

**TO:** Mayors' Council on Regional Transportation

**FROM:** Sany Zein, Vice President, Engineering & Implementation  
Geoff Cross, Vice President, Planning & Policy

**DATE:** May 28, 2020

**SUBJECT:** **ITEM 3.2 – Surrey Compensation Agreement Update**

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**APPROVED RECOMMENDATIONS:**

That the Mayors' Council on Regional Transportation:

1. Approves compensation of \$39 million from the City of Surrey, as set out in Table 1 of this report, based on the unique circumstances associated with the change from Surrey-Newton-Guildford LRT to the Surrey Langley SkyTrain (SLS), and which will not set a precedent; and,
  2. Release this report publicly as soon as possible; and,
  3. Receive this report.
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**PURPOSE:**

This report provides an update on the Surrey Compensation Agreement per the motion passed by the Joint Finance and Governance Committee at its February 25, 2020 meeting and reaffirmed unanimously at its May 14, 2020 meeting.

**BACKGROUND:**

The Mayors' Council directed that the City of Surrey contribute to the SLS Project to compensate for costs expended on the Surrey Newton Guildford LRT project with little residual value. The agreed-upon value of this compensation is approximately \$39 million, with a further \$5 million contingent on the type of rapid transit implemented on King George Boulevard as a future project.

**DISCUSSION:**

Consistent with direction received from the Committee, Management validated the areas, values, and categories of lands owned or otherwise controlled by the City that are required for the project. The table below summarizes Management's proposed compensation sources, consistent with the Committee motion and updated values:

Table 1: Proposed Compensation Sources

Source	Value millions
A) City-owned property required for the project	\$11.4
B) City-owned property for temporary laydown	nil
C) Road dedications not currently used for transportation <ul style="list-style-type: none"> <li>• Lands dedicated by City purchase \$5.5</li> <li>• Lands dedicated by developer nil</li> </ul>	
D) City delivered scope: 300 park-and-ride spaces	\$12.8
E) City cash compensation	\$9.3
<b>Total</b>	<b>\$39.0</b>

Additional information requested by the Committee includes:

- i. details of the properties and the valuations for City-owned property required for the project;
- ii. details of the properties and the valuations for road dedications required for the project purchased by the City;
- iii. conditions for park-and-ride spaces to be provided by the City.

This information is provided below.

*i. City-owned Properties Required for the Project*

The City will provide TransLink with statutory rights-of-ways (SROW) for permanent project infrastructure that will subsequently be maintained by TransLink. The City will also grant temporary access for construction on City-owned properties. All or part of the provided parcels will be used for stations, guideway structure, transit exchanges, and propulsion power substation buildings. Values are reduced from the equivalent value of fee-simple ownership to reflect the requirement for an SROW only, which will permit other use of the City’s land, including for development, provided these uses do not interfere with the operation and maintenance of the rapid transit system.

*ii. Road Dedication Rights Value*

The project will make use of road dedications that were secured by the City in anticipation of rapid transit. \$5.5m of the subject lands were directly purchased by the City and subsequently dedicated as road.

Additional lands were dedicated by developers in lieu of servicing requirements and community amenities. Per direction received, lands dedicated by developers are proposed to be made available to the project use for a nominal value.

*iii. Park and Ride Spaces*

The City is committing to provide 300 park-and-ride spaces at SLS stations, the value of which is \$12.8m. TransLink’s primary objective for these spaces is to enhance access and help achieve forecast ridership. The provision of 300 parking spaces is projected to generate 130,000 annual, incremental transit trips compared to a scenario without park and ride.

Conditions previously agreed are that the spaces must be:

- within a 400-metre radius of SLS stations (a 5-minute walk to the furthest parking stall);
- available on opening day;
- available to transit users from 6am to 6pm;
- with appropriate signage designating the spaces for transit riders; and
- available to transit customers for the duration of project operation.

Further to feedback from Committee members, Management is proposing additional conditions. Specifically, that:

- if the City chooses to charge for parking, the price will not be increased without prior consultation with TransLink; and
- spaces will be available for transit users outside typical commuting hours, with the amount determined by periodic surveys of space utilization.

Some Committee members had questions about the 400-metre walking distance to parking spaces. Management reviewed this radius and remains comfortable with recommending this distance as an upper limit. 400 metres is consistent with transit industry practice, and parking spaces exist on the transit network as far as 415 metres from a transit stop. If applicable, Management will work with the City to maximize the number of spaces within a smaller 350 metre radius (equivalent to 4 minutes walking time).

The parking model proposed is that of shared-use parking. This model represents best practice in provision of parking near rapid transit whereby spaces that are used by commuters during peak commuting times are also available in evenings and weekends to provide parking for other uses with different peak demands. This arrangement provides for more efficient utilization of valuable space within walking distance of stations and contributes to station-area vibrancy. The most successful example of this arrangement in the region is Bridgeport Station on the Canada Line in Richmond, owned and managed by River Rock Casino. Commuters use spaces during the weekday, which are also used by casino patrons during the busy evening and weekend periods. Figures 1 & 2 contrast Bridgeport Station with Scott Road Station on the Expo Line where spaces are reserved for exclusive transit customer use and consume most of the available land within convenient walking distance of the station (both images are at the same scale).

**Figure 1:** Shared-use parking at Bridgeport Canada Line Station (approximately 1,100 spaces)



**Figure 2:** Exclusive transit customer parking at Scott Road Expo Line Station (1,471 spaces)



## NEXT STEPS

With final direction from the Mayors' Council on the proposed compensation sources, the Surrey Compensation Agreement can be finalized. This agreement is proposed to be executed prior to the approval of the SLS Stage 1 project in an enabling investment plan.