

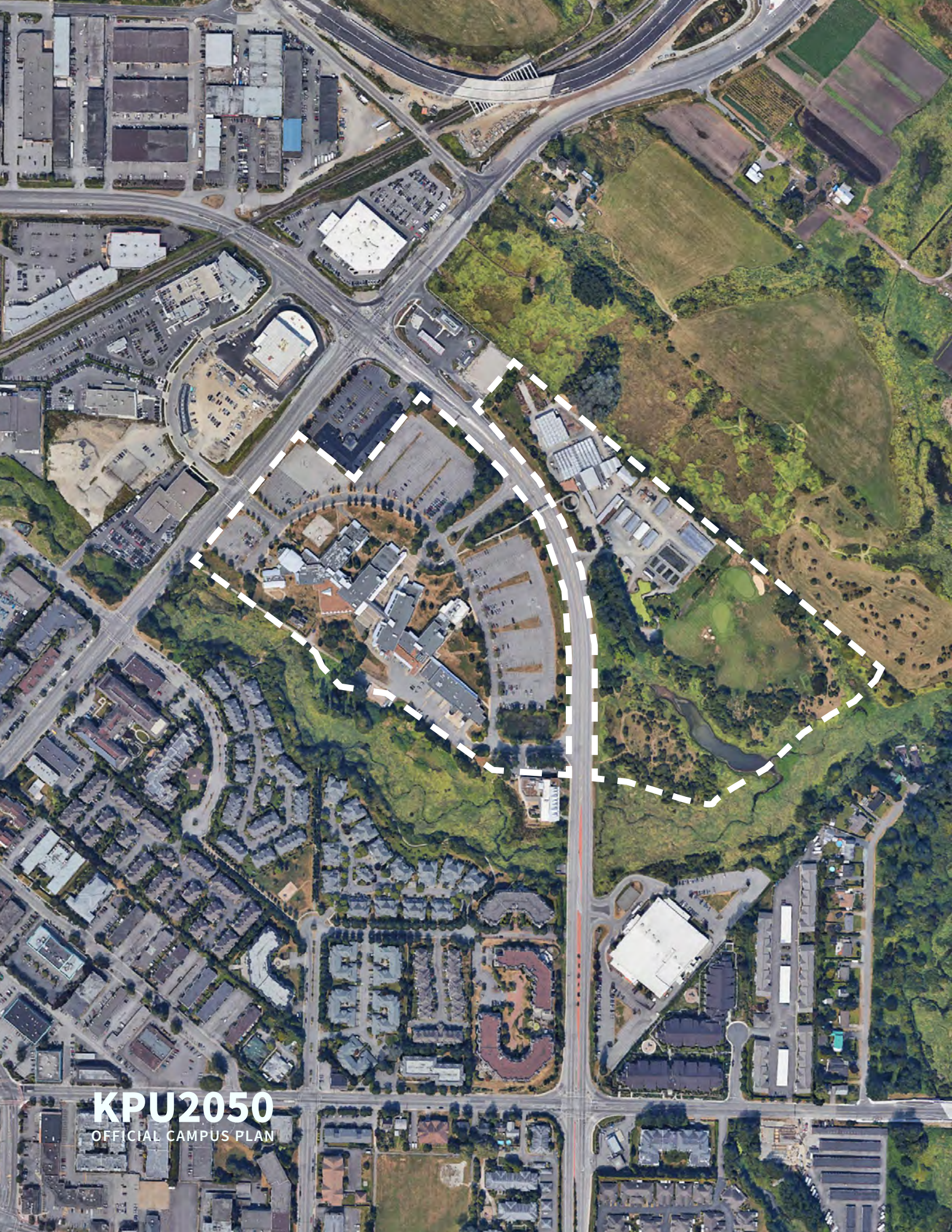
KPU 2050

# OFFICIAL CAMPUS PLAN

KPU LANGLEY PLAN







**KPU2050**

OFFICIAL CAMPUS PLAN





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Illustrative rendering of the KPU Langley campus conceptual design

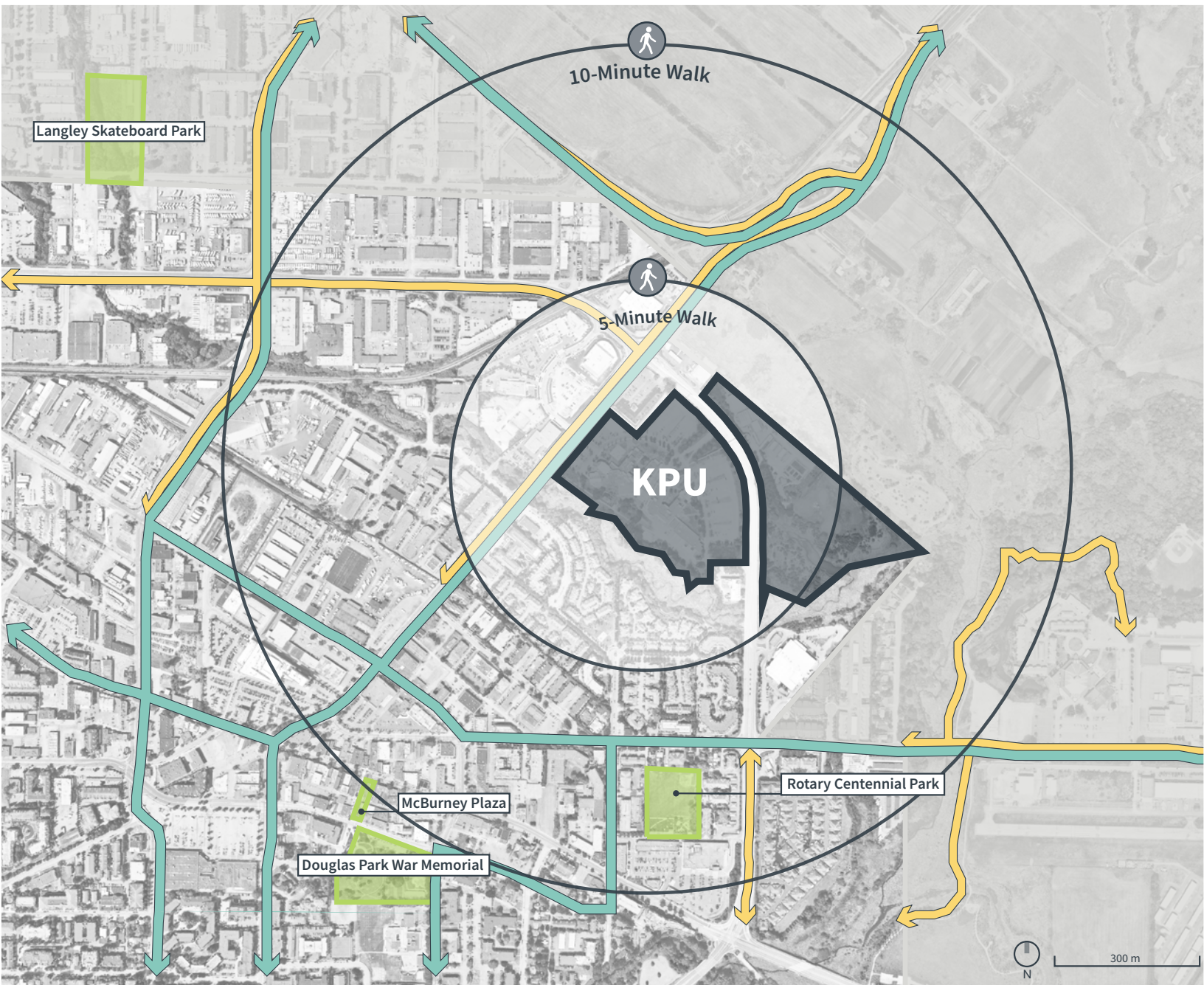






## LEGEND

-  Walking Radius from Main Campus Building
-  Transit Routes
-  Municipal Cycling Routes



**Figure 1** — KPU Langley Campus Context



# L.1

## Langley in Context

### L.1.1. COMMUNITY PROFILE

The Langley Campus is located within the Douglas Neighbourhood of the City of Langley. Douglas has a high population of seniors (30%) which is attributed to the several senior-oriented apartment complexes and care homes within the neighborhood. Most of the residents are renters living in multi-family residential complexes.

Langley is expected to grow at an annual rate of 2.02% to reach a total population of 245,590 by 2041. This represents an additional 84,218 residents and accounts for 7.22% of total growth expected throughout Metro Vancouver.

Langley is expected to continue aging similar to most other regions in Metro Vancouver, with the largest amount of growth within the 35-54 and 75+ age groups, growing at annual rates of 2.24% and 4.85% respectively.

The aging population is expected to result in higher demand for services related to older age demographics. The growth within the 35 to 54 age groups is expected to contribute to demand for single and multi-family homes and apartments, particularly within the younger half of the age cohort. This aligns with trends seen in the City of Langley with growth in the multi-family residential market and the corresponding demand for amenities, especially in the downtown and downtown-adjacent neighbourhoods, such as Douglas.

### L.1.2. SURROUNDING USES

The campus today is surrounded by a mix of low to medium density residential and commercial uses. On the northern corner of the campus is the Best Western Plus Langley Inn. The property on the southeast corner of the campus is an integrated non-profit social care and teaching facility called Gateway of Hope. More commercial amenities are located southeast of the campus, including the Langley Twin Rinks. Along the southern edge of the campus is an environmentally-sensitive green space that has Logan Creek, a fish-bearing water course running through it. Townhomes and apartment buildings are adjacent to the creek.

The properties southwest of the campus consist primarily of four-storey apartment buildings with local commercial uses at the ground-level. There is a commercial area west of the campus, across Glover Road, that is primarily used for car showrooms.

The Langley campus is distinct because of the Agricultural Land Reserve (ALR) land located on the northeastern campus parcel. The ALR designation restricts the type of development that can occur on this part of the campus. Much of the northeastern campus parcel is part of the Logan Creek riparian area and is host to biodiverse habitat. Logan Creek is a tributary to the Nicomekl River.



**Figure 2 — KPU Langley Concept Plan**

- ①** Protected natural ecosystems
- ②** New plaza for KPU Brewing and Brewery Operations
- ③** New courtyard to support academic programs and amenity space created in the Wark/Dumais house
- ④** Synergistic opportunities with Best Western
- ⑤** Recreational field
- ⑥** Refurbished entry plaza with the potential for a retractable or permanent canopy for a portion of the plaza
- ⑦** Reoriented ceremonial entrance to align with the entry plaza
- ⑧** Opportunities for uses such as additional research, revenue generation, academic, student housing and industry partnerships
- ⑨** Pedestrianized Kwantlen Crescent
- ⑩** Treed Landscape
- ⑪** Gardens for experiential learning opportunities and cross-cultural knowledge exchange
- ⑫** Revenue generating opportunities along Glover Road
- ⑬** Celebrated urban entrance along Glover Rd



# L.2

## Langley Concept Plan

The Langley Concept Plan celebrates the ecological context of the campus through the ongoing stewardship of riparian areas associated with Logan Creek. Surface parking gives way to compact development and a functional ecosystem. Existing buildings are enhanced to respond to the open spaces, and new buildings are positioned as “pavilions” in the landscape. Kwantlen Crescent is redesigned to prioritize pedestrians and cyclists and becomes a thread that connects all campus buildings. The campus provides a myriad of open spaces that make new programmatic opportunities possible. Gardens can host experiential and immersive learning; added landscapes create new habitat for birds and pollinators. There are areas to be active, study and relax and new plazas and courtyards to gather in.

The Langley campus becomes a destination, a magnet, drawing people from the Langley City Centre which is to be revitalized, in part due to the arrival of the Surrey-Langley SkyTrain expansion. Accordingly, Glover Road becomes an important connection and gateway into the campus, reinforcing the City’s vision of Glover Road as an Innovation Boulevard. With improvements made to Glover Road’s streetscape, it is envisioned to be a vibrant active transportation corridor that will offer new opportunities for animated land uses as it approaches the Langley Campus.

### Highlights of the Concept Plan include:

- Increasing the biodiversity of the campus environment and maximizing the enhancement of the natural unique ecosystems in which the campus resides
- Visually connecting Logan Creek with landscape improvements across both portions of the campus
- Improving campus circulation, access, and recreation with a path and trail loop that connects the entire campus
- Providing additional academic, office, research, student residential, and partnership space, to create a visible presence along Langley Bypass and a pedestrian-friendly, animated Kwantlen Crescent while being sensitive to the natural setting
- Positioning the physical structure of the campus to increase campus identity in the city and to respond to adjacent future development initiatives such as Innovation Boulevard along Glover Road
- Creating a new parking strategy and encouraging alternate modes of transportation to reduce vehicular dependence on the campus
- Creating opportunities to represent Indigenous Peoples in a physical campus context through building and landscape design, art, and signage and nomenclature on campus







# L.3

## Built Form Framework

The Built Form Framework visualizes the full build-out of the campus over a 30-year horizon. It identifies six proposed building sites to facilitate a harmonious relationship between open spaces, circulation routes and new buildings. The Built Form Framework is structured in response to the campus' historic axes that underpinned the original design of the campus. The axes form gateways that are framed by new buildings, additional building height and significant open spaces.

The Built Form Framework creates a vibrant streetscape with new street frontages along Glover Road, Kwantlen Crescent and Langley Bypass. It brings animation to the public realm by framing new and existing open spaces with active ground floor uses. To make this possible, parking is consolidated into structured or below-grade parking as part of new development and also located on-street for drop-off and pick-up and for short term stay.

The following sections provide direction on the desired location, orientation, placement, character, and general height and massing of new buildings.

The siting of buildings focuses on:

- Creating bold and welcoming frontages along Glover Rd, Langley Bypass and Kwantlen Crescent
- Providing a gateway entrance on Glover Rd
- Framing Kwantlen Crescent and bringing vibrancy to the streetscape
- Creating new opportunities for a diversity of uses on the campus
- Positioning new built form opportunities on existing parking lots, away from ecologically sensitive areas



All recommendations included in this framework must be reviewed in conjunction with Sections CP.5, CP.6, CP.7 and CP.8.



Figure 3 — Historic Axes



Figure 4 — KPU Langley Existing Buildings and Proposed Buildings



### L.3.1. EXISTING AND PROPOSED BUILDINGS, BUILDING ORIENTATION AND PLACEMENT

The new buildings provide opportunities to increase academic use, support new open spaces, add new services and amenities, introduce student housing options, define a new gateway into the campus, and support external partnerships and synergies.

Kwantlen Crescent functions as the campus spine and defines the orientation and placement of new buildings. The development approach generally focuses on locating buildings in the footprint of existing surface parking lots to minimize impact on surrounding habitat. All new buildings are sited to preserve and enhance existing open spaces and prioritize a compact development form.

New buildings are proposed along Glover Road to support a vibrant streetscape and frame the new primary campus entrance. Four new buildings are proposed along Langley Bypass, and are situated as “pavilions” in the landscape with addresses fronting both Kwantlen Crescent and the Bypass. The buildings provide a new animated pedestrian-oriented experience along both roads. They also provide the opportunity to locate student housing on campus.

### ► Recommendations

- Establish a compact form of development to deliver a more efficient use of the Langley campus surface parking lot, while seeking opportunities to maximize the creation of open spaces that preserve or contribute to the vitality of the ecosystem
- Buildings A and B should be oriented to create a welcoming and animated gateway entrance to the campus from Glover Road, supporting the City of Langley’s vision for an Innovation Boulevard. These buildings should be considered for identity building and activity generating uses such as an extension of the Brewing and Brewery Operations program, restaurants, and event space
- Building C should be oriented to frame the proposed Recreational Field and surrounding park and provide the opportunity to locate uses such as student residential housing, short-term accommodations for KPU Tech campus students, and amenities for the campus and wider community
- Buildings D, E, and F should strengthen the KPU identity as well as define the streetscape along the Langley Bypass, while equally responding to the pedestrian oriented Kwantlen Crescent, open spaces and public realm
- Engage with Indigenous Peoples in the design and development of new buildings on campus to integrate Indigenous design principles and representation



**Figure 5 —** KPU Langley Building Frontages and Entrances



### L.3.2. FRONTAGES, ENTRANCES, AND TRANSPARENCY

In the Langley Concept Plan, the new buildings help to reinforce the campus edges as well as strengthen Kwantlen Crescent, and provide a frontage to the city streets and open spaces. As such, all new buildings should be designed to front and have clear views onto the public realm and streets, provide multiple points of access, and provide a high degree of building transparency at-grade.



**Figure 6** — Ground-level Transparency

### ► Recommendations

- Building frontages along Glover Road and facing Glover Plaza should be designed with a high level of transparency and amenity uses at grade to animate the plaza
- Provide a degree of transparency for the upper levels of buildings A and B to allow for long views to the adjacent lands and beyond
- Consider opportunities for additional transparency and entrances on the existing East and West buildings to animate the adjacent gardens and plazas, and improve the feeling of safety
- Consider moving present-day animating uses to more prominent locations, such as moving/ expanding the cafeteria to front onto the central courtyard
- Buildings fronting significant open spaces should provide a direct relationship to the public realm both physically and visually
- Any building fronting onto a street or pedestrian corridor must provide a main entrance onto the spaces
- Align main entrances of buildings to create direct paths to minimize travel distances from indoors to outdoors in inclement weather
- Provide a high degree of transparency at the ground level of the buildings to animate the public realm and to allow views into, through, and out of buildings
- Avoid large blank walls or uninterrupted building masses
- Consolidate and integrate service and parking entrances into the architectural design of the building's façade to avoid “back-door” conditions





Figure 7 — KPU Langley Height Scale and Massing





**Figure 8** — Scale buildings to allow for a generous open space around buildings

### L.3.3. HEIGHT, SCALE, AND MASSING

With the arrival of the Surrey-Langley SkyTrain extension, and the plan for Glover Road as an “Innovation Corridor”, there is opportunity for increased height on the Langley campus. Additional height should be considered to establish KPU as a landmark within Langley, support wayfinding and identity at key locations on campus, to support compact growth on campus and to maximize the amount of open space. Additional building height presents further opportunities for student housing, office space, laboratories, and industry partnerships.

The height, scale and massing of buildings must be carefully designed to create a comfortable pedestrian environment that does not feel dominated by the built form. Height, scale and massing should position buildings to frame views into and out of the campus and each new building should support the development of the public realm. The buildings should allow for a maximum amount of internal and external sunlight, and create a seamless circulation flow between buildings and the open space.

### ► Recommendations

- Consider additional building height for buildings A, B and C to define prominent gateway intersections
- Buildings C and F are suitable opportunities to locate student housing as each building has a direct adjacency to a significant open space
- Allocate height for building C to minimize the shadow impact on the proposed recreational field and surrounding park open space
- For all new building sites, scale and mass buildings to increase the amount of campus open space, including opportunities for roof garden terraces, food gardens, and useable social space
- Allow for generous open space around buildings for trees, habitat, places to sit, study, learn, and socialize

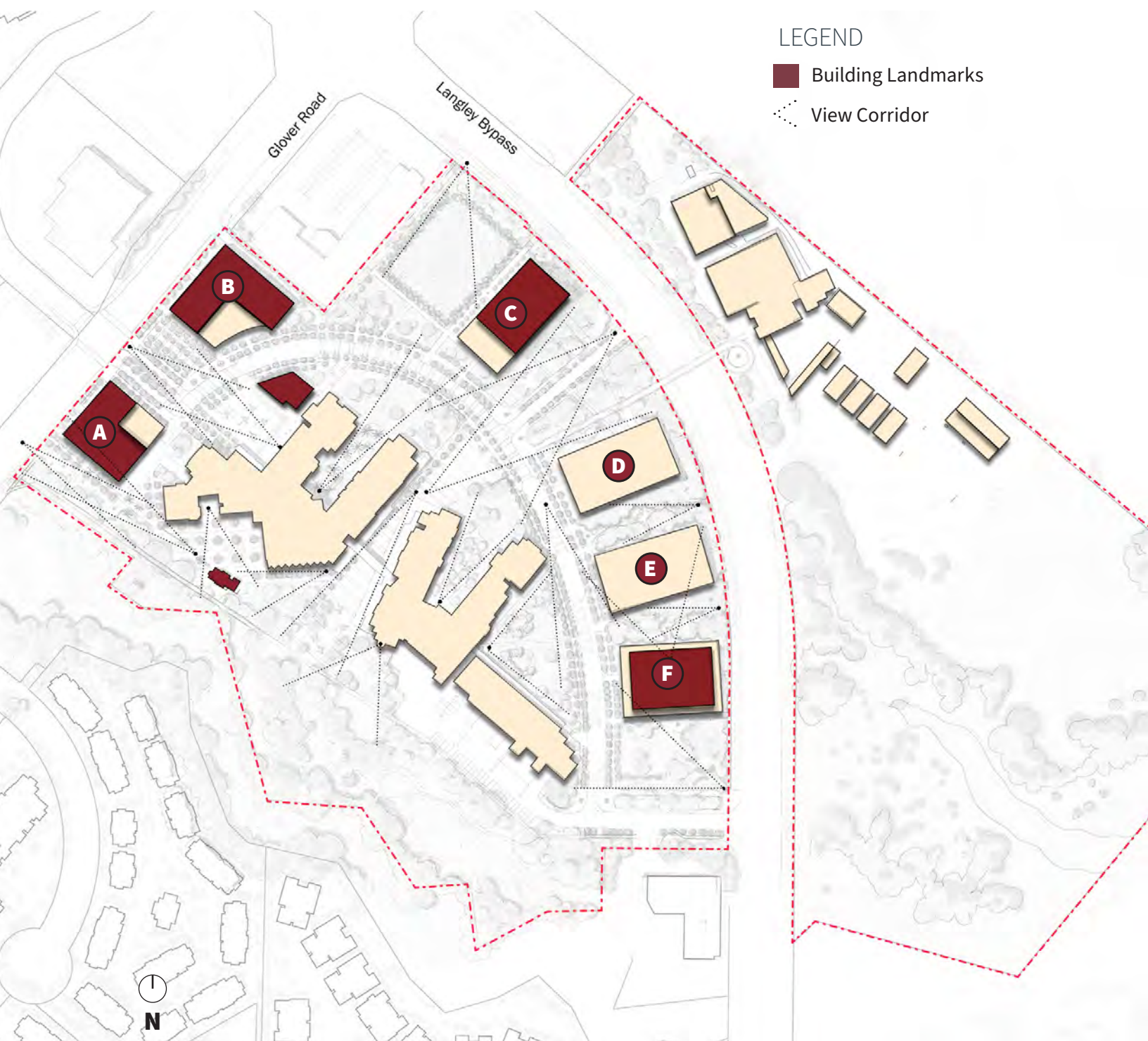


Figure 9 — KPU Langley Views and Landmarks



### L.3.4. BUILDING VIEWS AND LANDMARKS

The design of new buildings should maximize views onto the public realm and especially the gardens, the recreational field, the courtyards, Kwantlen Crescent, and the edge landscapes along Glover Road.











#### ► Recommendations

- Engage with Indigenous Peoples to incorporate Indigenous architectural design features as distinct campus landmarks
- Design buildings A and B as key landmark buildings visible from the approach along Glover Road
- Design building F as a key landmark buildings visible from the south approach to the campus along the Langley Bypass, and building C, visible from the north approach to campus along the Bypass
- Create open space opportunities in the upper levels of landmark buildings to maximize long views onto the campus and beyond
- Buildings that terminate key views to and into the campus should be designed to be iconic with distinct building articulation
- Orient and mass buildings to frame views onto the public realm



**Figure 10** — Buildings are massed to frame views onto the public realm

## LEGEND

- |  |  |
|--|--|
|  Riparian Landscapes      |  Courtyards           |
|  Urban-Adapted Landscapes |  Learning Gardens     |
|  Teaching Landscapes      |  Recreational Gardens |
|  Recreational Field       |  Edge Landscapes      |
|  Plazas                   |  Streetscapes         |



**Figure 11** — KPU Langley Open Space Framework



# L.4

## Open Space Framework

Logan Creek's proximity forms an exceptional ecological environment that cradles KPU's Langley campus. The Open Space Framework responds to this riparian and wetland setting and the inherent experiential learning opportunities that make the Langley campus unique. New open spaces support the creation of habitat for birds, wildlife and pollinators and provide immersive learning opportunities while adding to campus beautification, enjoyment, wellness and arts and culture. Through the combination of the proposed urban-adaptive landscapes, along with the plazas, courtyards, gardens and fields, the Open Space Framework creates a rich and diverse set of outdoor experiences for KPU Langley Campus users. Every open space offers additional opportunities to demonstrate the sustainability and Indigenous Principles and initiatives included in the Plan.

Each of the open space typologies described in the Framework perform a distinct function but work as a connected network to create a dynamic and functioning campus ecosystem.



All recommendations included in this framework must be reviewed in conjunction with Sections CP.5, CP.6, CP.7 and CP.8.

### L.4.1. RIPARIAN LANDSCAPES

Riparian landscapes are the interface between land and Logan Creek. These areas are characterized by hydrophilic plants, water-saturated soil, and abundant habitat. In these areas, there is minimal cultivation and maintenance. Landscapes are stewarded to support ecological function.

#### ► Recommendations

- Steward and enhance riparian landscapes by introducing appropriate ecosystems, climate-resilient planting, and prioritizing plant species native or adaptive to the ecoregion
- Minimize environmental impact by directing pedestrians away from sensitive landscapes within the open space system
- If a pedestrian path is desired to experience the landscape for teaching and learning, work with the City and Faculty of Science and Horticulture to design and locate an appropriate route and pathway design
- Develop an ongoing maintenance strategy and stewardship for the ecosystem, including tree replacement. Priority should be given to trees native to the ecoregion
- Locate interpretive signage that describes the ecological and cultural significance of natural features within riparian landscape buffer areas to facilitate cross-cultural knowledge-sharing
- Create opportunities for Indigenous interpretation and storytelling of the riparian landscapes



**Figure 12** — Urban-Adapted Landscapes Precedent

### L.4.2. URBAN-ADAPTED LANDSCAPES

Urban-adapted landscapes refer to areas with climate-resilient plantings — with priority given to native plant species — that are intended to support habitat and ecological restoration. The urban-adapted landscape areas that connect Kwantlen Crescent to Langley Bypass are meant to extend the character of the Logan Creek riparian area, restore hydrological function that is found along the Langley Bypass, and introduce habitat for birds, wildlife and pollinators. New buildings and pedestrian paths are to be sited in this landscape as “pavilions in the forest”.

#### ► Recommendations

- Prioritize planting of native and climate-adaptive plant species
- Where possible, install interpretive signage to describe ecological restoration activities, plant species present, and the cultural application of plants
- Engage with the Indigenous Community to incorporate and identify Indigenous plant species and to contribute to the content for interpretative signage
- Provide clear, safe pathway routes through the landscapes to minimize environmental impact
- Design the pathways in a sustainable way, using materials that allow for water infiltration such as gravel or mulch
- Use natural materials like hardy woods such as Kebany and stone or concrete for site furniture to complement the naturalized character of the landscape



### L.4.3. TEACHING LANDSCAPES

Although many of the open spaces provide opportunities for pedagogy and experiential learning, a significant open space area on the east campus is designated specifically as a teaching landscape for the Faculty of Science and Horticulture.

#### ► Recommendations

- The teaching landscape should continue to function and be enhanced as an important and visible educational component of the open space framework. Opportunities to bring in the community should be considered to integrate campus and community

### L.4.4. RECREATIONAL FIELD

#### ► Recommendations

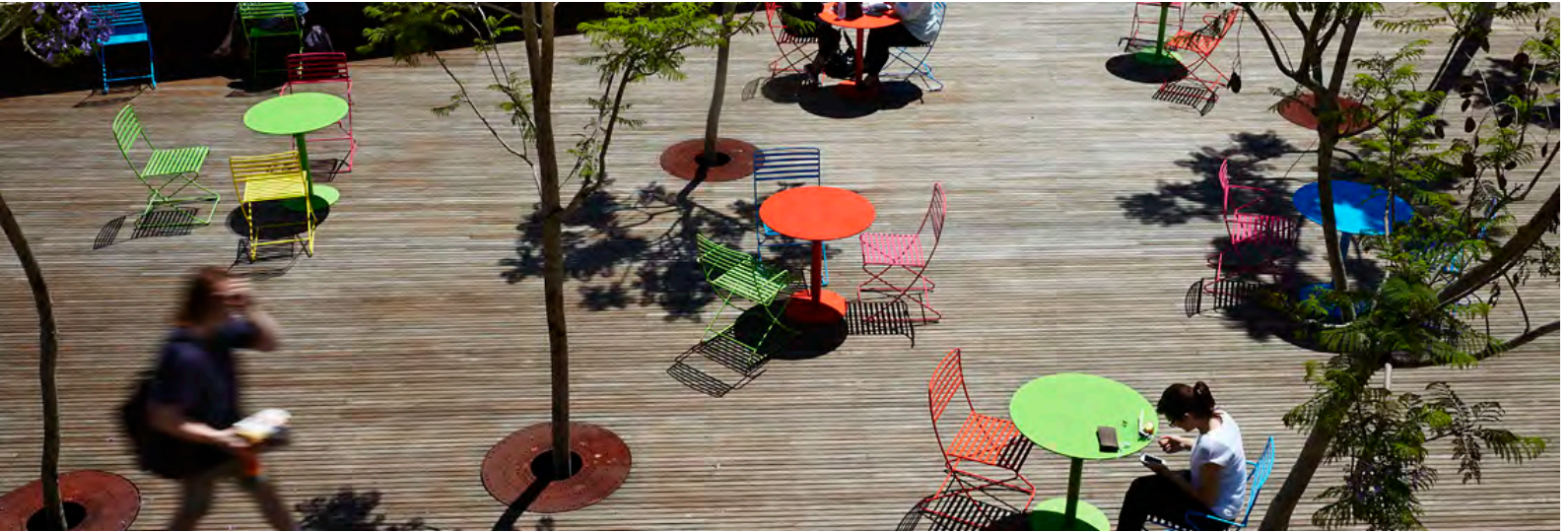
- When possible, work with KPU's Turf Management program students to select and maintain the field grass
- Consider more native and low maintenance grass solutions such as low growing clover and grass mixes, to showcase more sustainable design solutions
- Locate amenities in close proximity to the field, such as food venues, washroom facilities, and a change room
- Seek opportunities to work with the sports and recreation groups within the City of Langley to program the field



**Figure 13** — Plaza With Unique Landscape Features

### L.4.5. PLAZAS

The Langley campus Plazas are intended to function as the places to gather, host academic and community functions, locate permanent and temporary art and unique landscape features, and support academic demonstration and experiential learning.



**Figure 14** — Glover Plaza Precedent

#### L.4.5.1 Glover Plaza

Glover Plaza distinguishes Glover Road as a formal entry point. Because the plaza is visible from the street, it is the ideal space for community events such as farmers markets and brewery sales. It is a place to gather for campus-wide events or for afternoon study sessions. This space offers an opportunity to create an additional heart on the Langley Campus.

##### ► Recommendations

- Explore revenue and activity-generating amenities (i.e. food service outlet, brewery sales) adjacent to the plaza to provide a year-round destination that keeps the plaza actively used
- Provide a high degree of transparency on the ground floor of adjacent buildings to further enliven the plaza
- Program the plaza with community and campus events
- Provide moveable seating and weather protection to promote year-round use of the plaza
- Design the plazas with special paving to create distinct places on campus

#### L.4.6. COURTYARDS

While plazas host large-scale gatherings, courtyards are more intimate in scale and can be either natural or formal in character. The courtyards on the Langley campus are framed by the existing East and West Buildings and the riparian landscape. The courtyards provide opportunities to gather, reflect, repose and enjoy the more quiet areas on campus.

##### ► Recommendations

- Consider providing canopies to the courtyards to extend their use through the seasons
- Consider extending academic uses into the courtyards, such as a performance space for the music program
- Provide shade-trees in the courtyards to provide weather protection and promote biophilia
- Refurbish the adjacent buildings to create new views, transparency and multiple access points into the courtyard to increase use and visibility of space
- Provide pedestrian-scaled lighting to enhance safety and encourage use of courtyards into the evening
- Provide opportunities to locate permanent and temporary art within courtyard spaces



## L.4.7. GARDENS

There are two types of gardens within Langley's Open Space Framework: The Learning Gardens and the Recreational Gardens.

### L.4.7.1 Learning Gardens

The learning gardens provide applied teaching and learning opportunities through partnerships with KPU faculties and Indigenous Peoples. The gardens may each adopt a different character, aligned with their use.

#### ► Recommendations

- Explore partnerships with the Faculty of Science and Horticulture, Faculty of Health, Faculty of Arts, Wilson School of Design, as well as Indigenous Peoples to program the Learning Gardens
- Provide a low-maintenance planting palette for reference to help steward and maintain the structure of the gardens, especially during the months that the gardens are not being used for teaching
- Showcase student art, sustainability demonstration projects and others projects within the learning gardens
- Provide lighting for enjoyment of the gardens during evening hours



**Figure 15** — Learning Gardens Precedent - Pollinator Park



**Figure 16** — Learning Gardens Precedent - Indigenous Health Gardens at UBC Farm

### L.4.7.2 Recreational Gardens

The Recreational Gardens are passive recreational spaces with a focus on the enjoyment of the space, and the plants and planting design, as well as the appreciation of art. These spaces contribute to the beautification, design innovation, and wellness of place. They also contribute to informal learning and the enhancement of and appreciation for the overall campus flora and fauna.

#### ► Recommendations

- Prioritize plantings native to the ecoregion and climate-resistant plantings that support pollinator species
- Provide seating for the enjoyment of the garden
- Explore opportunities for academic use of garden spaces
- Provide lighting for enjoyment of the gardens during evening hours

### L.4.8. CAMPUS STREETSCAPES

The streetscape on campus includes Kwantlen Crescent as the main campus spine, as well as the connection to the Langley Bypass. Both function as a continuation of the public spaces on campus with a high degree of landscape design and priority to pedestrians and cyclists.

#### L.4.8.1 Kwantlen Crescent (Including the Bypass Link)

Kwantlen Crescent is the street that threads together most of the campus' buildings and open spaces. Although vehicles can travel on this street, it should be viewed as a pedestrian-priority link. The streetscape should be universally accessible and delightful to traverse by foot, scooter and bike and should be viewed as a quintessential identifier of the campus.

The Crescent connection to the Bypass is no longer the main entry into the campus. As such, the street is reduced in size, allowing the street character to be more pedestrian in character and integrated into the urban-adapted landscape. In the future, as the north and south entrances into the campus are implemented, this ceremonial portion of the Crescent can be partially closed to vehicular traffic (used only to access the buildings) and transformed into a unique pedestrian-oriented passageway through a treed landscape.

#### ► Recommendations

- Frame Kwantlen Crescent with street trees for weather protection, beauty and biophilia
- Design multi-purpose pathways along Kwantlen Crescent that incorporate pedestrian-scale lighting, benches, landscaping and bike parking at regular intervals for accessible mobility





**Figure 17** — Kwantlen Crescent Precedent - Enhanced Paving

- Design campus streets using special pavers, enhanced landscaping, pedestrian-scaled lighting and street furniture. Use special paving and distinct paving patterns to distinguish dedicated pedestrian crossings
- Identify opportunities for temporary and permanent art features and banner signage along the Crescent to assist in identification and wayfinding
- Design the street to reduce traffic speeds and only permit short-term on-street parking to maintain a pedestrian-priority campus environment
- For the streetscape segment connected to the Bypass, plan for a future transformation of the street to a pedestrian priority passageway that celebrates the historic campus axis
- Design the Crescent segment as a ceremonial pedestrian link through the Urban-Adapted Landscape with a distinct framing of trees, pedestrian scaled lighting, special paving, seating to enjoy the unique landscape, art integration, and Indigenous interpretive signage
- Provide distinct landscaping and signage as a gateway feature at the Crescent entrance into the campus
- Consider engaging Indigenous Peoples to include the hə́nqəmíṇəm dialect in the signage along the street as it is significant as the ceremonial entrance and as an “easterly journey” into the campus
- Refer to the Movement Framework for greater detail on the street cross-section





**Figure 20** — Public Art Walk Precedent — Surfaces Festival in Montreal



#### L.4.8.2 Laneways

- Design the laneways to accommodate safe pedestrian circulation
- Provide quality design so that the laneway is in keeping with the overall design quality of the campus and public realm
- Provide lighting, wayfinding signage, trees and landscaping to create a safe and welcoming pedestrian passageway
- Provide landscaping to buffer the laneway service activities

#### L.4.9. ART OPPORTUNITIES

Opportunities for public art should be a key component of public realm design.

##### ► Recommendations

- Design a “public art walk” in the pedestrian gateway entrance and linear open space on the west side of Building A, which provides a procession and connection into the west campus courtyards from Glover Road
- Position art or wayfinding features within plazas, courtyards, important streetscapes and at both ends of the pedestrian overpass
- Collaborate with Indigenous creators to celebrate the Coast Salish Peoples through public art

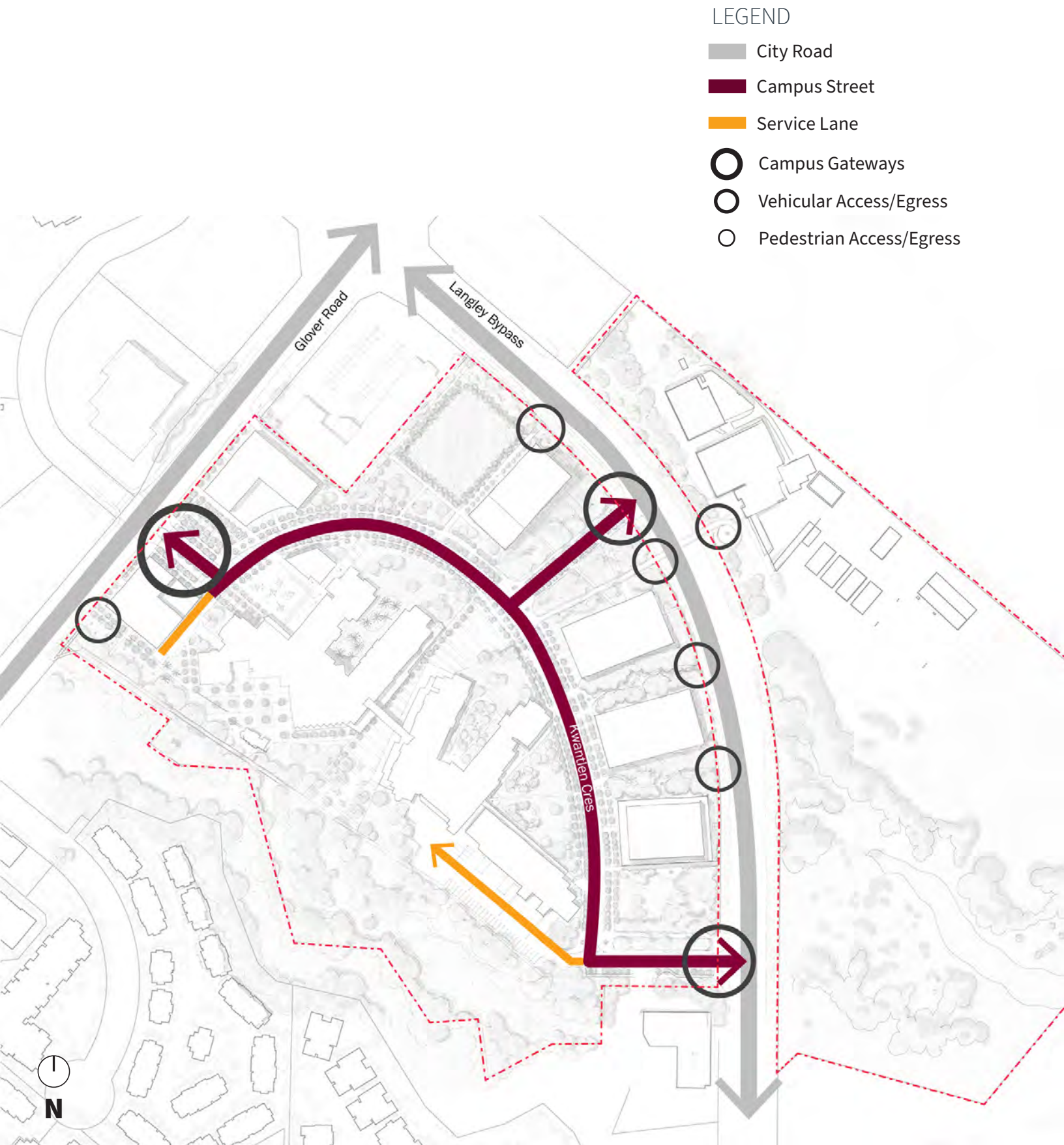


Figure 21 — KPU Langley Campus Street Hierarchy



# L.5

## Movement Framework

Advancing the Langley campus towards more sustainability-focused transportation outcomes requires the careful consideration of all forms of movement on campus, as well as to and from campus and to other campus locations. It focuses on opportunities to reduce vehicular dependency, and increase the culture and appetite to shift to other modes of transportation. KPU is committed to improving movement and circulation conditions to enhance the user experience, and to provide incentives to encourage a shift in modal use. KPU is also committed to establishing synergies with the City of Langley to improve transit, cycling, and road conditions toward a more accessible, sustainable, walkable, pedestrian-oriented environment for the university.

The following outlines the Movement Framework and recommendations relevant to the Langley Campus including: a cohesive street hierarchy and system of multi-modal movement; a clear delineation of campus access and egress, and gateway entry locations; parking and servicing; and signage and wayfinding.



All recommendations included in this framework must be reviewed in conjunction with Sections CP.5, CP.6, CP.7 and CP.8.

### L.5.1. CAMPUS GATEWAYS

Gateways identify priority points of access into the campus and usually accommodate all modes of transportation. They provide clarity in wayfinding to and on campus and as such, are the points of entry that need to be celebrated with enhanced design. The gateways are the opportunity to not only address entry, but to also build campus identity with landmark buildings, frontages and open spaces.

#### L.5.1.1 Glover Road Primary Gateway

With the proposed Langley City SkyTrain station and the City's direction to pursue Glover Road as an "Innovation Boulevard", the entrance from Glover Road will become the campus' primary gateway. It is flanked by two landmark buildings that will host revenue-generating and animating amenity spaces. A new plaza creates a welcoming open space and a bustling campus heart. This gateway will provide a clear sense of arrival to the campus.

#### ► Recommendations

- Orient the primary campus gateway to direct circulation between the Langley City Centre and the campus for those who are walking, cycling, or taking transit
- Design the Glover Plaza with high-quality pavers, signage, trees and landscaping, and locate landmark buildings to front, define, and support the plaza and its uses



**Figure 22** — Pedestrian-oriented gateway entrance



### L.5.1.2 Langley Ceremonial Secondary Gateway

The central gateway is the ceremonial entrance to the campus. It is characterized by the urban-adapted landscapes that surround it and a new landmark building to the northwest. It maintains drop-off and pick-up functions into the campus, but is reduced to increase the open spaces that define this entry, improve the pedestrian connections on campus and create an intuitive and significant green connection to the central plaza.

#### ► Recommendations

- Transform the Ceremonial gateway to be more pedestrian-oriented in character
- Provide clear signage and wayfinding for vehicles entering the gateway to access the new buildings as they are developed, in order to reduce circulation conflict with pedestrians and cyclists
- In the long term, work with the City to implement an at-grade crossing with pedestrian signalization for safe crossing of the Bypass to the northeast parcel of the campus
- Consider the future removal of the pedestrian and servicing overpass once an at-grade crossing is made possible
- Design the gateway to be the main cycling connection from the Bypass
- Work with the City to shift the character of the Langley Bypass to be more pedestrian-oriented

### L.5.1.3 Langley South Secondary Gateway and Service Entrance

The Langley South Secondary Gateway is envisioned to be fully signalized, providing a safe vehicular connection into the campus at the south end as traffic volumes and pedestrian circulation increases on campus over time.

#### ► Recommendations

- As development occurs at the south end of campus, re-purpose this entrance to accommodate additional vehicular and pedestrian traffic
- Continue to have this gateway function as the primary service entrance
- Work with the City to provide full vehicular signalization
- Enhance the design of the storm pond as a unique natural gateway feature in conjunction with a new landmark gateway building



**Figure 23** — Pedestrian path raised above landscape to be sensitive to ecosystem



## L.5.2. PEDESTRIAN CIRCULATION

The Langley Plan is designed to be highly pedestrian-oriented, offering many opportunities to participate in the rich and diverse landscape setting. The walking experience is heightened as the means of experiencing and learning from the on-campus and off-campus landscape environment. As such, providing a direct route from buildings would not be in keeping with the character of place and would reduce the opportunity to explore a new habitat or seasonal changes in such a unique landscape.

### ► Recommendations

- Enhance the northwest-southeast historic internal/external axis through the campus and connect to the Glover Road gateway
- Provide comfortable walking trails for recreation with convenient access to buffer areas adjacent to wetlands and riparian areas that minimize the impact of pedestrian activity on ecologically-sensitive landscapes
- Work with the City of Langley at the time of redevelopment on and around the campus to identify additional pedestrian pathways connecting the Langley campus, the Gateway of Hope, and the City Centre
- Manage the alignment and type of pathways to respond to and respect the different landscape typologies and systems
- Create a connected network that links all indoor circulation routes with the outdoor circulation routes
- Provide weather protection through building and landscape design such as building and tree canopies to enhance the outdoor walking experience
- Provide seating, lighting, and furnishings along all walking routes, especially along the Kwantlen Crescent to create a comfortable walking experience
- Design pathways to increase the experience and learning opportunities of the unique open spaces proposed in the Plan

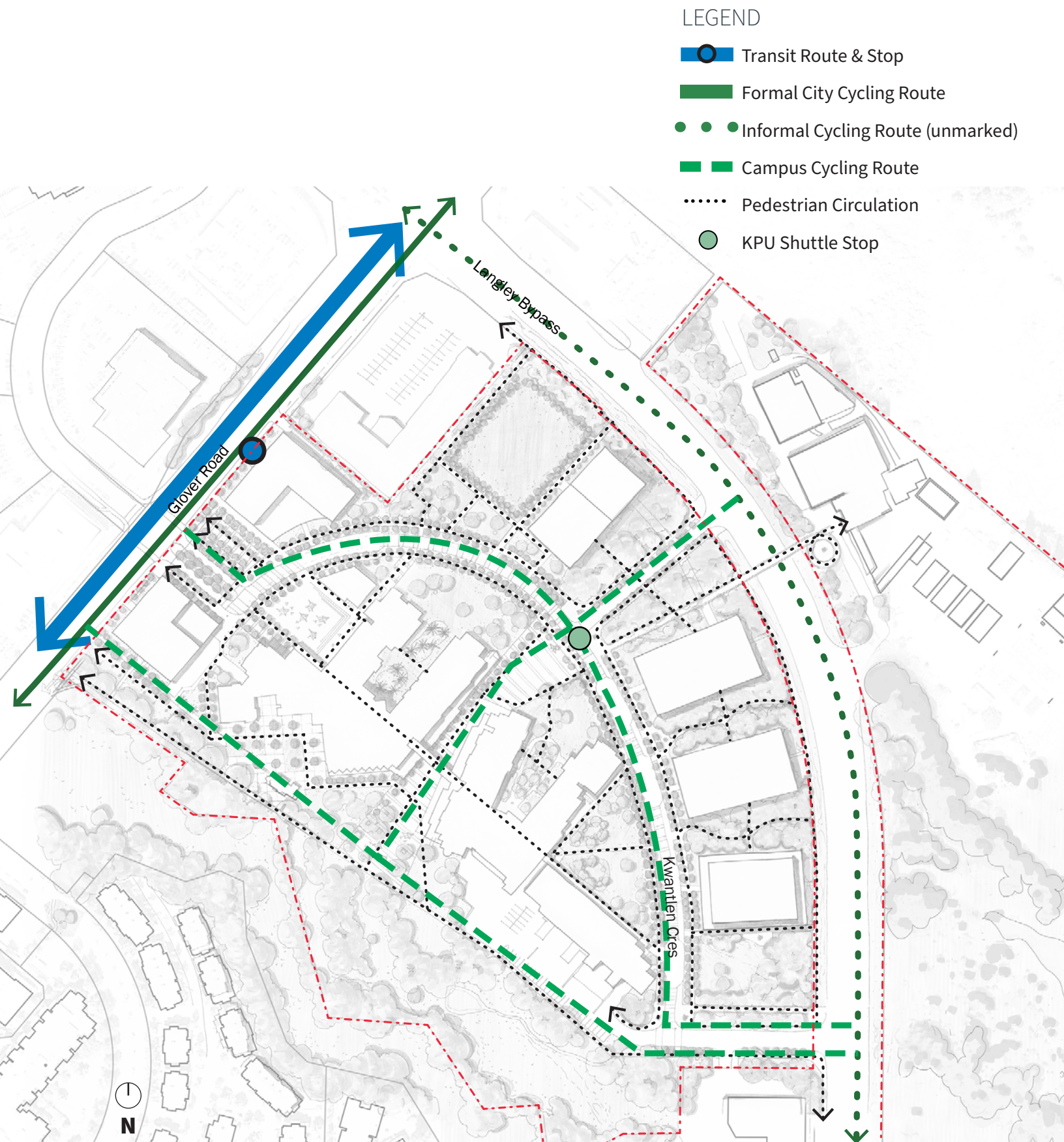


Figure 24 — KPU Langley Transit and Cycling Circulation



### L.5.3. BICYCLE CIRCULATION AND AMENITIES

Cycling on the Langley campus is encouraged and is positioned as one of the key modes of transportation to and on the campus in addition to walking and taking transit. That said, cycling circulation on campus needs to be respectful of sensitive open space ecologies and respond to protecting the unique environment.

#### ► Recommendations

- Consider a bike share program for students and staff that allows for longer trips midday or for recreational needs
- Provide e-bike charging stations throughout the campus and especially along bike routes
- Provide clear and signed cycling routes on campus
- Encourage cyclists to adhere to on-campus designated cycling routes to minimize disturbance to the landscape
- Provide sufficient bike parking along cycling routes, and storage in designated areas on campus
- Design generous shared pedestrian and cycling passageways to mitigate conflicts
- Provide high-quality bike amenities in the buildings along bike routes such as bike rooms, lockers, and end-of-trip facilities
- Provide bike amenities in areas that are highly visible, safe and secure for all users such as the the Glover gateway plaza
- Provide clear cyclist sightlines at the south west building servicing and loading access/egress area
- Provide signage and sharrow bike markings on Kwantlen Crescent to indicate shared vehicular/ bicycle passage





### L.5.4. TRANSIT

Opportunities to increase transit ridership to campus, especially with the implementation of the SkyTrain extension project to Langley Centre, and improving the accessibility to transit stops should be considered in the Transportation Demand Strategy (TDM) for the campus.

#### ► Recommendations

- Work with TransLink and the City of Langley to locate future bus stops along Langley Bypass (at Kwantlen Crescent) in coordination with future expansions of bus service
- Work with the City of Langley to support the development of the SkyTrain extension project to Langley Centre, which will ultimately encourage additional bus service demand to the future SkyTrain station
- Work with TransLink and the City of Langley to provide improved transit service frequency to the campus along Glover Road
- Accommodate a universally accessible location for the KPU Shuttle with the redesign of the central gateway off of Langley Bypass

### L.5.10. ROAD TYPOLOGIES

	Kwantlen Cres 1	R.O.W 20.4m
	Kwantlen Cres 2	R.O.W 16.0m
	Kwantlen Cres 3	R.O.W 17.4m
	Langley Bypass	R.O.W 19.0m Typical

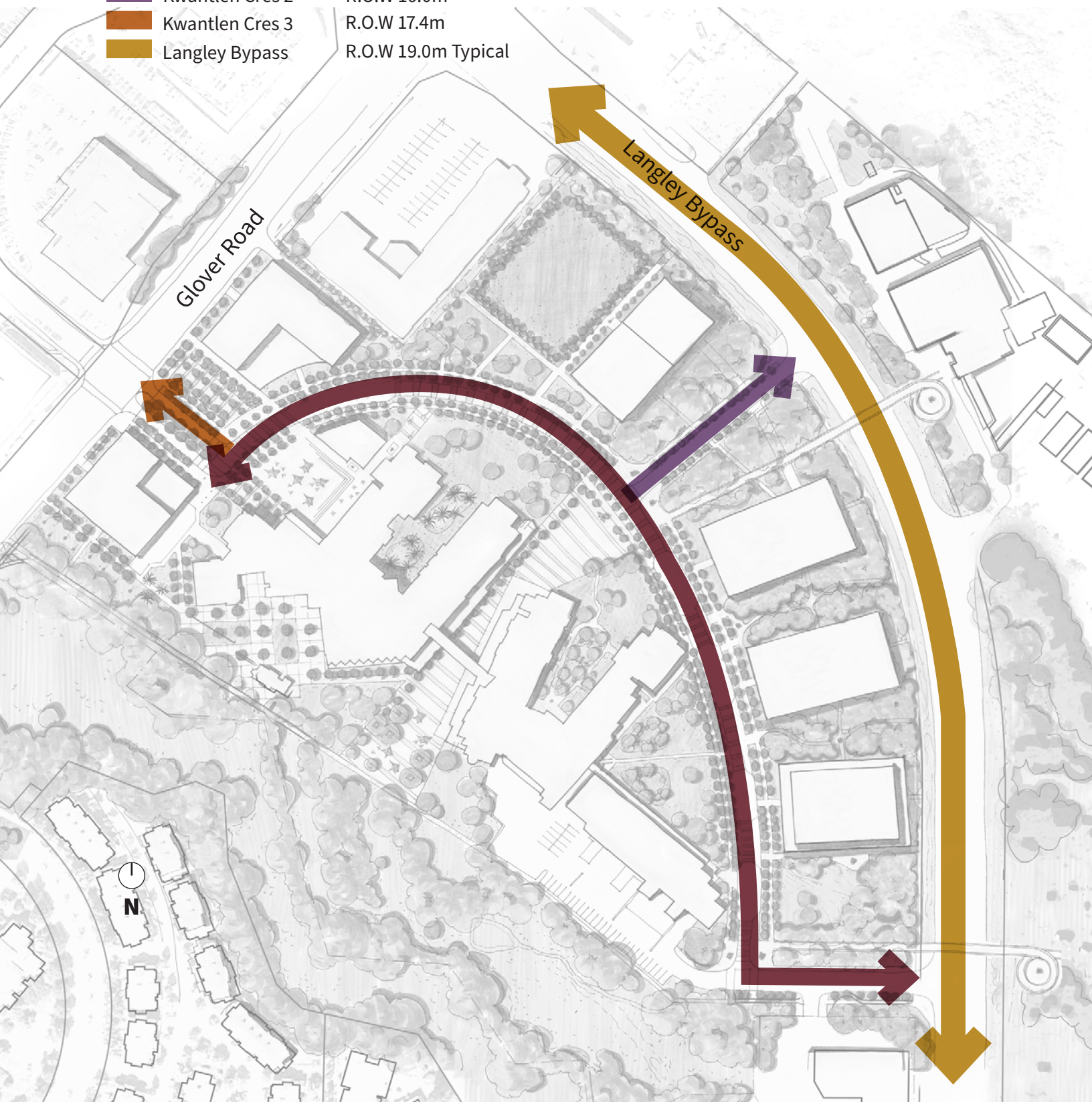


Figure 25 — KPU Langley Road Typologies



## L.5.5. VEHICULAR CIRCULATION

Vehicles can circulate through the campus by way of Kwantlen Crescent which offers access from Glover Rd and two access points along the Langley Bypass.

### ► Recommendations

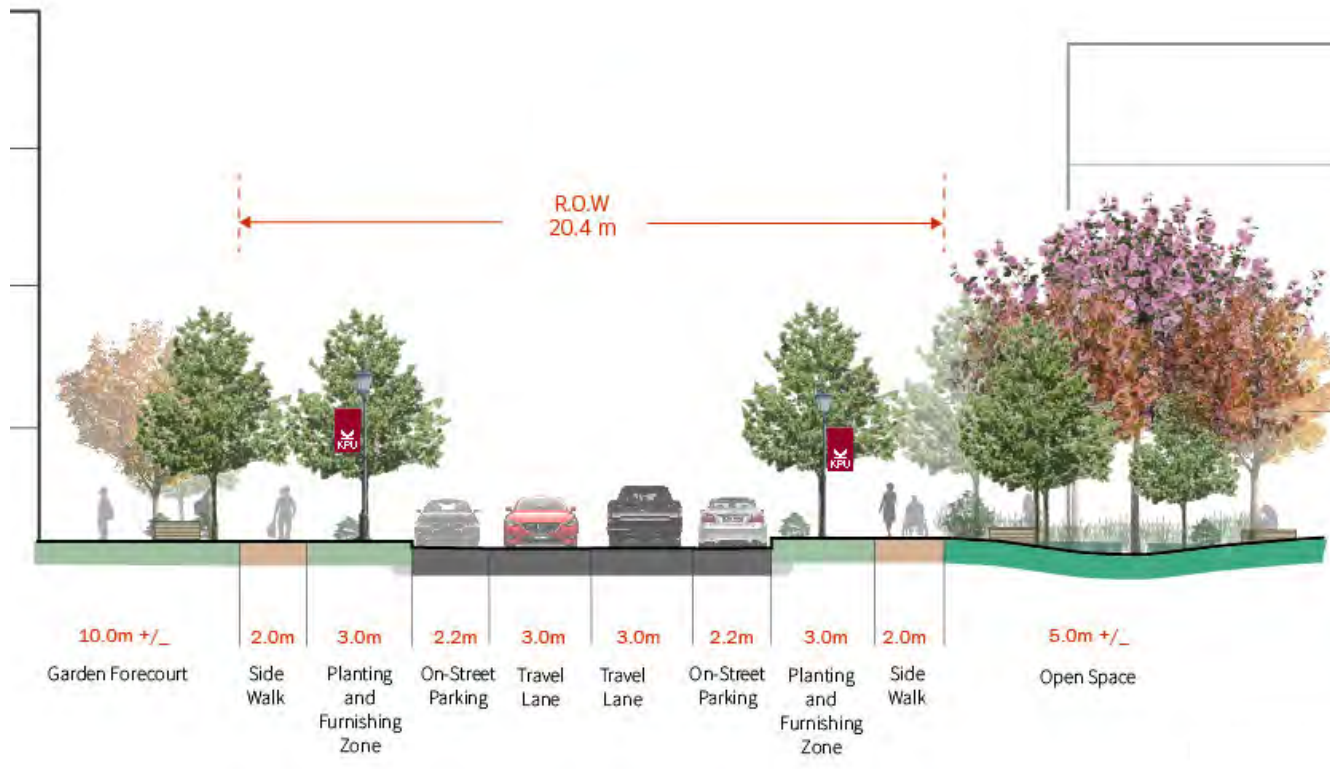
- Maintain pedestrian priority in the heart of campus
- Work with the City of Langley to pedestrianize external transportation routes
- Advocate for full-movement signalized intersections along Langley Bypass at the south gateway entrance, which will increase access and egress to the campus, as well as improve the safety of all movements at the intersection
- Advocate for signalized at-grade pedestrian crossing at the central ceremonial entrance into the campus

### L.5.5.1 Street Hierarchy

The street sections as illustrated on the following pages identify the street hierarchy for the movement network and typical conditions for the campus streets. Reference Figures 20, 21 and 22.

### ► Recommendations

- The on-campus street network should function to provide safe circulation to all buildings while reducing conflict between the various modes of movement, supporting a pedestrian-oriented campus and allowing for temporary car-free events
- Work with the City of Langley to provide high-quality streetscapes with generous sidewalks, and quality landscaping and furnishings
- Work with the City to establish formal dedicated cycling lanes along the Langley Bypass and to change the character of the Bypass that connects with the university, to be more pedestrian oriented, with slower speeds and multiple pedestrian crossings
- Work with TransLink to implement bus priority measures (e.g. bus lanes, signal priority) and bus stop amenities (e.g. shelters) where possible



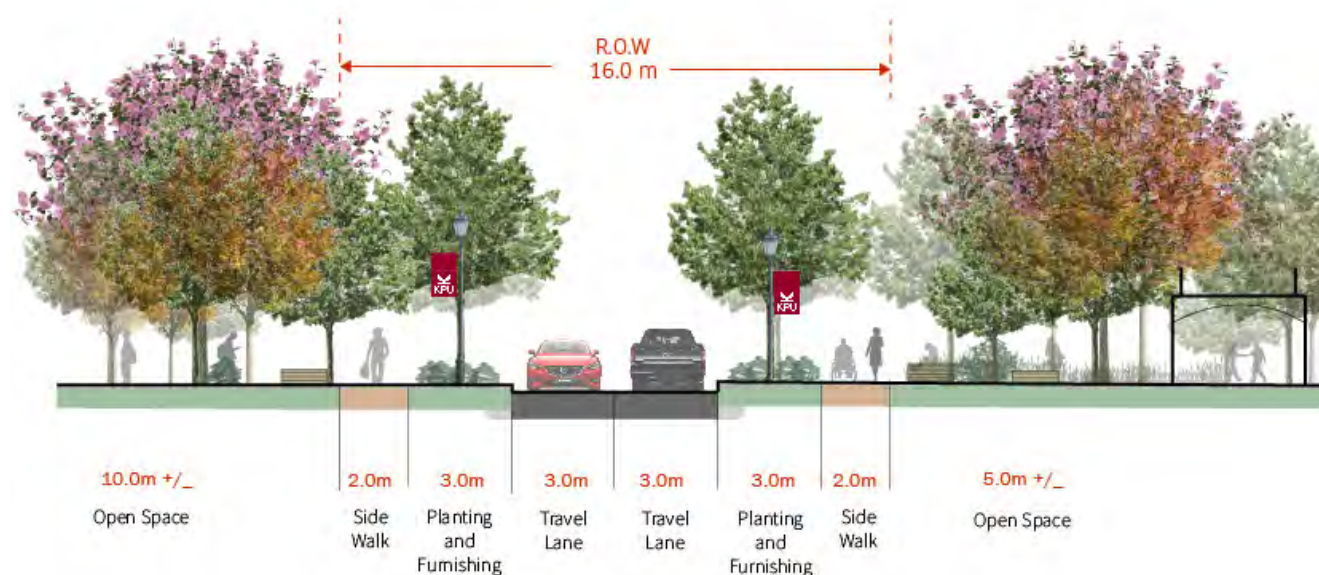
**Figure 26** — Kwantlen Cres 1

## Kwantlen Crescent 1: Main Campus Street

### ► Recommendations

- Allocate a 20.4 m Right-of-Way
- Provide two 3.0m travel lanes allowing two way traffic, with enhanced paving
- Provide 2.2m on-street parking on both sides of the street
- Provide a 3.0m furnishing and planting zones on both sides of the street to allow for street tree planting, landscaping, lighting, signage, garbage receptacles, and bike parking
- Provide a 2.0m walking zone on both sides of the street
- Provide approximately 10.0m (varies) for a building setback on the west side of the street to allow for seating, art, trees, and enhanced landscaping
- Provide approximately 5.0m (varies) for a building setback on the east side of the street to allow for seating, art, trees, and enhanced landscaping



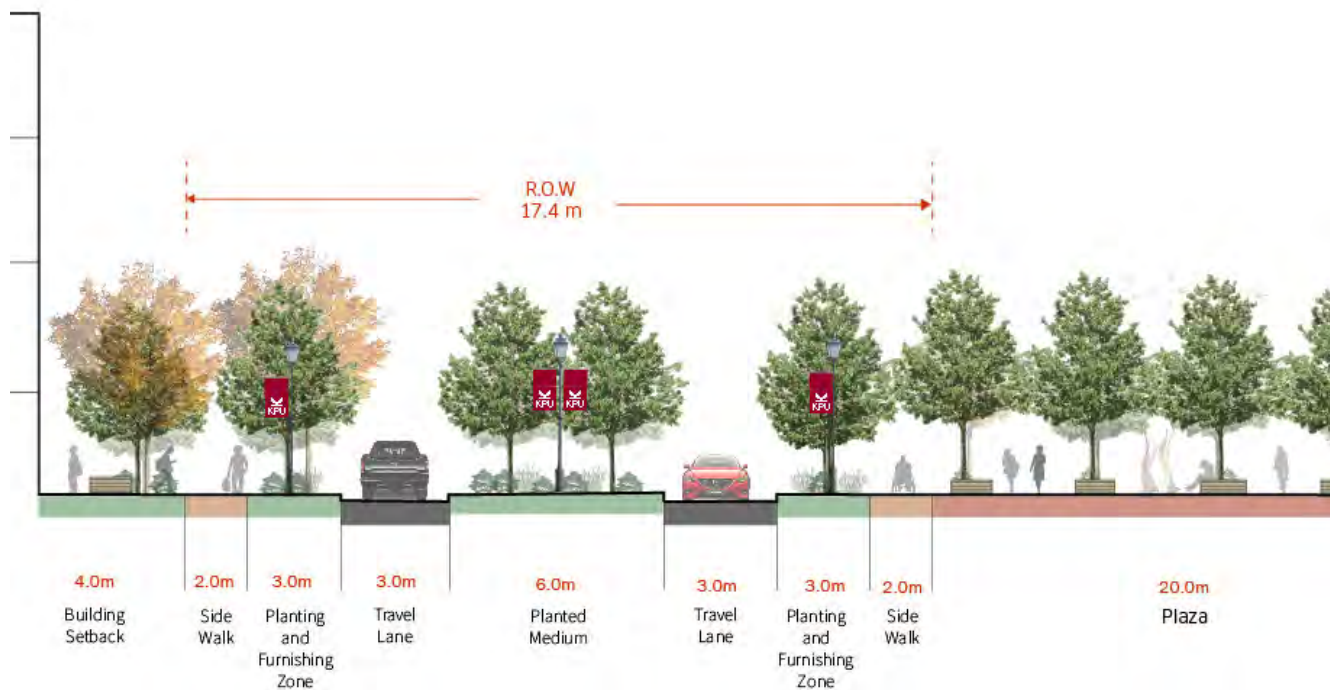


**Figure 27** — Kwantlen Cres 2

## Kwantlen Crescent 2: Ceremonial Campus Street

### ► Recommendations

- Allocate a 16.0m Right-of-Way
- Provide two 3.0m travel lanes allowing two way traffic, with enhanced paving
- Provide 3.0m furnishing and planting zones on both sides of the street to allow for street tree planting, landscaping, pedestrian scaled lighting, signage and gateway banners, garbage receptacles, and bike parking
- Provide a 2.0m walking zone on both sides of the street
- Provide approximately 10.0m (varies) for a building setback on the north side of the street to allow for seating, art, trees, and enhanced landscaping
- Provide approximately 5.0m (varies) for a building setback on the south side of the street to allow for seating, art, trees, and enhanced landscaping



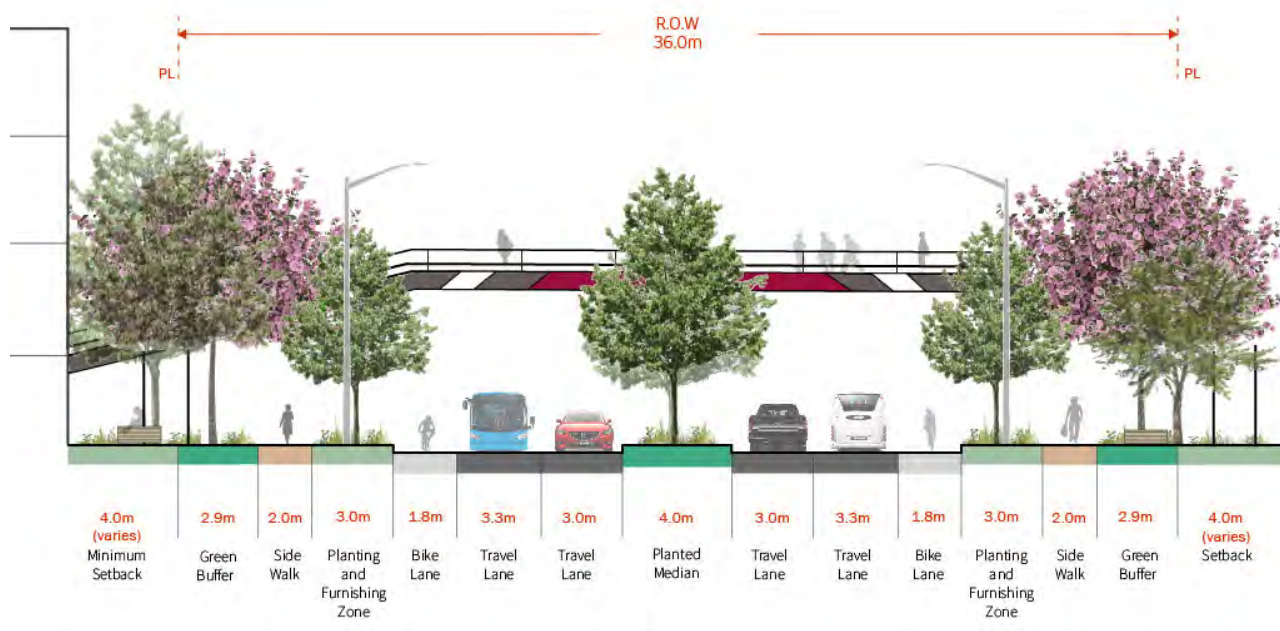
**Figure 28** — Kwantlen Cres 3

### Kwantlen Crescent 3: Glover Plaza

#### ► Recommendations

- Allocate a 17.4m Right-of-Way
- Provide 6.0m central planted median with landscaping, street trees and signage, and gateway banners to create a continuous green canopy at the entryway
- Provide two 3.0m travel lanes allowing two-way traffic, with enhanced paving
- Provide 3.0m furnishing and planting zones on both sides of the street to allow for street tree planting, landscaping, pedestrian scaled lighting, signage and gateway banners, garbage receptacles, and bike parking
- Provide a 2.0m walking zone on both sides of the street
- Provide a 4.0m building setback on the west side of the street to allow for seating, art, trees, and enhanced landscaping
- Provide approximately 20.0m (varies) for a building setback on the northerly side of the street to allow for the design of the Glover Plaza





**Figure 29** — Langley Bypass

## City Street: Langley Bypass

### ► Recommendations

- 36.0m Right-of-Way (typical)
- Advocate for a 4.0m central planted median with landscaping, street trees and signage to assist in the safe crossing of the street
- Advocate for two 3.0m travel lanes in either direction
- Advocate for two 3.3m bus travel lanes in either direction
- Advocate for 1.8m dedicated bike lanes on either side of the street
- Advocate for 3.0m furnishing and planting zones on both sides of the street to allow for street tree planting, landscaping, pedestrian scaled lighting, signage, and garbage receptacles
- Advocate for a 2.0m walking zone on both sides of the street
- Advocate for a 2.9m green buffer to allow for bioswale storm water collection and other Low Impact Development (LID) designs
- Advocate for approximately 4.0m (varies) minimum building setback to allow for increased planting of the urban-adapted landscapes



Figure 30 — KPU Langley Campus Parking



### L.5.6. PEDESTRIAN/SERVICE OVERPASS

The pedestrian and servicing overpass is envisioned to be maintained in the short term, but in the long term, to be removed in the event that a signalized at-grade connection can be achieved.

#### ► Recommendations

- Work with the City to eliminate the pedestrian/service overpass across Langley Bypass to provide a people focused streetscape and eliminate the need for ramps and stairs, which reduces overall accessibility

### L.5.7. PARKING

The majority of parking is envisioned below-grade as part of each new building site development, with on-street parking on Kwantlen Crescent.

#### ► Recommendations

- When necessary, provide short-term on-street parking on Kwantlen Crescent to accommodate pick-up and drop-off activities
- Parking infrastructure should be rolled out incrementally to better respond to changes in vehicle ownership models
- Plan for the eventual introduction of autonomous and connected vehicles and accommodating the required infrastructure
- Parking should be reallocated below-grade or consolidated in a parking structure as new development occurs on the campus and should allocate a percentage of parking spaces for electric vehicles, carpooling and car-share services

### L.5.8. LOADING AND SERVICING

The existing centralized loading and servicing facility will remain to service the campus buildings. As new buildings are developed, they may require designs that manage additional loading and servicing needs.

#### ► Recommendations

- Maintain the existing service area at the southeast corner of the campus
- Maintain the south entry as the service connection into the campus but enhance the streetscape as one of the vehicular entry points into the campus
- Provide improvements to accommodate campus related functions for new development parcels and to reduce any pedestrian and vehicular circulation conflicts
- Buffer the service area with planting that is native to the ecoregion

### L.5.9. WAYFINDING AND SIGNAGE

#### ► Recommendations

Provide intuitive wayfinding through building and landscape design to reduce the need for excessive signage

- Create a cohesive interior and exterior signage design language that builds identity for KPU but also incorporates the uniqueness of the Langley campus
- In response to health and wellbeing, provide signage interventions for pathways and trails that respond to tracking walking and cycling distances. Implement signage in a way that considers the sensitivity of the landscape
- Use a wayfinding system that is consistent across all campuses which clearly identifies active transportation amenities such as bike racks, end-of-trip facilities, etc.
- Ensure that any wayfinding signage is appropriately lit, and that designated routes have sufficient lighting for all times of day
- Use signage and wayfinding as part of the experiential learning experiencing, integrating information on the different landscape ecologies on the campus such as the distinct forests

