

Mayors 'would be crazy to say no' to deal

It's thought those new fees could raise more than \$1 billion for future transit and cycling infrastructure.



GERRY KAHRMANN/FILES Peter Fassbender, the minister responsible for TransLink, says new developer fees for high density along Metro Vancouver transit corridors could help expand the system.

"I sincerely hope the mayors see the province's clear position. We're prepared to invest in Phase 1 right now, to expand the system," Fassbender said. "They would be crazy to say no."

Metro mayors and the province have struggled to agree to new funding sources for transportation since a sales tax plebiscite was rejected by the public last spring.

Fassbender said the provincial funding was approved after mayors suggested they could cover TransLink's \$124 million share of costs through existing funding sources, such as raising property taxes and fares and selling surplus properties. He would not go into further details, saying that was up to the mayors. TransLink is authorized to collect a certain amount of property taxes each year for transportation.

Fassbender said the parties can also work together on new funding sources, such as creating developer fees for high density along transit corridors. Municipalities already collect charges from developers for amenities such as pools, parks and affordable housing, and have pitched the idea of transportation fees as a way to inject needed cash into the beleaguered transit system.

A report conducted by Coriolis Consulting Corp. on behalf of TransLink in 2014 suggests a regional transportation or transit development cost charge should be seriously considered, noting it could reap between \$300 million and \$1 billion and will likely have a minor impact on development and affordability if fees are kept low.

However, the report noted fees are only a one-time cost for new development, can only be applied to capital projects, and could potentially limit the amount of revenue municipalities collect for other amenities. The move

would also likely take at least two years to develop and would likely cover only a portion of the total estimated capital cost.

“The analysis requires a more detailed look at the most reasonable way to allocate the costs of TransLink infrastructure projects across different areas and different forms of development,” the report states, “as well as a more detailed look at what share of capital costs development in different parts of the region can afford to pay.”

Fassbender agreed more work needs to be done, but said he believes “there is significant benefit potential there for the entire region.” Early indications suggest there are opportunities on both new and existing SkyTrain lines, including the proposed Broadway subway, he said, but noted all municipalities have to be on board.

Fassbender’s announcement coincides with a new survey by Angus Reid Global that found 90 per cent of Metro Vancouver residents believe a regional multi-year transportation plan should be rolled out immediately to improve housing affordability. The survey suggests two in five residents say transportation is one of the two most important issues facing the region today, second only to housing affordability.

The online survey, involving 1,403 Metro Vancouver adults, has a margin of error of plus or minus 2.6 percentage points, 19 times out of 20.

12 Comment(s)

[WaskesiuT](#)

26 May 2016

07:11

Total BS!! It's obvious that no one rational is in control.

The mayors' plan was crap to begin with, and is now getting financed?

The extra Seabus is already delivered and in service (90% of cost) paid by the feds. Translink took a second of the old ones out of operation arbitrarily during the months before the "vote" and hasn't bothered to put it back into operation, though it could at a moment's notice.

Moonbeam's tunnel to nowhere should be a ridiculous non-starter, but is still on the table. Cut out all parking on Broadway, put in a number of off-street parking lots, dedicate the curb lanes to transport (Translink buses, private buses, Uber-like services, taxis). No need to spend a couple of billion dollars and interrupt the present Broadway businesses.

Light rail in Surrey? Be careful what you wish for in the city of shootings. Check what has happened in Edmonton with its light rail (a disaster).

Raising fares? Stupidity.



[Ricketty Rabbit](#)

26 May 2016

07:34

People are becoming increasingly desperate and irrational about this. Check this out:

"90 per cent of Metro Vancouver residents believe a regional multi-year transportation plan should be rolled out immediately to improve housing affordability"

The plan described above will do the opposite.

We have underutilized streets and roads that are impeded by parking, left turns, poorly timed traffic lights, obstacles to rapid bus movement.

In short, by a lack of creativity and imagination. Should we throw more money at it? No, wrong solution!

The Broadway corridor could be fixed for about 1/10th of the cost of building a subway. See WT's post above.

[tug](#)

26 May 2016

08:00

What was the point in having a transit referendum?

[Lynn Kumpula](#)

26 May 2016

08:25

I think Waskesuit and Rickety Rabbit have made some good points. It certainly raises the question about what needs to be done in Vancouver to permit the movement of people and traffic. I particularly like the building of off broadway parking lots and the removal of parking on broadway.



[mistereye](#)

26 May 2016

10:17

The Sun says "The B.C. Liberals will pledge \$246 million...." Every other media outlet says it is the BC Government. Bias? I thought the government made and funded these decisions, not the party. Will the BC Liberal donors please pony up!



[Art Iskandid](#)

26 May 2016

11:08

We all seem to favour the elimination of street parking on Broadway. Off-street parking might be best.

Self-driving cars will soon be on the streets, and Transit may have a new set of circumstances. I should think that within 5 years, the first self-driving vehicles will be on the road. Within 10 years, they will be common. This could affect Transit, and it could affect the need for parking.



[The Green Bastard](#)

26 May 2016

11:25

This could affect Transit, and it could affect the need for parking.

just send the little bugger back home and program it when you want to be picked up...

[tug](#)

26 May 2016

11:27

Looking ahead, I'm sure our transit infrastructure will be unprepared, as usual, for any change.



[Stryder](#)

26 May 2016

11:35

Taking parking away from Broadway is worth having a look at. HOWEVER, where is the off Broadway parking going to be? How many lots? How far are people prepared to walk, from their cars to the shops/businesses? How do the merchants along Broadway feel about that idea?

Art, I think driverless cars, in any numbers are a long way away.



[GMan](#)

26 May 2016

12:28

and most importantly, Stryder, who is going to pay for the off street parking lots?

I would guess that each block with parking on both sides of the street would have about 30 or 40 cars to be parked. This would fill 2 city lots. PER BLOCK. The cost of a city lot next to Broadway is anywhere from \$1 million on the East Side to \$4 million on the West Side. The total cost to purchase the land to create two parking lots per block for the 38 blocks on the West Side and 20 blocks on the East Side (between Alma and Commercial) would only be about \$350,000,000.

And then you got to tear those houses down, displacing about 118 families (or more if they have rental suites).

They're going to "pave paradise and put up a parking lot"



[Den -](#)

26 May 2016

14:27

How many posters have actually driven down Broadway. There is already a lot of off street parking.

One new commercial building with underground parking could serve an entire block. It is one solution that is worth looking at. Certainly better than Skytrain. As far as walking distance people already shop in malls.

[George T Cunningham Library - CTZ](#)

27 May 2016

09:05

And to add to many of the ideas above (especially re: Broadway) on which I've expounded many times before, STOP closing vehicular access to roads and especially on major arteries. Moonbeam's gang is totally clueless and anything but visionary.