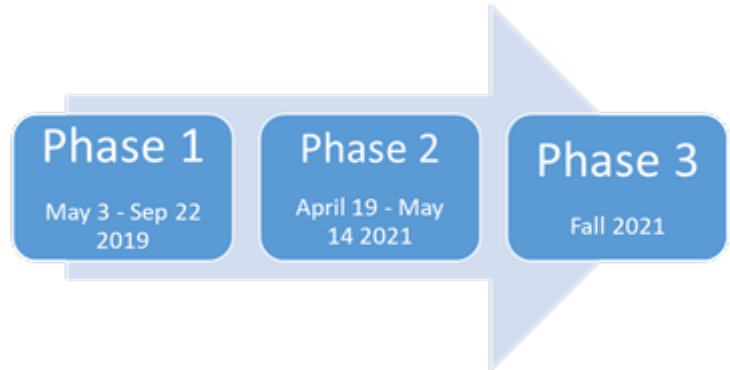

RESEARCH REPORT **TRANSLINK 2050 PLAN**



OVERVIEW

PHASE 1 RESULTS

The next Regional Transportation Strategy will serve as a guide to investments in rail, bus, sea bus, roads, and all other forms of transportation. It will give insight to the vision, goals, strategies, and key initiatives for the next 30 years. This report looks at the master plan, current progress, and the impact on real estate in transit-oriented areas.



Values	Concerns	Priorities
<ul style="list-style-type: none"> Natural Areas and Parks Proximity of Amenities and shops Proximity to Transit 	<ul style="list-style-type: none"> Housing affordability Traffic Climate change 	<ul style="list-style-type: none"> Transit Expansion and Improvement Timely and convenient transit options Cost effective and efficient transport system

NETWORK A AND NETWORK B

Translink is considering two separate plans Network A and Network B.

Each one outlines slightly different transit priorities. Network A places a greater focus on Skytrain while B emphasizes some Skytrain but significantly more Rapid Transit. Note that both include Skytrain expansion from Surrey to Langley as it is already “committed”.

	Network A	Network B
PLAN	Expand Rapid transit by more than 200 KM 100 KM SkyTrain and 100 KM LRT & BRT	Add 400 KM of rapid transit and 50 KM of SkyTrain and 350 KM of BRT
CURRENT	Includes Skytrain already in operation, plus Surrey-Langley and Arbutus extensions	
COST	Negligible difference	

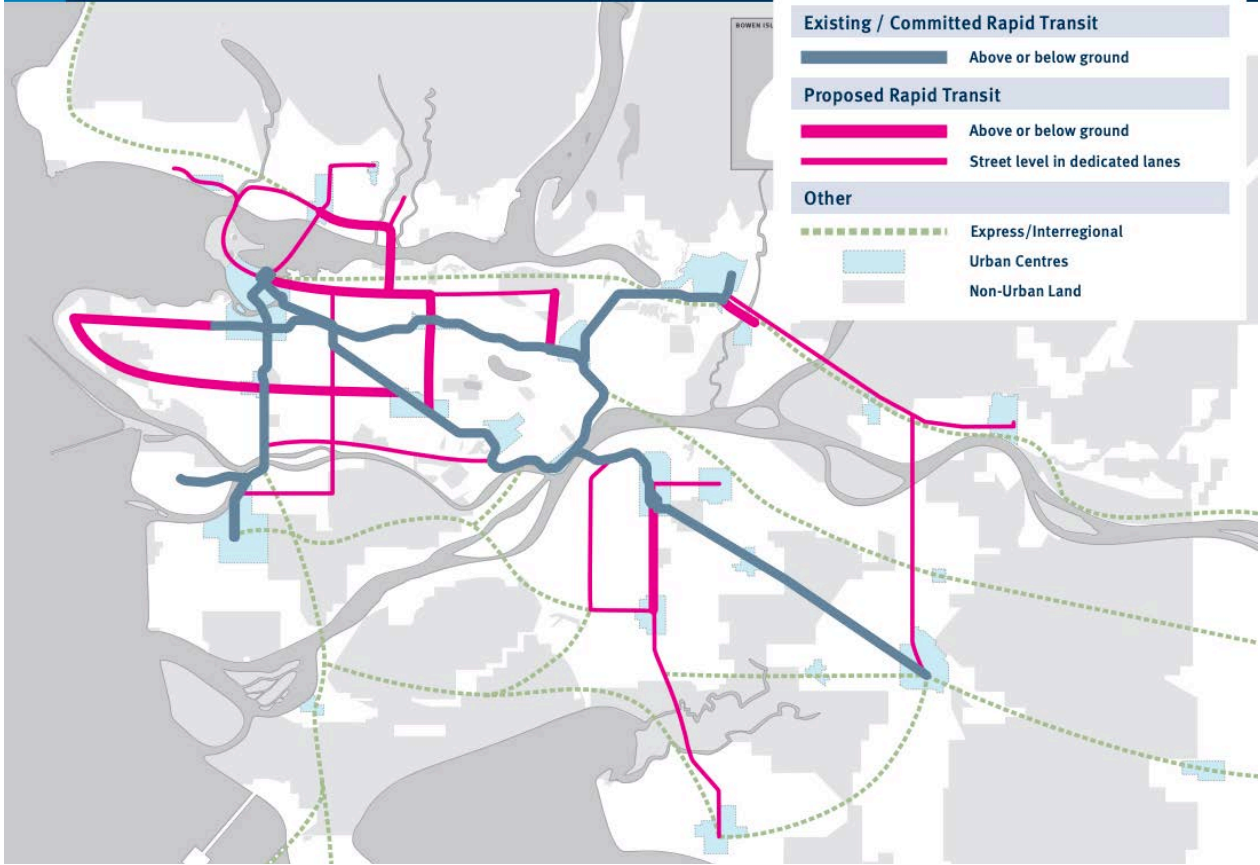
“Above or below ground” is a Skytrain or similar mode

“Street Level in dedicated lanes”

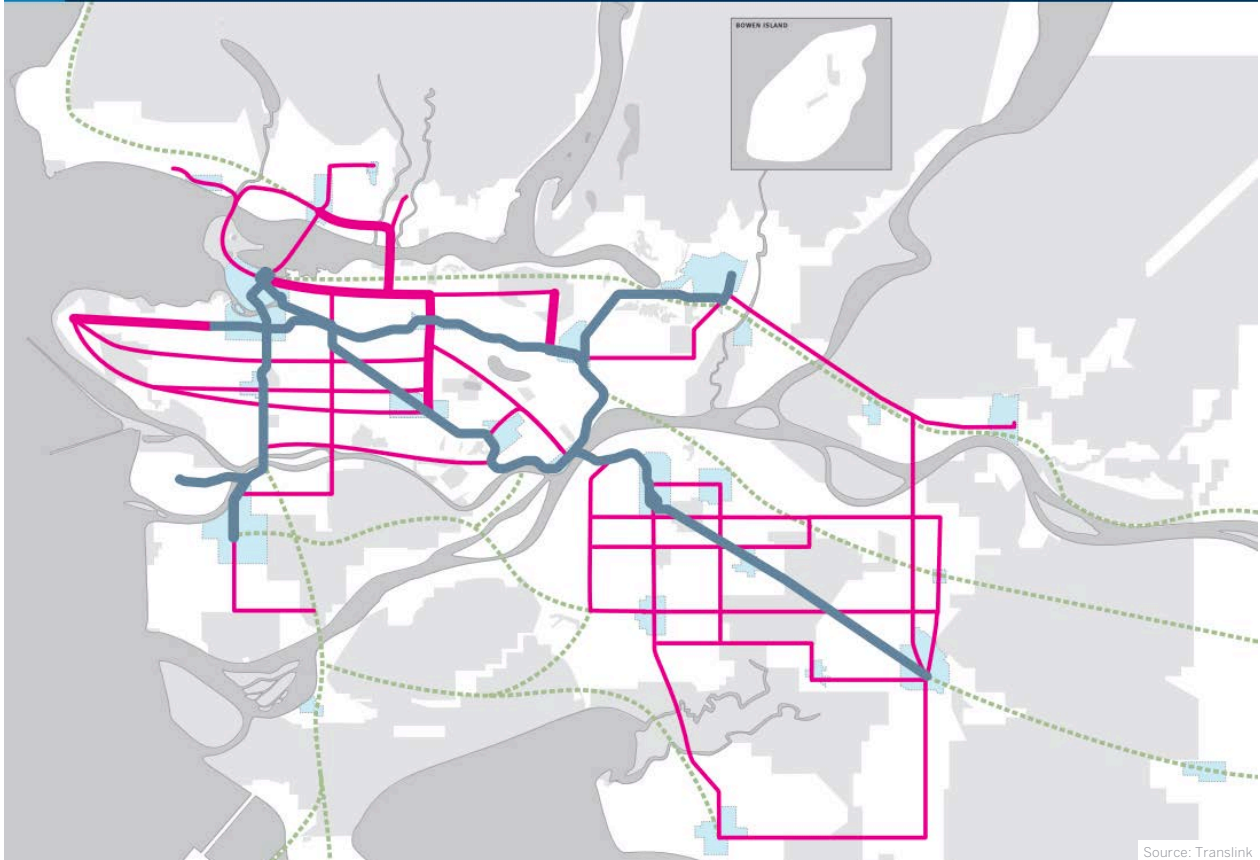
- BRT: Bus – rapid transit
- LRT – Light – rail transit

Both have separation from road traffic, allowing for fast, frequent, and reliable service.

T Network A



T Network B



Source: Translink

OTHER NOTABLE PROJECTS

Under “Network A” plan

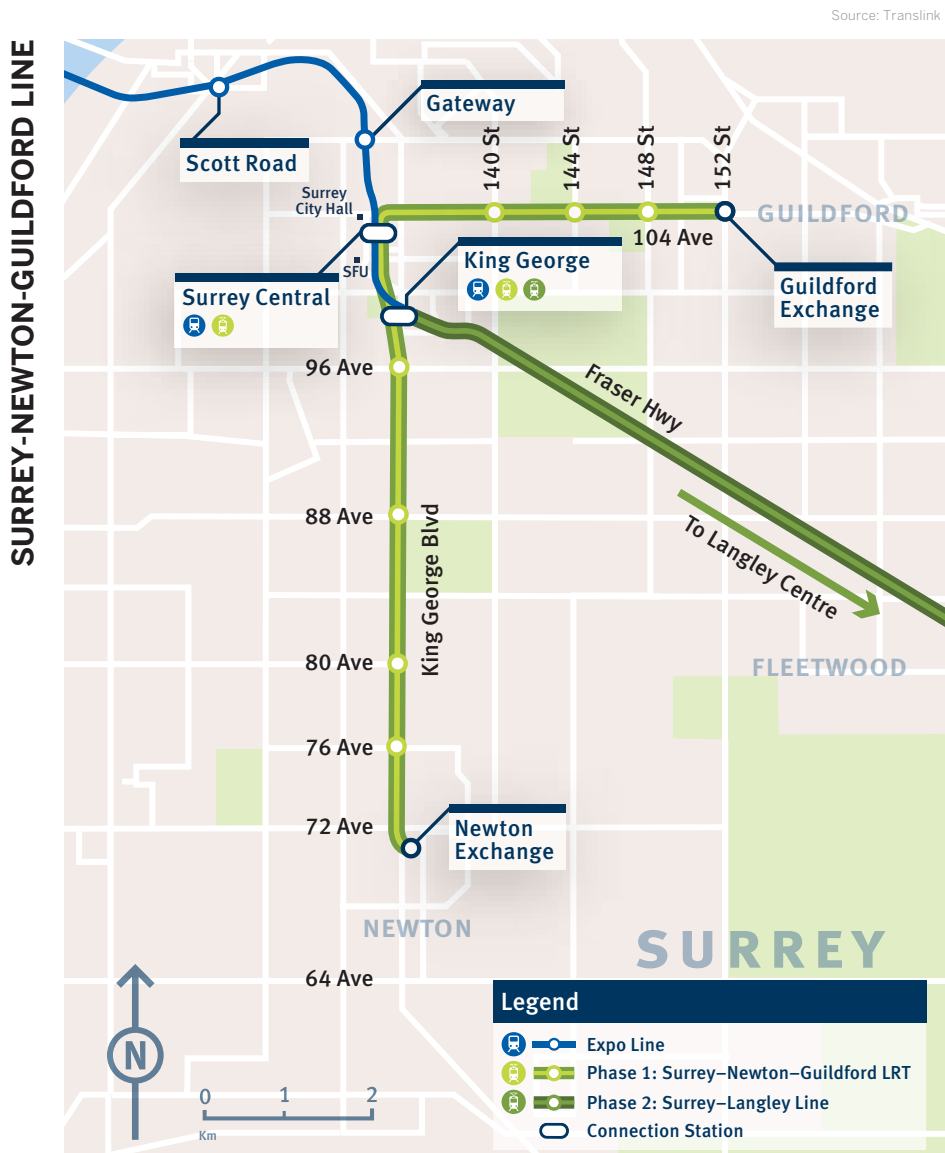
- King George Boulevard SkyTrain extension from Surrey Central Station to Newton
- Millennium Line SkyTrain extension from Coquitlam Central Station to downtown Port Coquitlam

Under “Network B” plan

- Increased routes for “Street Level Rapid Transit”
 - 72nd Avenue Surrey to Delta
 - Newton to South Surrey/White Rock along King George Boulevard
 - City of Lougheed Shopping Center to Coquitlam Central Station

Under Both Plans

- BRT or LRT from Coquitlam Central Station to Haney Place Maple Ridge



SURREY TO LANGLEY EXTENSION

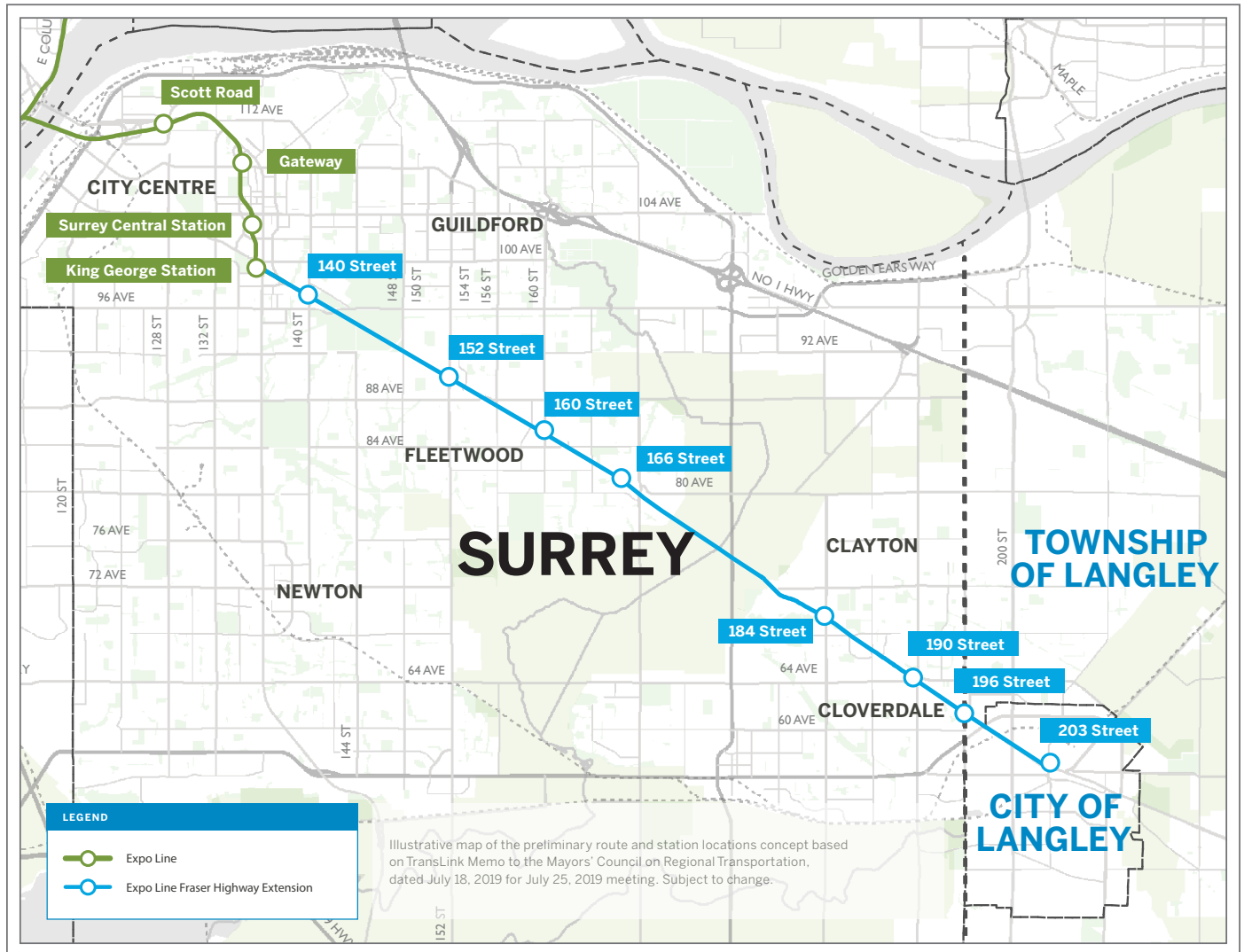
THE PLAN

Extend the Expo Line Skytrain from Surrey to Langley City Centre on an elevated guideway along Fraser Highway.

Completion is expected in 2025 along with the Millennium Line expansion to Arbutus.

PROPOSED STOPS

STAGE 1	STAGE 2
• 140 St	• 184 St
• 152 St	• 190 St
• 160 St	• 196 St
• 166 St	• 203 St



Source: surreylangleyskytrain.ca

PROPERTIES ALONG PROPOSED TRANSIT

SURREY AREA

Population is forecasted to increase from 600,000 currently to 880,000 by 2051. The city has placed focus on becoming more walking and biking friendly, with greater usage of transit.

Bus ridership had increased by 50% in Surrey over just 4 years prior to the Pandemic. With the large geographical span of Surrey, the current density level is fairly low in comparison to the cities West of Surrey such as New Westminster, Burnaby, and Vancouver. The city has expressed support towards density along the Skytrain corridor as it will help increase supply to match demand, aiding with the goal of housing affordability, and also improving the ability to sustain transit ridership.

Resulting from the Skytrain expansion the area between Surrey and Langley City has seen tons on activity, particularly along the Fraser Highway. On a whole, 738 residential units are expected to be delivered by Q3 of 2021, with an additional 252 net deliveries in Q4 of 2022 and 547 in Q1 of 2023. These numbers may be even higher with continued influx of rezoning, land assembly, and higher density development proposals.

Noteworthy Development

Major future development of Sites 16065 and 16099 Fraser Highway in Fleetwood. This was proposed by Bucci Developments in 2020. It would comprise of three towers, at 40, 44, and 57 storeys. Totaling 1,320 residential units and over 85,000 sq ft of commercial space ranging between office, retail, and restaurant.



Source: Bucci Development

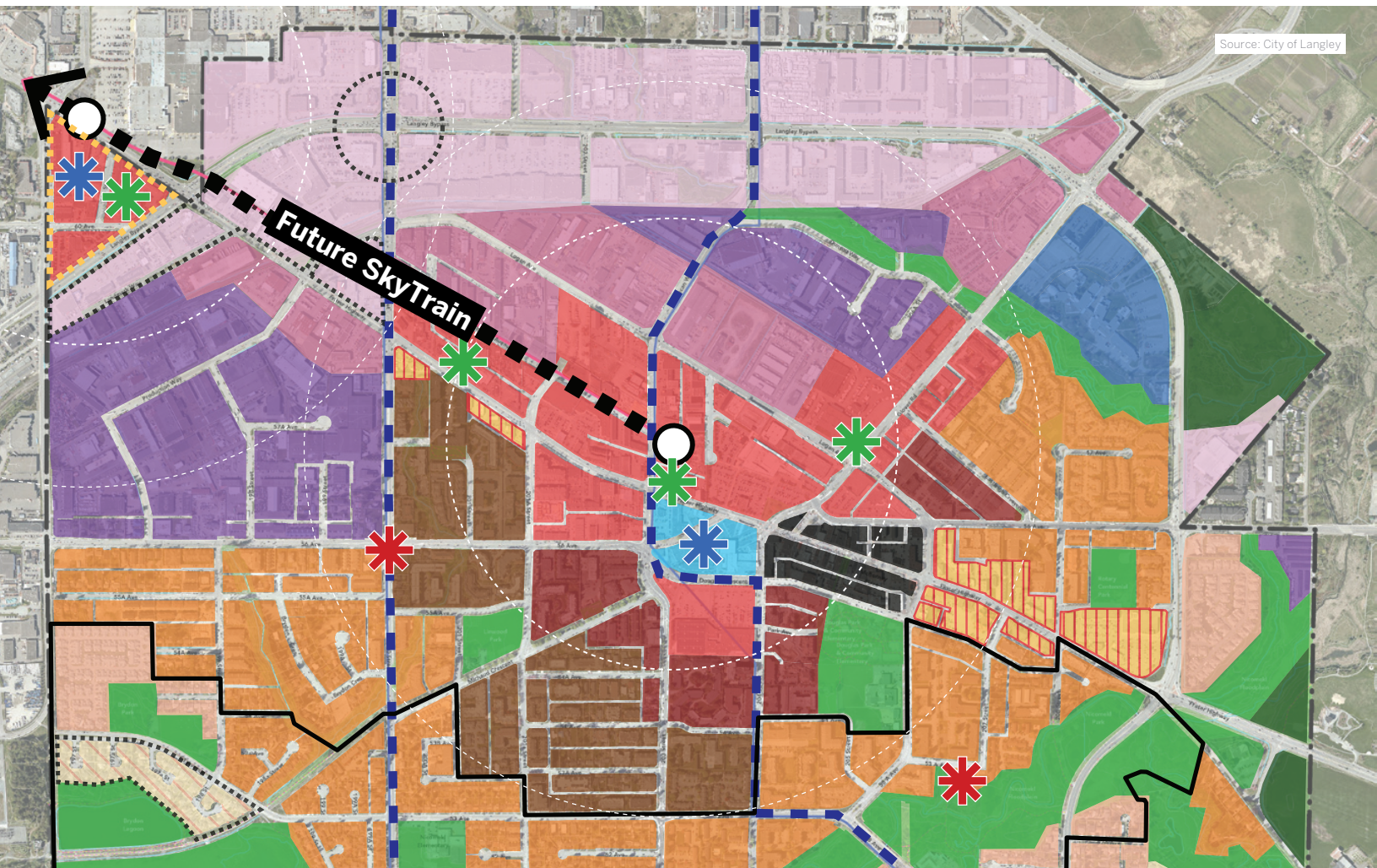
LANGLEY CITY AREA

New OCP Draft

As the city continues to see growth and development, the city has brought forth a revised vision for the community. As of June the final draft of the new Official Community Plan has been completed and input from the public has been integrated. On June 28th a final public hearing will be held. Significant portion of the revisions in this OCP are a result of the Skytrain expansion.

Key Land uses arising from the expansion of the SkyTrain – Transit-Oriented Core, Transit-Oriented Residential

	TRANSIT-ORIENTED CORE	TRANSIT-ORIENTED RESIDENTIAL
VISION	Vibrant neighborhood with an array of uses near the SkyTrain	Higher density residential due to close proximity to Skytrain
BUILDING TYPE	Multi-storey building – depending on location within Airport zoning, the height requirements may differ.	Multi-storey building – depending on location within Airport zoning, the height requirements may differ.
USES	Both Residential and Commercial	Residential with possible commercial
DENSITY	3.0 to 3.5 FSR	2.5 to 4.5 FSR



FUNDING

The current funding is sufficient for the first stage of the expansion. In regards for the second stage there has been a growing pressure on the Federal Government to provide funding.

In February, Justin Trudeau announced \$14.9 billion dollars to be allocated for public transit related projects. With \$6 Billion immediately available for projects that are ready to go, and \$3 Billion per year starting in 2026. The Langley Skytrain expansion has naturally become a talk for this funding and numerous groups are actively advocating for it. For phase 2, the Federal funding component of about 40% is the only missing piece for complete funding.

The Mayor of Langley – Val van den Broek – has repeatedly voiced the need for securing funding from the federal government for the entire Skytrain and for it to be built out in one go. The BC government had indicated financial commitment and support for the project in the April budget. There is yet to be a firm answer from the Federal government regarding their commitment for the second phase of the expansion. If the funding is secured and Skytrain is built in one go, then we would likely see a rapid influx of development and lift in land value around the Skytrain stations, particularly closer to Langley City.

Looking ahead of this Skytrain expansion, talks have already started for a Light Rapid transit from Langley to Abbotsford, once this project is complete. While a further away project the Mayor of Abbotsford – Henry Braun – feels very strongly about it and believes it is the natural next step.



Source: citynews1130

FOR MORE UPDATES ON THIS PROJECT'S PROGRESS, VISIT:
surreylangleyskytrain.ca/news

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