

Richard T. Landale

The Mayor Linda Hepner will not tell, nor will the LTR Program Manager Paul Lee, tell the citizens of Surrey where the Light Rail Transit (LRT) Maintenance Yard / Stock Rail Yard will be located. Replies to enquires going back to June 2016 have cited confidentiality, avoidance to speculation, and undecided, or just not responded to. Refer to links on page 2.

The following presentation to the Citizens of Surrey postulates three logical locations along the proposed LRT routes. Where there is land large enough to accommodate a Maintenance Yard. There are other options, but two are under the BC Hydro 600kV High voltage powerline right of way on King George Blvd, or for the city to expropriate Parkland at perhaps Holland Park, or Bear Creek Park. Or a remote private LOT location on Fraser Hwy (about 173rd. St), zoned A-1.

With each option, there are "Pros and Cons". The cost of land acquisition would be pure speculation. The cost of the Maintenance Yard and Rail Stockyard cannot not be realistically estimated for numerous design and practical location variations. In future years, it may be necessary to acquire a second Rail Yard site to accommodate additional rail stock.

OPTION 1

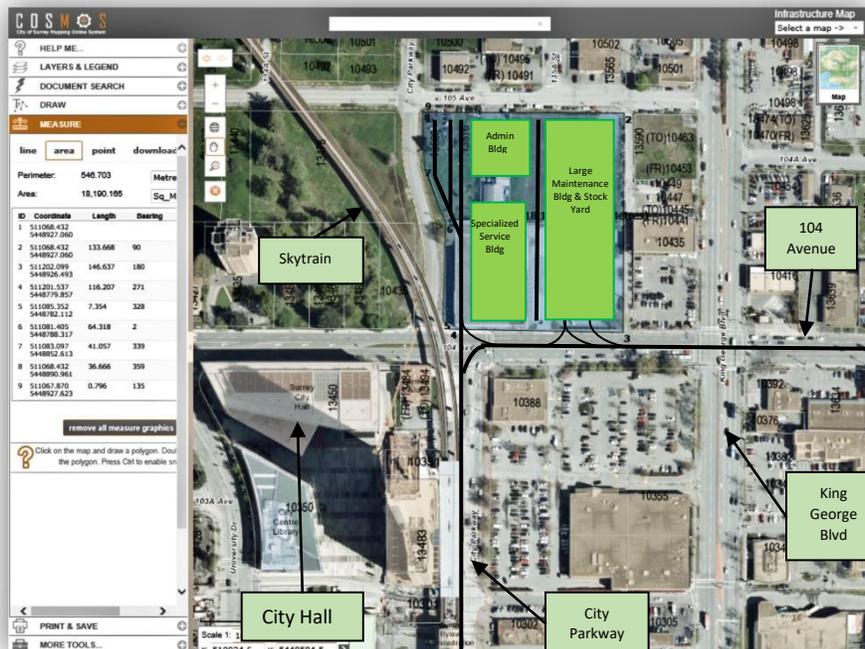
Across from City Hall on 104th. Avenue at City Parkway. The thick black lines depict the announced twin track LTR route.

PROS

- Location is beside the LRT route, at an existing traffic signal intersection.
- Site would be well served with all existing underground utilities, including Fire Hydrants. Minimal connection upgrading.
- BC Hydro 13.5kV overhead powerline existing in utility lane beside site location.
- Minimal environmental impact of tree canopy, and site is flat.
- This site is 17,971 sq meters or 4.44 acres
- Some 280 meters of Rail Stock siding track. Could accommodate 9 x 4 street cars.
- This site location does not require OCP or Zone amendments.

CONS

- 5 Private LOTS will have to be purchased or expropriated. (2018 assessed \$32,395,000).
- Cost to buy private properties and existing commercial businesses will be higher.
- Site building clearing, with minor infill.
- Significant traffic flow problems on 104 Avenue.
- Visually could be an unsightly location on 3 sides.
- The site is within view of the Mayor's Office.
- This is the smallest of all three optional sites.
- Half the Rail Stock siding track of Option 3.
- Loss of city business tax revenue.



OPTION 2

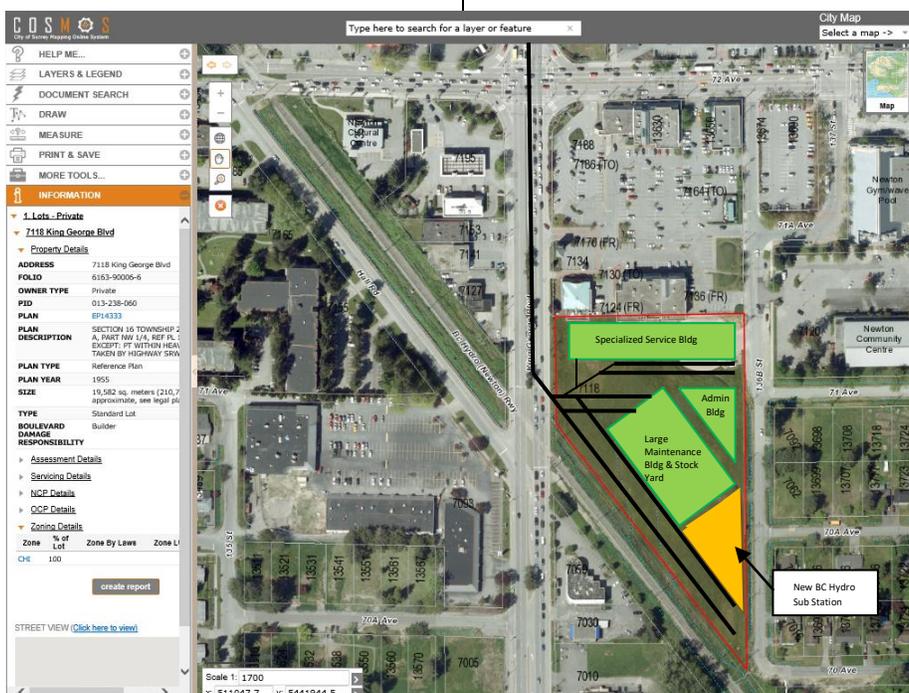
This site location is one block south of 72nd. Avenue in the Newton Town Centre off King George Boulevard, beside the BC Hydro Railway right of way (ROW). Apparently this is the City's preferred location. (refer to links on this page). During the open house June 29th 2017, while discussing table large LRT system/track layout drawings, Mr. Lee advised this site was not being considered.

PROS

- Underutilized vacant site.
- Site would be well served by existing underground utilities, including Fire Hydrants. Minimal connection upgrading.
- Multiple high voltage BC Hydro overhead powerlines adjoining the site on King George Blvd, along the Railway ROW beside site location.
- Improved egress onto / off site impacting traffic flow on King George Blvd, compared to Option 1.
- Minimal environmental impact of tree canopy, and site is flat.
- This site is 19,582 sq meters or 4.84 acres.
- Some 490 meters of Rail Stock siding track. Could accommodate 16 x 4 street cars.
- This site location does not require OCP or Zone amendments.

CONS

- 1 Private LOT will have to be purchased or expropriated. (2018 assessed \$15,480,000).
- Cost to buy this prime location will be higher.
- Site building clearing, with minor infill.
- Requires High Voltage Substation installation / costs, over and above costs for options 1 & 3.
- Reduced traffic flow problems onto King George Blvd.
- Visually could be an unsightly location on 3 sides.
- End of line location, in relation to total LRT routing system. Rail stock has long journeys to Maintenance yard.
- Loss of future potential city business tax revenue.



Please refer to the following links for available “draft” information relating to this location.

<https://surreylightrail.ca/Documents/Surrey%20LRT%20Environmental%20and%20Socio-Economic%20Review.pdf>

<https://surreylightrail.ca/DocumentLibrary>

OPTION 3

LRT maintenance yard on Fraser Hwy opposite the Jim Patterson Medical Building on 140th Street. This location offers, suitability for either the LRT or Skytrain system, which will one day be built from King George Station to Langley.

There are two lots between Fraser Hwy and 96th Avenue, just east of Quibble Creek. The larger LOT 4.6 acres is owned by the Province, while the smaller LOT of 1.8 acres is owned by the City - Parks. Both LOTs are considered part of Green Timbers Parkland.

PROS

- Underutilized site.
- The smaller 1.8 acre LOT is owned by the City of Surrey as Parkland, annexed to Green Timbers by Fraser Hwy.
- Site would be well served by existing underground utilities, including Fire Hydrants from 96 Avenue. With moderate connection upgrading required.
- Across from the BC Hydro 13.5kV overhead powerline existing on the north side of Fraser Highway.
- 2 egress points on to / off site impacting traffic flow on Fraser Highway.
- LRT Facilities would be behind tree line on all sides, with 2 through flow egress points off Fraser Highway.
- Location is ideal – central to the LRT / Syktrain system.
- Some 540 meters of Rail Stock siding track. Could accommodate 18 x 4 street cars.
- Onsite parking for employees from 96 Avenue.
- Total site is 25,927 sq meters or 6.41 acres.

CONS

- Provincial LOT will have to be acquired from the Provincial Government. (2018 assessed pro-rated \$8,756,772 when 1 acre = \$1,366,111).
- Possible public AAP, or Referendum. Consultations and Negotiations with the Green Timbers Heritage Society and other Groups.
- This site location requires OCP & Zone amendments.
- Significant Tree Canopy loss to Green Timbers Park, with site grading work and infill is required.
- Large environmental impact on Green Timbers animal habitat, Extensive Environmental studies are required. (Trees, Biodiversity, Ecosystems, Geotechnical). Potential special approvals from the Provincial Government.
- 2 egress traffic flow problems onto Fraser Highway.
- Difficult site to design flow through for Skytrain with all three buildings, and the close proximity to Quibble Creek.



RECOMMENDED LAND SWOP

The City of Surrey Council entertains land swops, when according to the Mayor (*February 6th 2018, it is in the "Common Good" for the community*). As an example; the various land dealings required for Hawthorne Rotary Park.

The following mapping of Green Timbers and the surroundings of yet "Undedicated ParkLands" are an ideal opportunity to compensate for the partial deforestation of Green Timbers Parkland (undedicated), for this Option 3. All lands highlighted are within the City's purview to dedicate at no land cost to the city et al. (Also refer CR-2015-R085).

Given the scale of this option and recommendation, it is further recommended the city entertain a referendum that speaks to this land swop specifically.



A THEORETICAL DISCUSSION

This is for the Phase One, Guildford Town Centre to City Centre, to Newton Town Centre - only.

By averaging basic land assessed values from COSMOS for Options 1, 2 and 3, land may cost as much as \$20 million. With all 3 Buildings (combined) on the LRT Maintenance Yard sites might cost \$80 million, due to the specialized heavy lifting equipment, Steel Frame Building structure and rail pits required. All the necessary rail yard track, automated switching, land clearing, grading, concrete and so on, add \$20 million. Then add \$10 million for specialized tooling, and machinery. Add \$5 million for special 4 Car Maintenance Rail Car. Add the typical 12% electrical costs for plants, which in this case should be increased to 15% because of the overhead catenary system. *Where is the City Budget Plan ?*

The unspoken surprise to Surrey Taxpayers will easily be in the region of \$155 million... all in.