

NO: R152

COUNCIL DATE: July 22, 2024

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **July 18, 2024**

FROM: **General Manager, Engineering
General Manager, Parks, Recreation & Culture**

FILE: **8740-40**

SUBJECT: **Surrey-Langley SkyTrain Corridor and Municipal Integration Update**

RECOMMENDATION

The Engineering, Planning & Development and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Authorize the City Clerk to bring forth for the required readings amendments to *Schedule K – Surrey Major Road Allowance Map of the Subdivision and Development Bylaw, 1986, No. 8830* to reflect changes, as generally described in this report; and
3. Endorse the Supportive Transportation Capital Works to support active transportation and improved access along the Surrey-Langley SkyTrain corridor to the new SkyTrain stations.

INTENT

The intent of this report is to update Council on the Surrey-Langley SkyTrain (“SLS”) Project and the City’s proposed approach to development, active transportation, and parking integration along the corridor.

BACKGROUND

The Province is delivering the SLS Project, which is a 16 kilometre extension to the existing Expo SkyTrain from King George Station to Langley City along Fraser Highway, adding eight new stations, six of which will be located in Surrey at 140 Street, 152 Street, 160 Street, 166 Street, 184 Street, 190 Street, and 196 Street. Between 140 Street and 152 Street, the SkyTrain will generally be centre-running, then transition to north-running up to 168 Street, before transitioning to south running through the Agricultural Land Reserve (“ALR”) and back to north-running through Clayton.

As part of the SLS Project, the Ministry of Transportation and Infrastructure is also investing \$40 to \$60 million on active transportation along Fraser Highway, which will include approximately 16 kilometres of separated walking and cycling facilities.

The overall cost of the project was previously estimated to be \$4.01 billion, with no recent financial updates provided by the Province. Construction of the SLS Project is scheduled to commence in late 2024, with BC Hydro utility relocation currently underway, and be completed in 2029, with an updated schedule anticipated to be announced by the Province this Fall.

DISCUSSION

City staff have been working in collaboration with the Province for the past three years on the reference design of the SLS Project, specifically the alignment of the guideway, station locations, and the associated relocation of municipal road and utility assets that will be required.

In 2022, the City completed the final stages of widening Fraser Highway, which was a 15-year long project and invested almost \$100 million along Fraser Highway in Surrey for the complete road widening, cycling, sidewalk, boulevard, and street lighting enhancements. The final stages extended from Whalley Boulevard to 148 Street, through Green Timbers Urban Forest, in which an optimized 27.5m road cross-section was implemented to achieve four lanes, active transportation, and a wider median to accommodate the SLS Project.

SkyTrain Station Design and Consultation

Through an advisory design review process, staff are working with the Province to provide input in the design and urban integration of the SkyTrain stations in Surrey, which includes providing input on the station entrances, adjacent station plazas, and transit exchanges and parking. The Province has prepared preliminary designs for the SkyTrain stations along the SLS Project corridor, as illustrated in Appendix "I" and, in collaboration with staff, are hosting public meetings to seek input on the station designs.

Subsequent SkyTrain station designs will be provided by the Province to the City for review following the public consultation process and receiving feedback from the design advisory process on the preliminary designs.

Development Integration

Since the mid 2000's, the City has been planning for rapid transit along the Fraser Highway corridor, with an original vision of Light Rail Transit ("LRT") along the corridor. As development occurred along the corridor, the City required a 42-metre wide road dedication along Fraser Highway to support LRT, which is 12 metres wider than the typical 30-metre major arterial road dedication everywhere else in the City. This additional 12-metre dedication was required to accommodate two lanes of at-grade LRT and LRT stations.

With the change in technology from LRT to SkyTrain, a much narrower road dedication/cross-section can be achieved due to the elevated guideway and since the SkyTrain stations are located beyond the road. Rather than a 42-metre road dedication, a 32-metre dedication is sufficient for elevated SkyTrain combined with five-lane arterial road, boulevards, cycling, and sidewalk facilities. While this is still larger than the City's typical 30-metre major arterial road standard, and the optimized in 27.5-metre section in Green Timbers, the 10-metre reduction in dedication will result in more private land available for housing and integrated development along the corridor.

Rapid Transit Corridor

The Province has completed a reference concept design for the SLS Project that details the alignment of the SkyTrain guideway, locations of the SkyTrain stations, landscaped boulevards, road modifications planned along the corridor. With the SLS guideway primarily along the north side of Fraser Highway through City Centre and Fleetwood Town Centre, the SLS Project will in essence complete the road corridor and the City's vision for five lanes of travel, boulevards, sidewalks, and dedicated and protected cycling facilities.

The SLS Project will be delivering a complete and ultimate road corridor, including an investment of \$40-60 million in a wide, two-lane dedicated cycling facility underneath and parallel to the guideway. The road configuration on the southern side of Fraser Highway will be generally untouched, and the existing on-street bike lane, narrow boulevard, and narrow sidewalk will remain.

Staff have prepared typical cross sections based on the reference design to illustrate the Fraser Highway rapid transit corridor on 'opening-day'. The illustrations show typical cross sections of the rapid transit corridor through City Centre, Green Timbers, Fleetwood, ALR, and Cloverdale and are provided in Appendix "II".

Road Dedication Requirements

The Province has ensured all City assets (i.e., cycling and sidewalks) will be in road dedication, whereas the guideway will vary between road or a statutory right-of-way ("SRW") in favour of the Province.

As re-development occurs along the corridor, no road dedication will be required from fronting developments alongside the SkyTrain (i.e., generally the north side of Fraser Highway) since the province will be delivering the ultimate cycling and pedestrian facilities within road allowance. In locations where the SkyTrain guideway extends in a SRW beyond the road dedication, as re-development occurs, the City will not require the fronting developers convert these lands into road dedication unless it is for a new road connection to Fraser Highway. This will expedite development application process timelines.

Opposite the SkyTrain guideway (i.e., generally along the south side of Fraser Highway), the SLS Project is not anticipating re-constructing the road assets. As a result, the City's existing on-street bike lane, narrow boulevard, and narrow sidewalk will remain. As re-development occurs on the opposite side, these existing on-street bike lane will be maintained, rather than have the fronting development narrow the road width and reconstruct the road, curb and drainage facilities. This on-street bike lane, combined with the two-way cycling facility delivered by the Province will service the ultimate growth along the corridor. The existing narrow boulevard and narrow sidewalk behind the curb will require upgrading to a 2.0-metre boulevard and 2.0-metre sidewalk, requiring up to 4.0 metres of road dedication from the existing south curb.

Updates to the City's Schedule 'K', "Surrey Major Road Allowance Map" in the City's *Subdivision and Development Bylaw No. 8830* are required to reflect a 32-metre road dedication for the corridor, based on an offset centerline that achieves 4-metres of road dedication from back of south curb.

Where developments have already occurred along Fraser Highway and dedicated land at the pre-existing 42-metre requirement, the additional land is being utilized by the SLS Project. The City negotiated a significant monetary credit from TransLink for these portions of the road, which was a financial offset to the amount owing from the City as part of the Surrey-Newton-Guildford ("SNG") LRT reimbursement.

SkyTrain Operation and Maintenance Facility

To service the Broadway Subway, SLS Project, and SkyTrain expansion in the region, TransLink and the Province are looking to construct two new operations and maintenance centres ("OMC"): one in Coquitlam and one in Surrey at the southeast corner of Fraser Highway and Highway 15 in the ALR. The OMCs will likely be comparable to TransLink's existing Edmonds facility in Burnaby.

On December 11, 2023, the Provincial Government, through a Lieutenant Governor Order in Council, approved the exclusion of lands from the ALR to accommodate the SkyTrain OMC. Specific details on the OMC, including size, footprint, elevations, access/egress, utility servicing requirements, and re-zoning are not known at this time. As more information is made available, the City will aim to understand how the Province is seeking to: service the property; manage stormwater runoff; mitigate impacts on adjacent and downstream properties; and whether ALR offsetting/compensation measures are proposed.

In addition, the City will need to coordinate site layout design as the City's planned extension of 72 Avenue goes through this same property, connecting Highway 15 to Fraser Highway.

Supportive Transportation Capital Works

Active transportation is a key attribute that provides connected communities and facilitates the safe movement of people walking and cycling. To improve accessibility and connectivity to the SLS corridor, the City has undertaken a review of its transportation assets within a five-minute walking distance, which is approximately 400 metres, of the stations.

The review identified "gaps" in pedestrian, cycling, and street lighting that would improve the connectivity and access to the SLS Project. Staff recommend \$1.45 million in supportive capital projects, as summarized in the table below and detailed in Appendix "III" and "IV".

Asset	140 St Station	152 St Station	160 St Station	166 St Station	Total	Estimated Cost
Sidewalks (metres)	100	310	300	145	855	\$400,000
Multi-Use Pathways (metres)	30	0	0	0	30	\$50,000
Bike Lanes (metres)	520	0	45	800	1,365	\$600,000
Sub-total						\$1,050,000
Contingency						\$400,000
Total						\$1,450,000

Parking Implementation

In support of the SLS Project, and as part of the SNG-LRT Reimbursement Agreement, the City has an obligation to TransLink to establish 300 on and off-street parking spaces that transit riders can use. These parking spaces are non-exclusive to transit riders, must be within 400m of a station, and must be paid parking.

The location of the proposed paid parking is summarized in the table below and detailed in Appendix “III” and “IV”.

	140 St Station	152 St Station	160 St Station	166 St Station	Total
Parking Spaces (# of stalls)	110	82	88	20	300

An off-street parking lot at 140 Street and Green Timbers Way will be delivered in 2025, which will co-service customers and employees at Jim Pattison Outpatient Care & Surgery Centre and RCMP E-Division. Paid on-street parking near all other SkyTrain station locations will be implemented by 2029 to coincide with SLS Project service opening.

FUNDING

The projects identified under the supportive capital works are estimated to cost \$1.5 million, and funding is available from the Five-Year Transportation Budget. Furthermore, staff will seek opportunities for external cost-sharing from TransLink for these capital projects.

The off-street parking at 140 Street and Green Timbers Way and future on-street parking conversions will be funded through the City’s Parking Utility Fund. These costs will be recovered through future parking revenue collected at the 300 spaces.

CONCLUSION

The SLS Project will be the first rapid transit investment in Surrey in over 30 years, and it will provide significant benefit to the Fraser Highway corridor and communities of City Centre, Fleetwood and Clayton. The City has developed transit orientated land-use plans, policies and coordinated capital infrastructure to support this significant transit investment and ensure the SLS Project successfully integrates with the City.

Scott Neuman, P.Eng.
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Laurie Cavan
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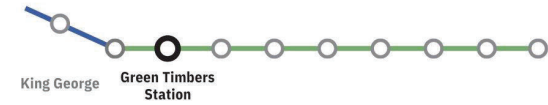
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Appendix "I" – Skytrain Station Preliminary Design Concepts
Appendix "II" – SLS Rapid Transit Corridor Design Concepts
Appendix "III" - Capital Project List for Active Transportation and Parking
Appendix "IV" – Capital Projects Map by SkyTrain Station Areas

Green Timbers Station

140 Street and Fraser Highway

APPENDIX "I"



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

152 Street Station

152 Street and Fraser Highway



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

Fleetwood Station

160 Street and Fraser Highway



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



Bakerview-166 Street Station

166 Street and Fraser Highway

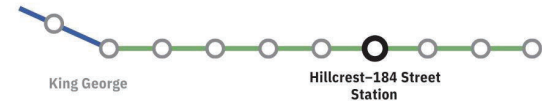


Conceptual rendering, subject to change; does not reflect future transit-oriented development.



Hillcrest-184 Street Station

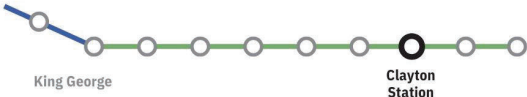
184 Street and Fraser Highway



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

Clayton Station

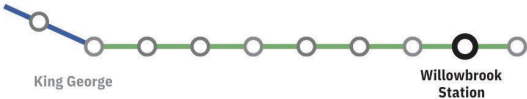
190 Street and Fraser Highway



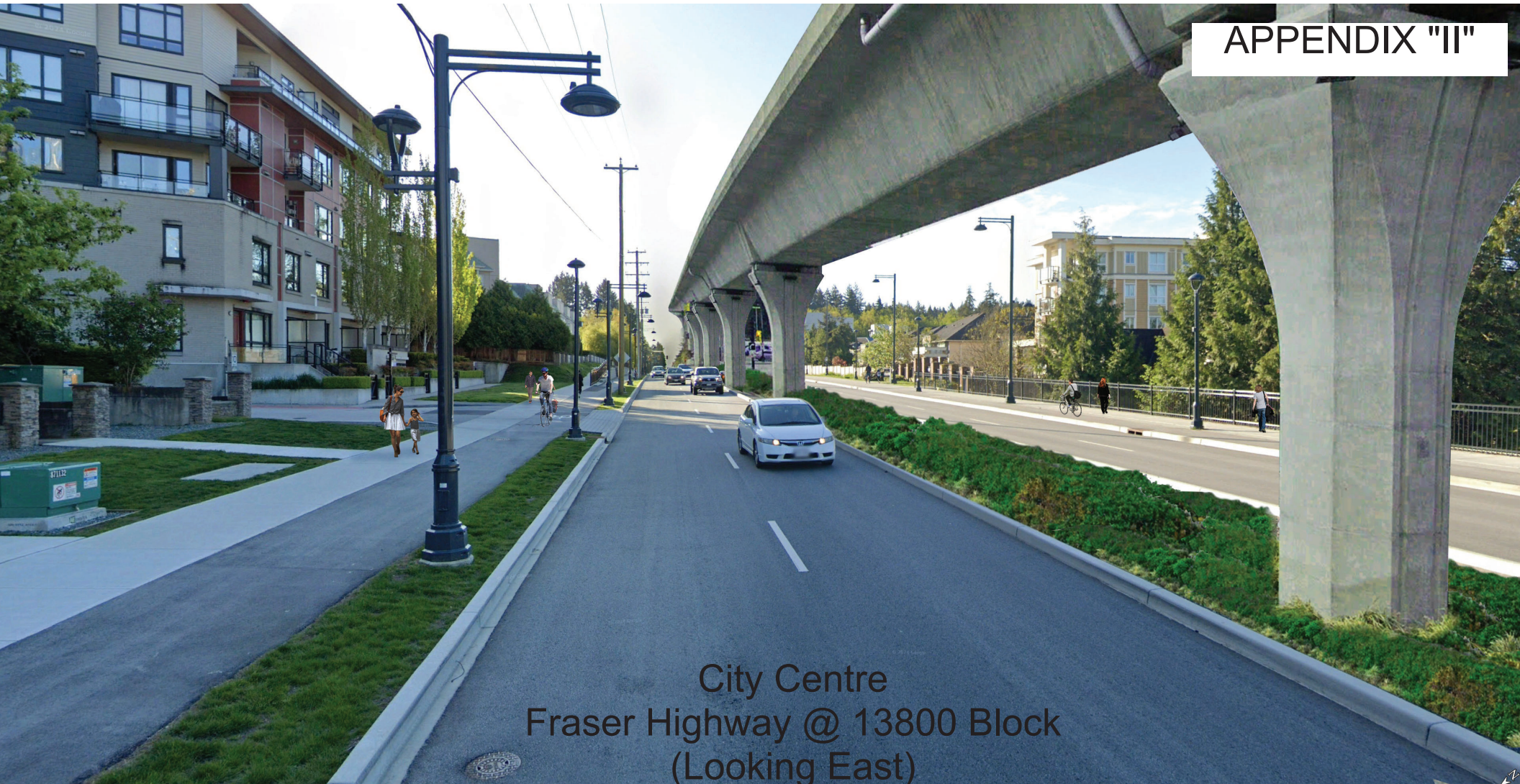
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Willowbrook Station

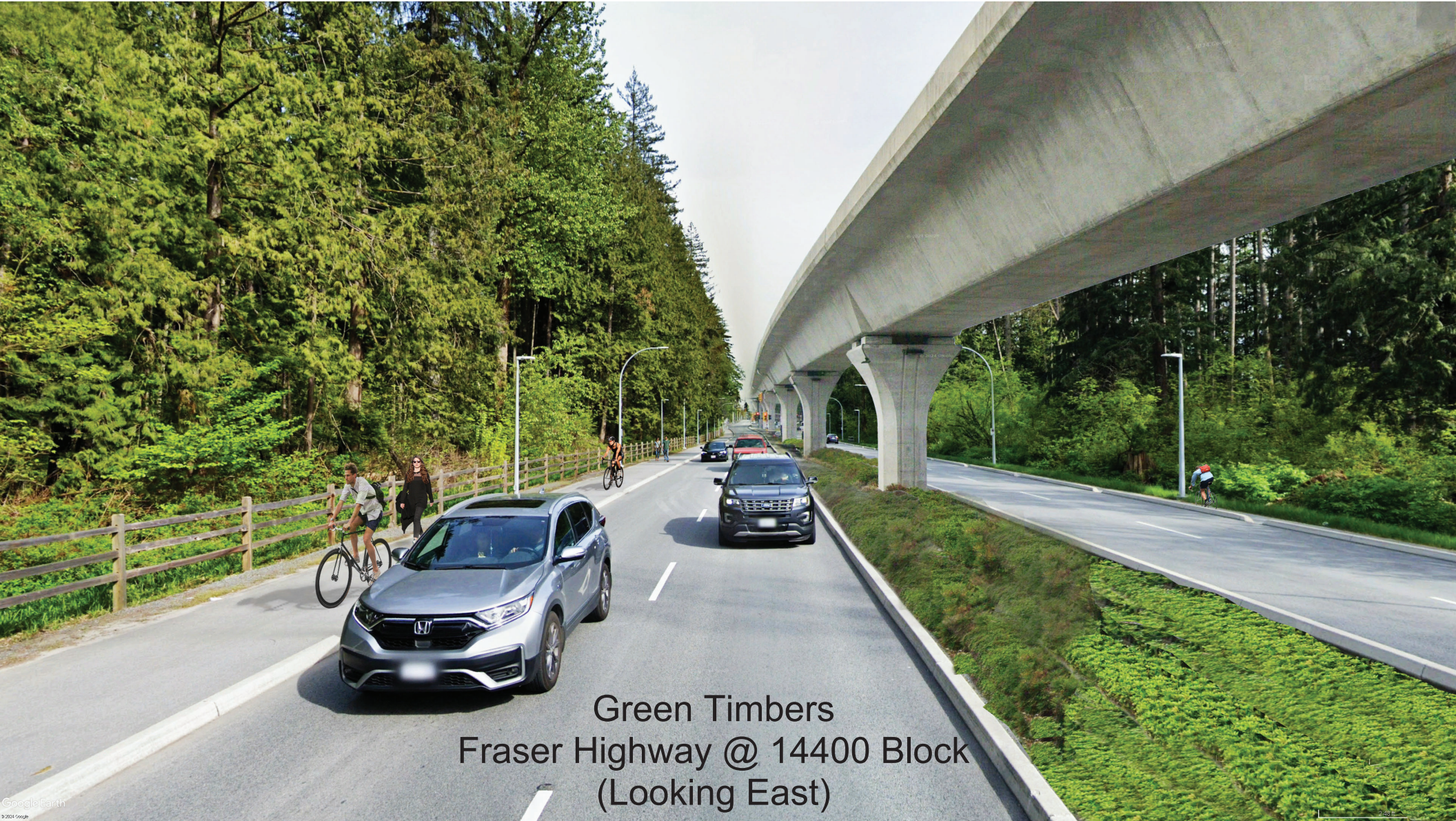
196 Street and Fraser Highway



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



City Centre
Fraser Highway @ 13800 Block
(Looking East)



Green Timbers
Fraser Highway @ 14400 Block
(Looking East)



Two-Way
Cycling/Active
Transportation

Fleetwood
Fraser Highway @ 15200 Block
(Looking East)



ALR
Fraser Highway @ 17200 Block
(Looking East)

Clayton Fraser Highway @ 18900 Block (Looking East)



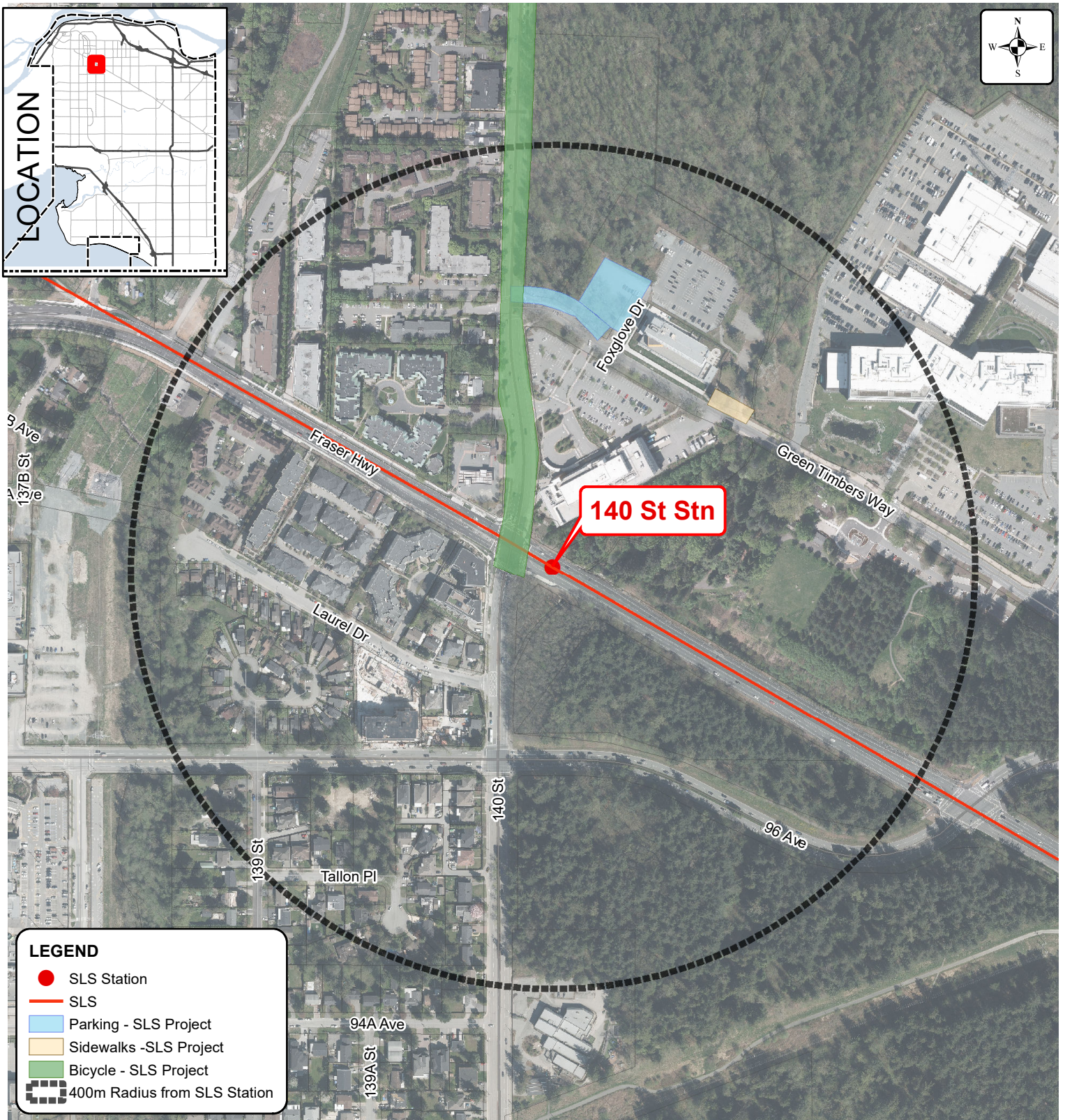
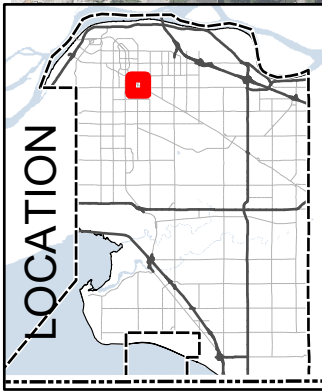
Landscaping shown for illustration purposes.
Final landscaping plans are being developed
and may vary from what is shown.

APPENDIX “III”

Active Transportation and Parking Capital Project List

Station Location	Project Type	Project Location	Description
140 St	Cycling	140 St: Fraser Hwy to 100 Ave	520m of separated bike lane on east side
140 St	MUP	East of 9810 Green Timbers Way	30m of 2.4m wide concrete MUP
140 St	Parking	14150 Green Timbers Way: Parking lot expansion	Formalizing ~78 stalls of parking.
140 St	Parking	Green Timbers Way: 140 St to Nature Centre	28 stalls of on-street parking
140 St	Parking	Foxglove Dr: Green Timbers Way to parking lots	4 stalls of on-street parking
140 St	Sidewalk	Green Timbers Way: 140 St to Foxglove Dr	100m of asphalt sidewalk on the north side of the road.
140 St	Wayfinding	Signs: To station, Surrey Nature Centre, Surrey Memorial, King George Station, etc..	Wayfinding signage
152 St	Parking	91 Ave: 152 St to Fleetwood Way	20 stalls of on-street parking
152 St	Parking	Fleetwood Way: Fraser Hwy to 91 Ave	45 stalls of on-street parking
152 St	Parking	152A St: 88 Ave to Fleetwood Dr	17 stalls of on-street parking
152 St	Sidewalk	152A St: 88 Ave to Fleetwood Dr	30m of sidewalk along 152A St on east/north side at the bend
152 St	Sidewalk	91A Ave: Lot 15108 to Lot 15188	190m of sidewalk on south side of road connecting existing sidewalks
152 St	Sidewalk	91 Ave: Lot 15086 to Lot 15116	90m of sidewalk on south side of road connecting existing sidewalks
152 St	Wayfinding	Station catchment: To station, Guildford, City Centre	Wayfinding signage
160 St	Cycling	84 Ave: 160 St to Fraser Hwy	45m of bike lane on north side of road west of Fraser Hwy
160 St	Parking	86 Ave: 160A St to 162 St	43 stalls of on-street parking
160 St	Parking	85 Ave: 160A St to Lot 16065	11 stalls of on-street parking
160 St	Parking	84 Ave: 159 St to 160 St	7 stalls of on-street parking
160 St	Parking	84 Ave: Lot 16066 to Lot 16088	13 stalls of on-street parking
160 St	Parking	160 St: 83 Ave to 84 Ave	14 stalls of on-street parking

Station Location	Project Type	Project Location	Description
160 St	Parking	160A St: 85A Ave to 86 Ave	Formally sign to ban parking on half road
160 St	Sidewalk	86 Ave: 160 St to 160A St	100m of sidewalk on south side of road
160 St	Sidewalk	161 St: 86 Ave to Lot 8686	200m of sidewalk on east side of road
166 St	Cycling	80 Ave: 166 St to 168 St	400m of bike lane on both sides of road
166 St	Parking	166 St: Fraser Hwy to Lot 8255	20 stalls of on-street parking
166 St	Sidewalk	166 St: Fraser Hwy to 8255	95m of sidewalk on west side and 170m of sidewalk on east side
166 St	Sidewalk	166 St: Watson Dr to Fraser Hwy	50m of sidewalk on west side of 166 St
166 St	Wayfinding	Station catchment: To station, recreation facilities	Wayfinding signage



140 St Stn

LEGEND

- SLS Station
- SLS
- Parking - SLS Project
- Sidewalks -SLS Project
- Bicycle - SLS Project
- 400m Radius from SLS Station

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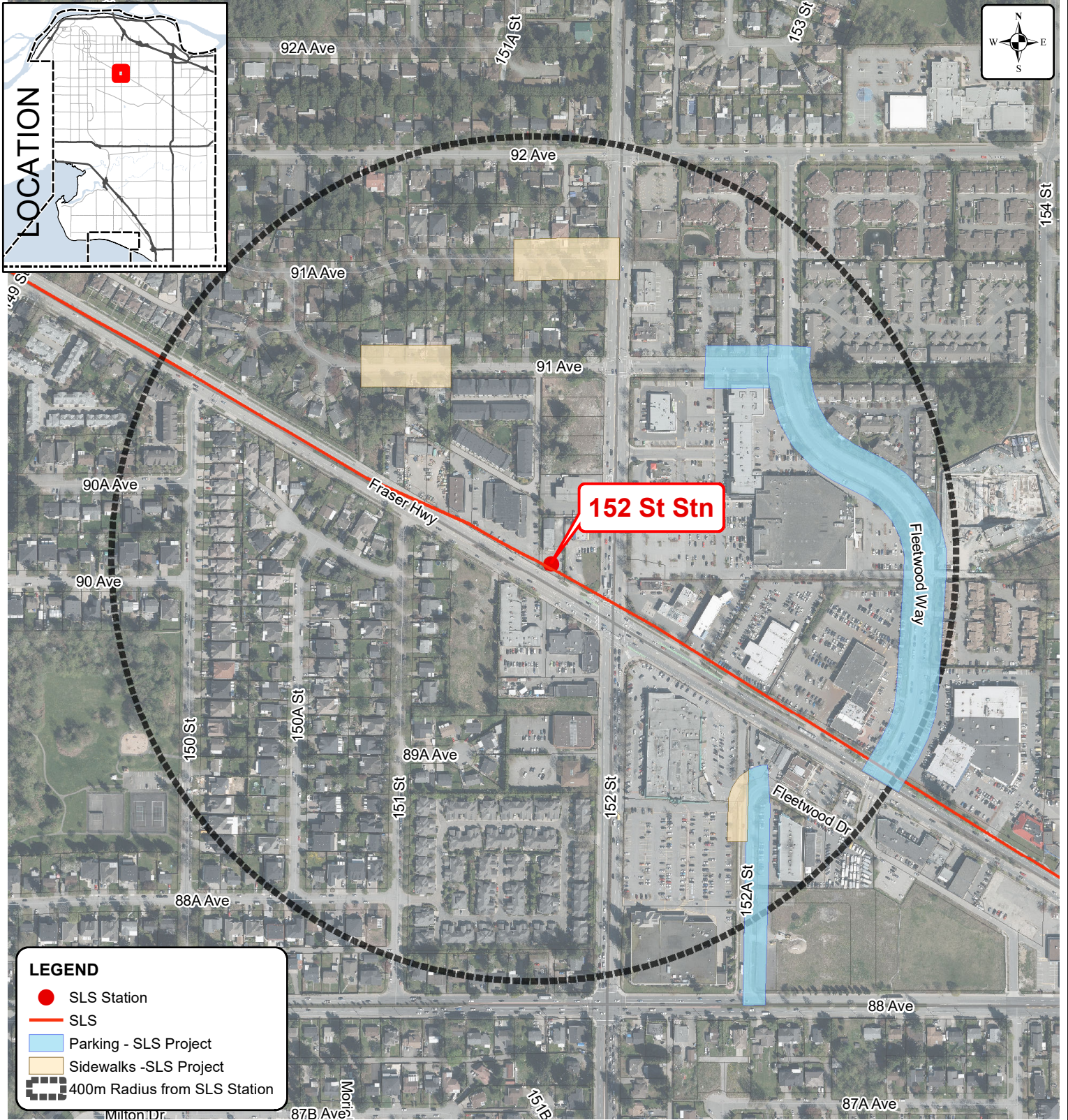
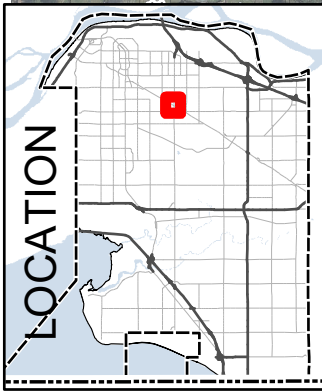
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Surrey Langley SkyTrain City Complimentary Works Green Timbers Station (at 140 Street)

ENGINEERING
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.



LEGEND

- SLS Station
- SLS
- Parking - SLS Project
- Sidewalks -SLS Project
- 400m Radius from SLS Station

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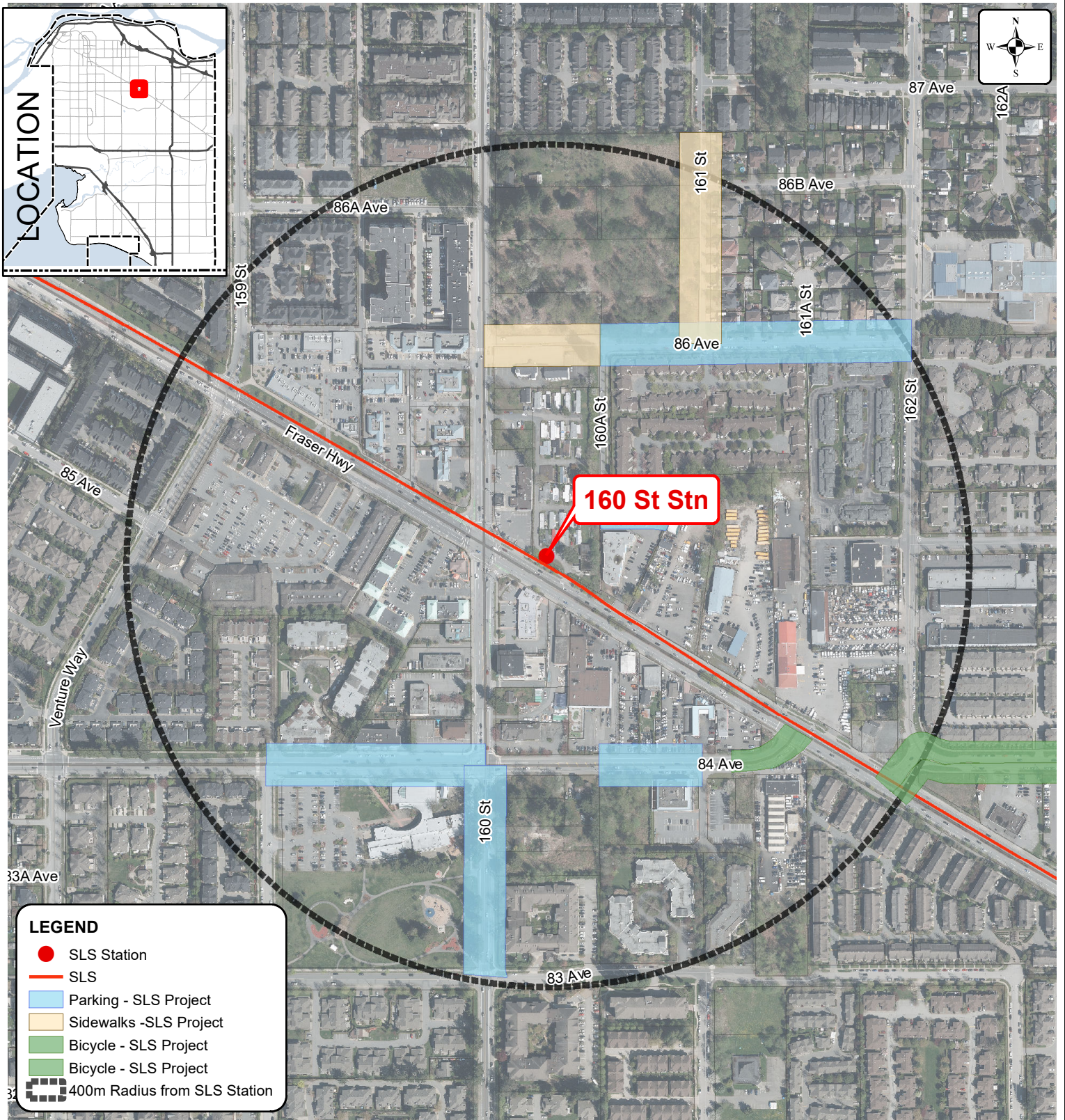
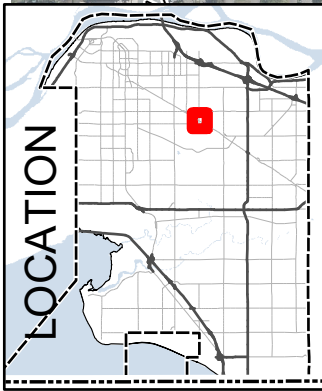
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Surrey Langley SkyTrain City Complimentary Works 152 Street Station

ENGINEERING
DEPARTMENT

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LEGEND

- SLS Station
- SLS
- Parking - SLS Project
- Sidewalks -SLS Project
- Bicycle - SLS Project
- Bicycle - SLS Project
- 400m Radius from SLS Station

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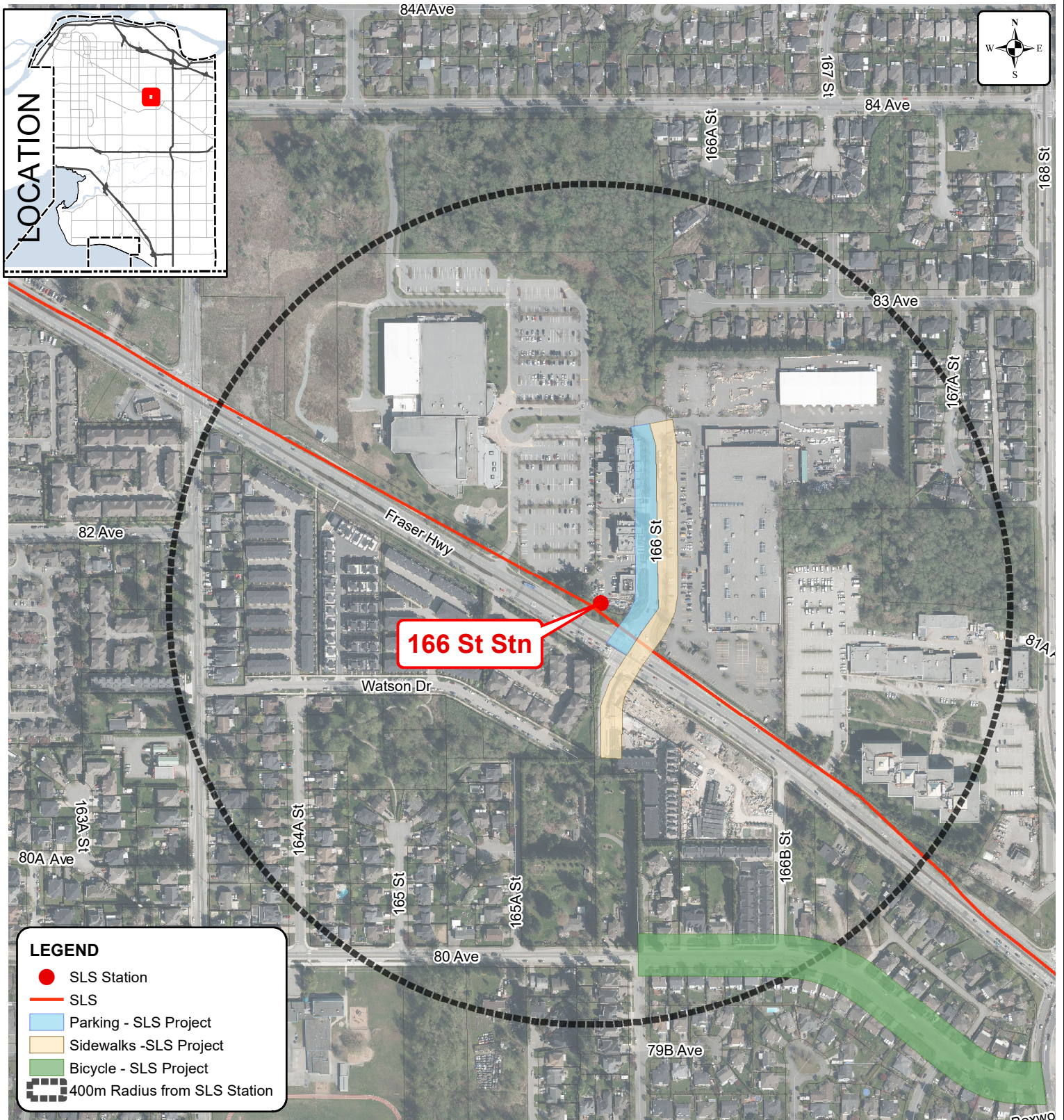
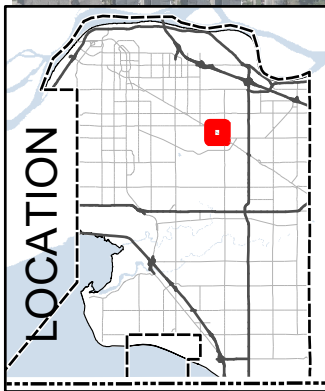
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Surrey Langley SkyTrain City Complimentary Works Fleetwood Station (at 160 Street)

**ENGINEERING
DEPARTMENT**

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166 St Stn

LEGEND

- SLS Station
- SLS
- Parking - SLS Project
- Sidewalks -SLS Project
- Bicycle - SLS Project
- 400m Radius from SLS Station

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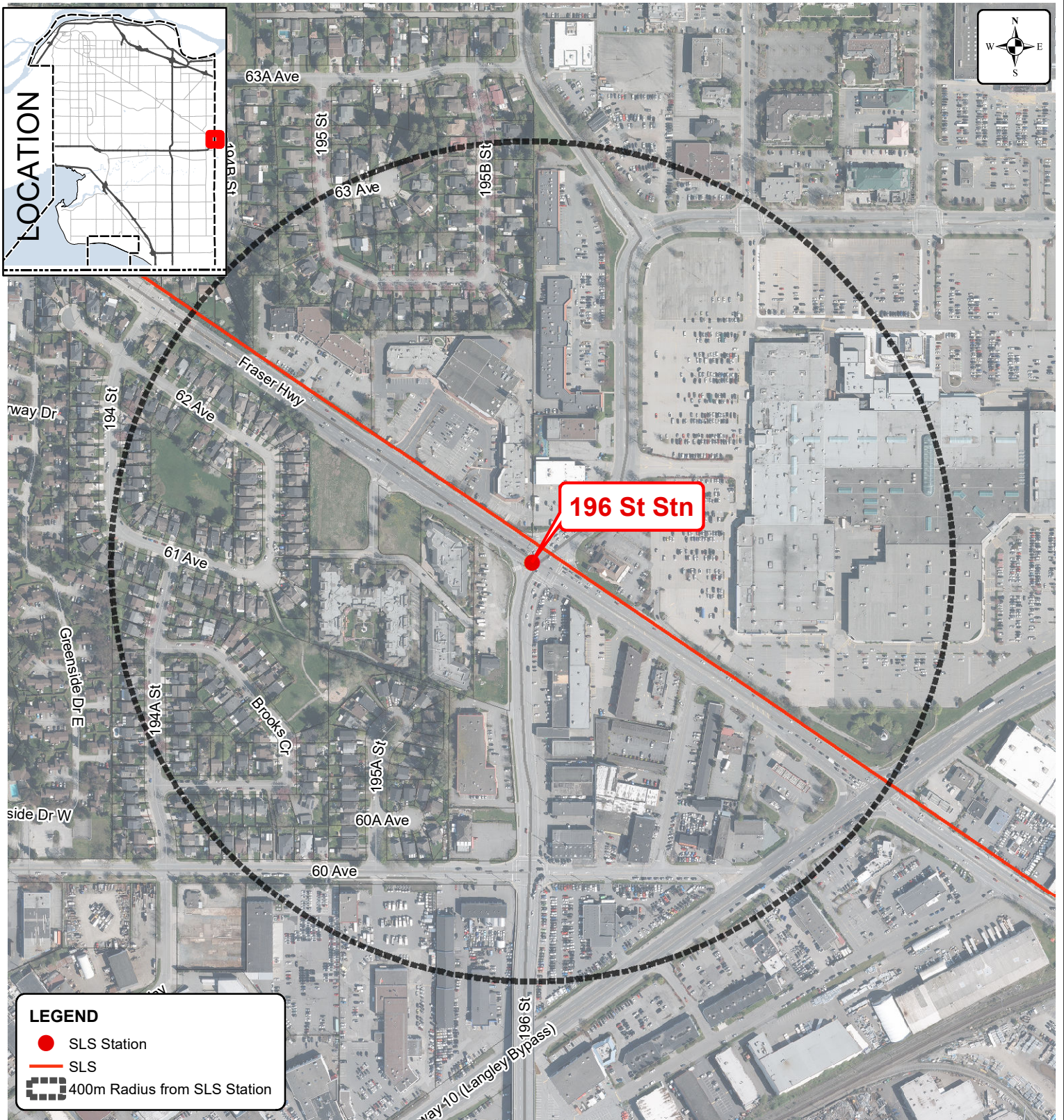
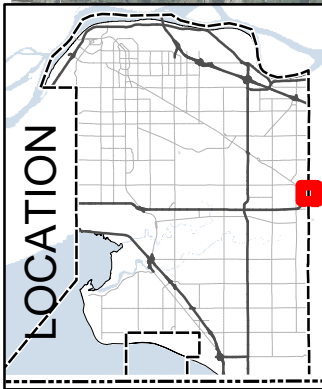
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**Surrey Langley SkyTrain
City Complimentary Works
Bakerview Station (at 166 Street)**

**ENGINEERING
DEPARTMENT**

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LEGEND

- SLS Station
- SLS
- 400m Radius from SLS Station

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Scale: 1:5,000



Surrey Langley SkyTrain City Complimentary Works 196 Street Station

**ENGINEERING
DEPARTMENT**

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