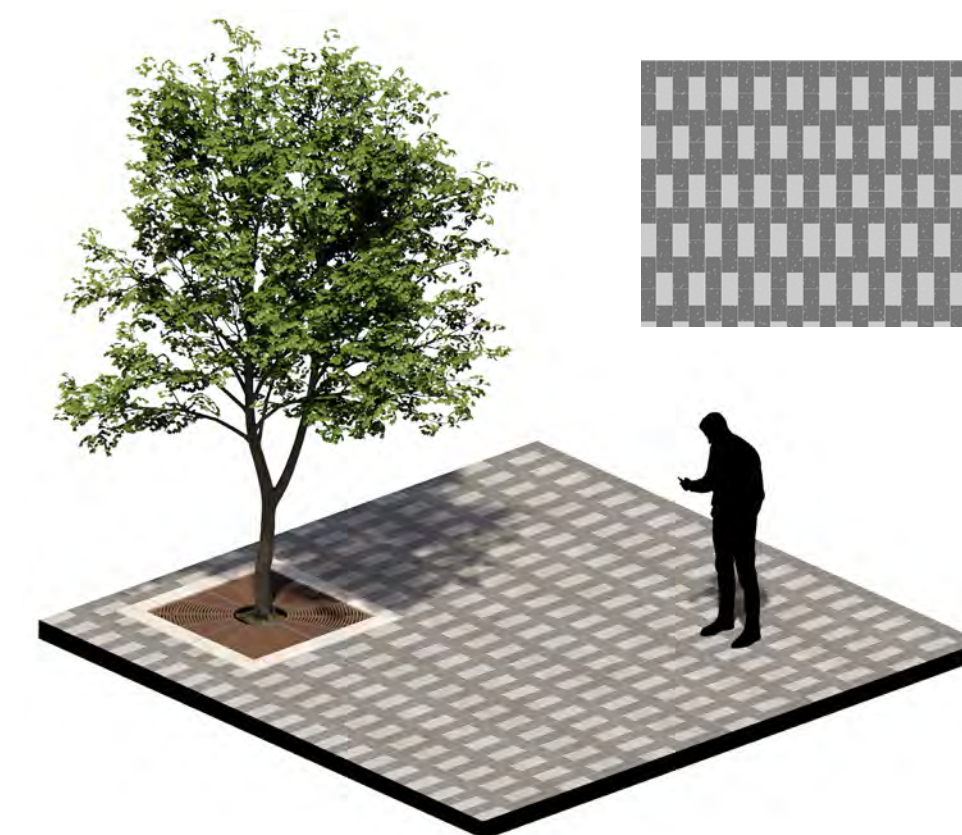
Fleetwood Station



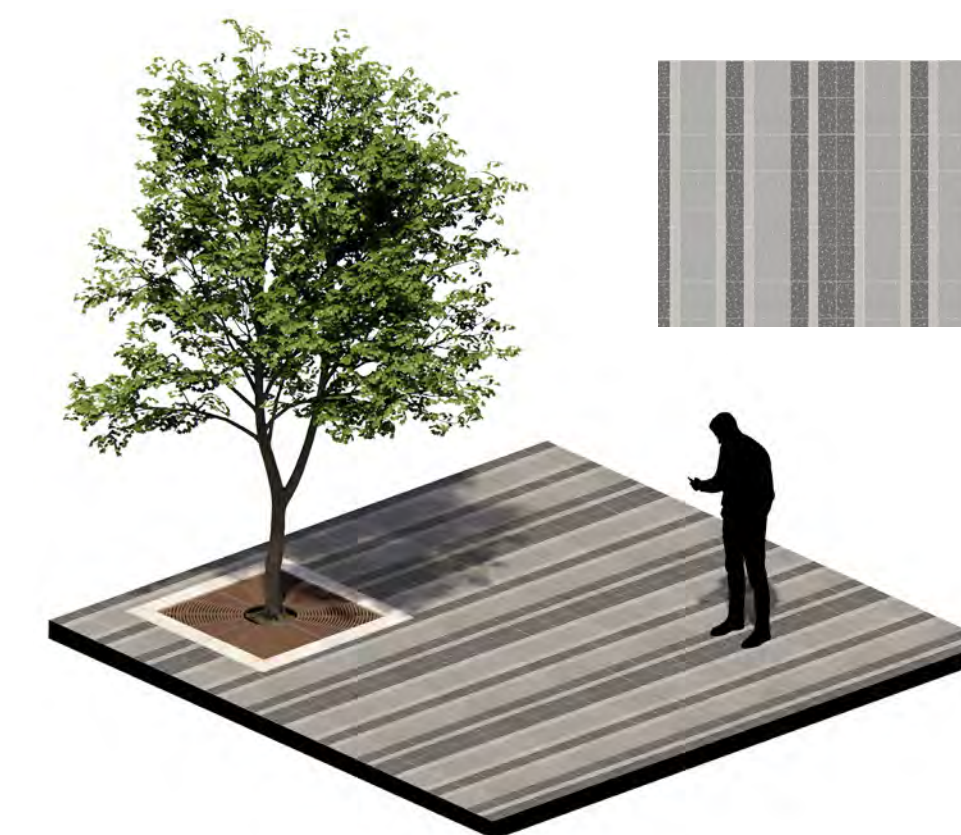
Bakerview-166 St. Station



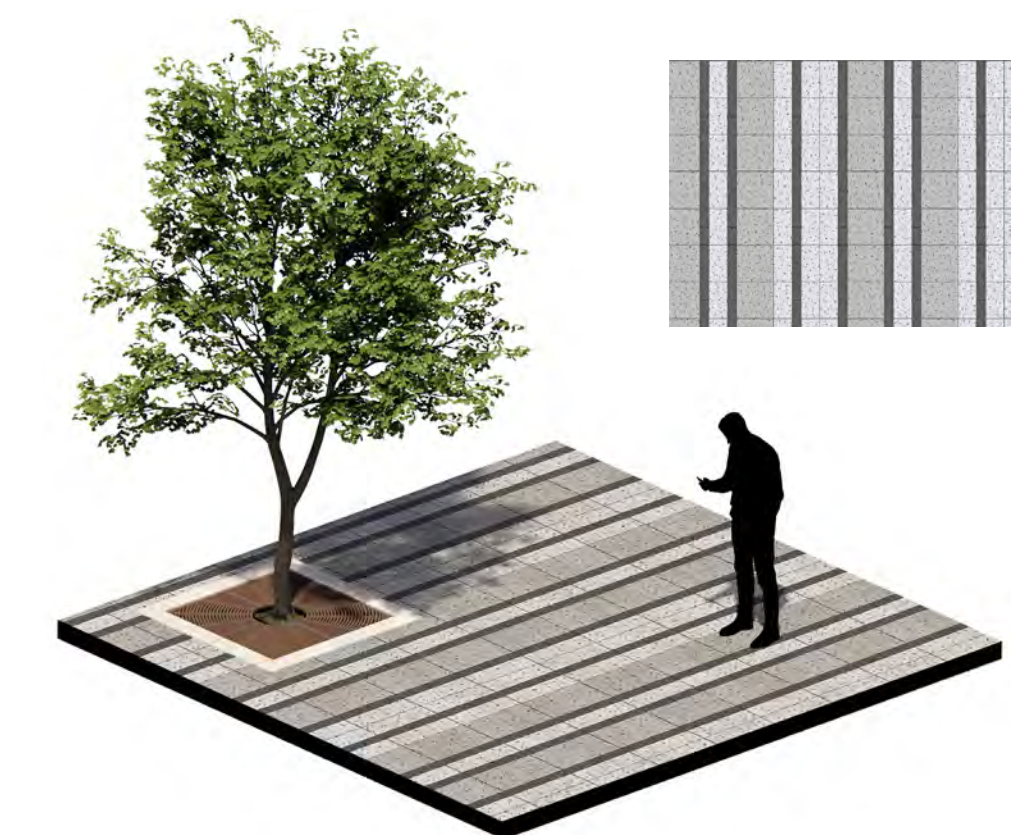
Hillcrest-184 St. Station



Clayton Station



Willowbrook Station



Langley City Centre Station

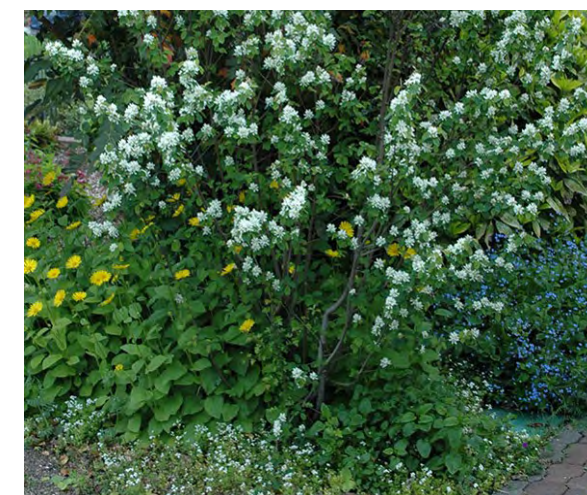
Landscape Enhancements

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



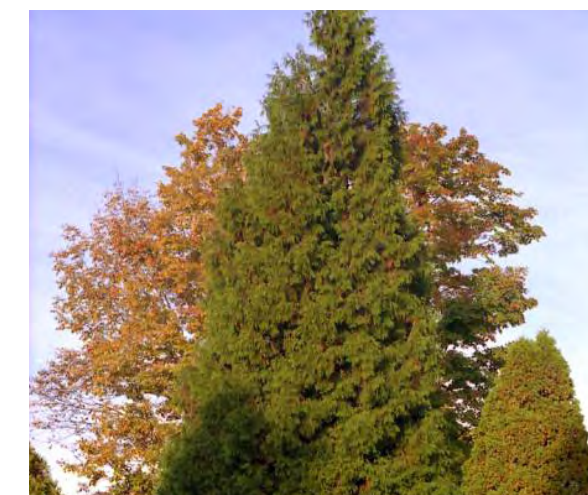
Pacific Madrone
Arbutus menziesii



Saskatoon Serviceberry
Amelanchier alnifolia



Paper Birch
Betula-papyrifera



Western Red Cedar
Thuja-Plicata



Bird Cherry
Prunus padus



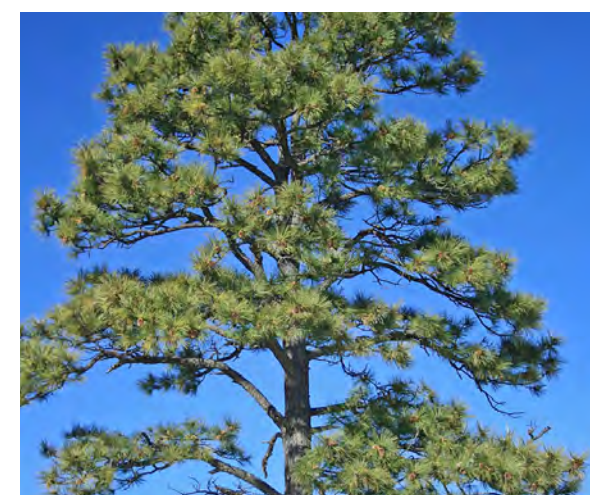
Pacific Dogwood
Cornus-nuttalii



Pacific Crabapple
Malus-fusca



Western White Pine
Pinus-monticola



Ponderosa Pine
Pinus-ponderosa



Douglas Fir
Pseudotsuga-menziesii



Western Hemlock
Tsuga-heterophylla



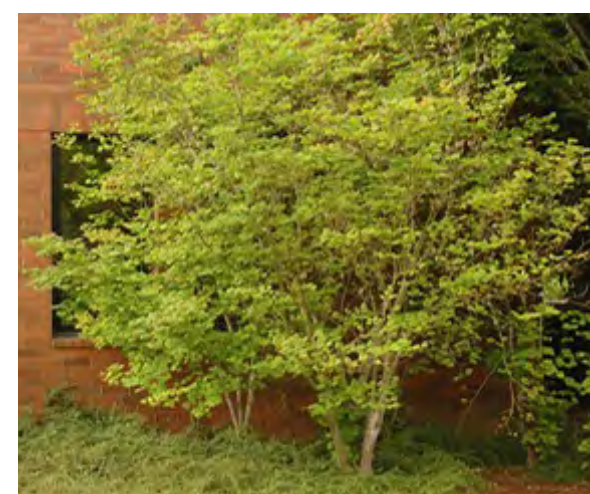
Oregon Ash
Fraxinus Latifolia



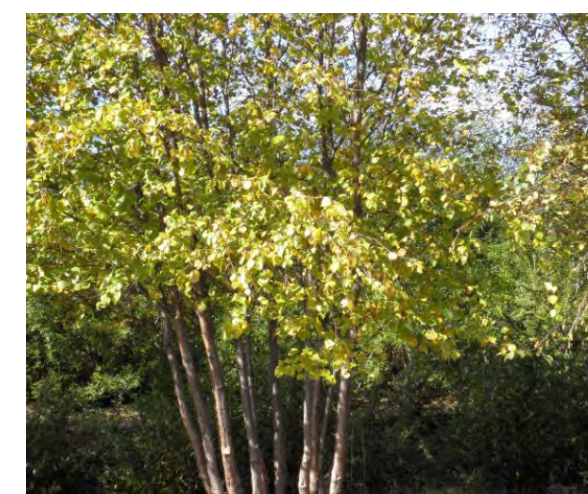
Quaking Aspen
Populus tremuloides



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



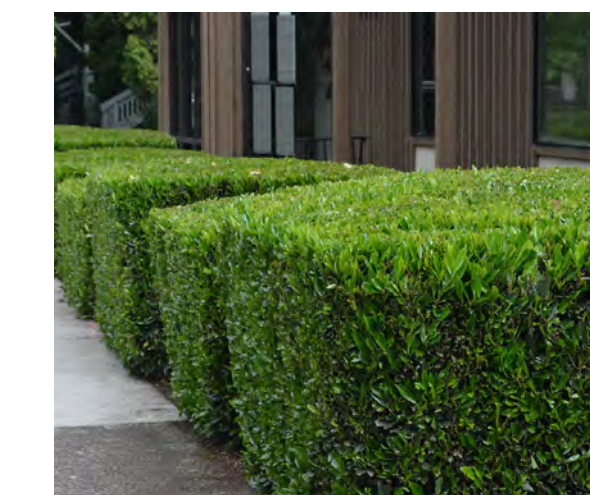
Japanese Holly
Ilex crenata



Lily Turf
Liriope muscari



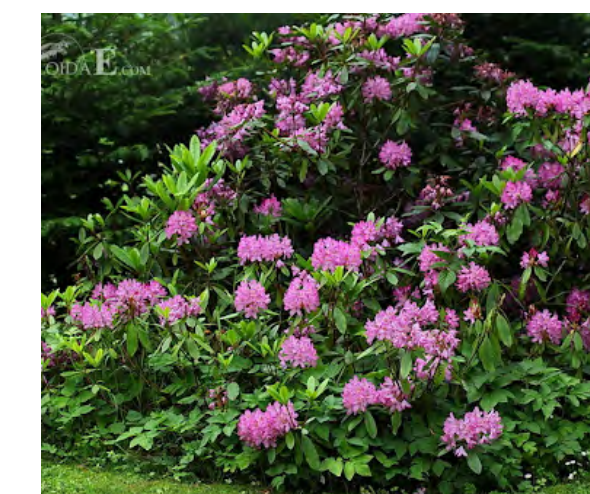
Littleleaf Boxwood
Buxus microphylla



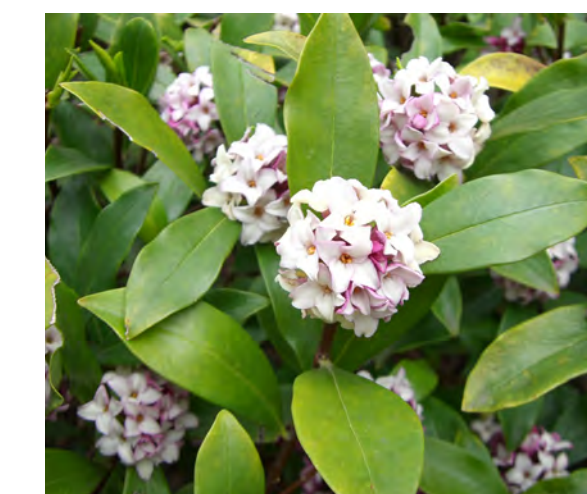
Otto Luyken Laurel
Prunus laurocerasus 'Otto Luyken'



Redflower Currant
Ribes Sanguineum



Rhododendron
Rhododendron sp



Winter Daphne
Daphne odora

Next Steps

Please provide your feedback on the station designs by December 12, 2024 at <http://engage.gov.bc.ca/surreylangleyskytrain>



Feedback will help to inform final designs.
We look forward to your comments.

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

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