

SUPPORTIVE POLICIES AGREEMENT

MILLENNIUM LINE BROADWAY EXTENSION PROJECT

THIS SUPPORTIVE POLICIES AGREEMENT made on the 27th day of June, 2018,

BETWEEN:

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY, an entity continued under the *South Coast British Columbia Transportation Authority Act* (British Columbia)
400-287 Nelson's Court, New Westminster, BC V3L0E7

("TransLink")

AND:

CITY OF VANCOUVER
453 West 12th Ave Vancouver, BC V5Y 1V4

(the "City")

WHEREAS:

- A. The Mayors' Council on Regional Transportation's 2014 report entitled *Regional Transportation Investments, a Vision for Metro Vancouver* (the "**Mayors' Vision**") identifies rapid transit between Commercial Drive and the University of British Columbia along the Broadway Corridor as a priority to ensure that the transportation needs of the region are met.
- B. TransLink, as a regional transportation agency, has the mandate to plan, prioritize, secure funding and delivery transportation and transit projects, and create an integrated transportation and transit system within the regional transportation service region as defined in the *South Coast British Columbia Transportation Authority Act* (British Columbia).
- C. The Mayors' Vision includes the first phase of rapid transit between Commercial Drive and the University of British Columbia, with such first phase comprising an approximately 6.0 km extension of the Millennium Line from its current terminus at VCC- Clark Station to a new western terminus at Arbutus Street (the "**Project**").
- D. The City, as the Host Municipality of the Project has the mandate to provide governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it as per the *Vancouver Charter*.
- E. The Mayors' Vision calls on parties to enter into one or more Project Partnership Agreements (a "**PPA**") whenever the region is making a major investment involving significant cost and risk, the success of which depends on higher degrees of coordination, collaboration and mutually supportive actions by multiple partners. The Project requires such an investment.
- F. The PPA for this Project has four components:
 - (i) an executed Memorandum of Understanding ("**MOU**") between TransLink and the City, dated September 20, 2017;

- (ii) this Supportive Policies Agreement (“SPA”);
- (iii) a Contribution Agreement between TransLink and the City dated June 27, 2018; and
- (iv) a Project Master Agreement to be entered into between TransLink and the City as part of the implementation phase of the Project.

NOW THEREFORE:

The Parties hereby acknowledge, confirm and agree as follows:

1. INTERPRETATION

1.1 Definitions

In this SPA, including the Recitals and Schedules hereto, unless otherwise specified or the context otherwise requires, the following words and expressions have the following meanings:

- (a) “**Affordable Housing Strategy**” has the meaning set out in Section 6.1(a);
- (b) “**Broadway Corridor**” means the entire transit corridor in the geographic area of the City of Vancouver along Broadway from Commercial Drive to the University of British Columbia;
- (c) “**Broadway Planning**” means planning for the area up to 800 m from MLBE stations with a focus between Clark Drive (VCC-Clark Station) and Arbutus Street, inclusive of Central Broadway;
- (d) “**Bus Priority and Integration Plan**” has the meaning set out in Section 7.1(a);
- (e) “**Central Broadway**” means the area in Vancouver between Main Street to the East, Terminal Avenue/False Creek to the North, Burrard Street to the West and 16th Avenue to the South;
- (f) “**City**” means the municipal corporation called the “City of Vancouver” and continued pursuant to the Vancouver Charter;
- (g) “**Completed City Initiatives**” has the meaning set out in Section 3.1;
- (h) “**Land Use Plans**” has the meaning set out in Section 5.1(a);
- (i) “**Mayors’ Council**” means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (j) “**Mayors’ Vision**” has the meaning set out in Recital A;
- (k) “**Metro Core**” means the area defined by the Regional Growth Strategy that includes the Downtown Peninsula, Central Broadway and surrounding areas extending from Clark Drive to the East, Burrard Inlet to the North, Burrard Street to the West and 16th Avenue to the South;
- (l) “**Metro Vancouver**” means the corporation doing business as “Metro Vancouver” and legally entitled Greater Vancouver Regional District and continued pursuant to the Local

Government Act, with a membership comprised of 21 municipalities, one Electoral Area and one Treaty First Nation;

- (m) “**Metro Vancouver Board**” means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (n) “**Millennium Line Broadway Extension Corridor**” or “**MLBE Corridor**” means the corridor shown on the map attached hereto as Schedule A;
- (o) “**Monitoring Committee**” has the meaning set out in Section 10.1;
- (p) “**MOU**” means the Memorandum of Understanding as set out in Recital F;
- (q) “**Official Development Plan**” or “**ODP**” has the meaning set out in Section 3.1(d);
- (r) “**Ongoing City Initiatives**” has the meaning set out in Section 3.1;
- (s) “**Opening Day**” means the first day upon which the Project opens to the public;
- (t) “**Parking Bylaw**” means City of Vancouver Parking Bylaw 6059;
- (u) “**Party**” means a party to this SPA and “**Parties**” means both of them together;
- (v) “**Performance Measures**” has the meaning set out in Section 10.3(b);
- (w) “**Performance Report**” has the meaning set out in Section 11.1;
- (x) “**PPA**” means a Project Partnership Agreement as set out in Recital E;
- (y) “**Project**” has the meaning set out in Recital C;
- (z) “**Province**” means the Province of British Columbia;
- (aa) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4(d);
- (bb) “**Regional Growth Strategy**” has the meaning set out in Section 2.4(c);
- (cc) “**TDM**” has the meaning set out in Section 2.3(f);
- (dd) “**Transit-Oriented Communities Design Guidelines**” means the design guidelines developed by TransLink in consultation with municipal, Metro Vancouver and provincial government stakeholders, published in July 2012; and
- (ee) “**Vancouver**” means the geographical area generally known as the “City of Vancouver” the boundaries of which are legally described in Section 6 of the Vancouver Charter (but in this Agreement does not mean the City or the municipal corporation which provides the local government for Vancouver).

1.2 Recitals and Schedules

The Recitals and all Schedules to this SPA are incorporated into and form an integral part of this SPA.

1.3 **Number and Gender**

In this SPA, words importing the singular number include the plural and vice versa and words importing the neuter, masculine or feminine genders include all genders.

1.4 **Headings**

The headings in this SPA have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this SPA.

1.5 **Statutory References**

Each reference in this SPA to an enactment is deemed to be a reference to that enactment, and to the regulations made under that enactment, as the same may be amended or re-enacted from time to time.

1.6 **References to Plans**

Each reference in this SPA to a plan or similar document, such as the Official Development Plan or the Regional Growth Strategy, is deemed to be a reference to that plan or document as the same may be amended from time to time.

1.7 **Status of Agreement**

As governmental or public authorities, each of the City and TransLink are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this SPA in a diligent and timely manner to achieve the Project objectives described below in Section 2. As governmental or public authorities, each Party acknowledges that it is governed by officials who are duty-bound to enact by-laws and policies in accordance with the mandates stipulated in each Party's governing legislation. As such, and despite any other term of this SPA to the contrary, the Parties acknowledge and agree that this SPA is not intended to, and will not operate so as to, create legally binding rights and obligations nor to fetter the lawful discretion and powers of either Party with respect to the subject-matter of this SPA.

1.8 **Effective Date**

Notwithstanding the execution date of this SPA, the effective date of this SPA is the date upon which the Mayors' Council approves TransLink's 2018-2027 Investment Plan or such other investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*) that includes the implementation of the Project.

2. PRINCIPLES AND OBJECTIVES

2.1 Objective of this SPA

The central objective of this SPA is to confirm the commitments necessary from each of TransLink and the City for actions which are mainly outside the direct scope of the Project, but which will have a significant impact on the achievement of the Project's objectives. These commitments are intended to be interpreted and applied having regard to the Project objectives (Section 2.2), Project principles (Section 2.3) and broad policy objectives (Section 2.4).

2.2 Project Objectives

The Project is intended to act as a catalyst to:

- (a) achieve multiple additional objectives contained in regional and local plans, which include reducing traffic congestion, increasing transit network capacity, increasing transit ridership, managing travel demand, improving cycling and pedestrian access and safety, shaping land use, providing opportunities for a significant new supply of affordable housing, enhancing the environment, and fostering economic vitality; and
- (b) help shape the future of the Broadway Corridor as a focal point for higher density housing, including affordable housing, mixed use development and expanded transportation options.

2.3 SPA Principles

The key elements to successful transportation system performance for this Project include transit-supportive land use, affordable housing policies, a complete street network, and urban design. The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines in the planning, design and implementation of the Project as follows:

- (a) the coordination of land use and transportation, focusing on high demand destinations along the MLBE Corridor ('Destinations');
- (b) the creation of a pedestrian and bicycle-friendly street network to support transit use ('Distance');
- (c) the design of a public realm accessible to people of all ages and abilities, whether they be walking, cycling, using transit, pushing a stroller, or using a mobility device ('Design');
- (d) the concentration of homes, jobs, and key activities within a short walk of the stops for the Project at a level appropriate to support the transit investment ('Density');
- (e) the provision of diverse land uses and housing types, tenures and price points ('Diversity'); and
- (f) the use of travel demand management ("TDM") measures like parking pricing to promote walking, cycling and transit in the MLBE Corridor ('Demand Management').

2.4 Broad Policy Objectives

The Parties affirm that the Broadway Corridor is a regionally important corridor and home to the second largest employment centre in British Columbia and the largest hospital and university in Western Canada.

Throughout the lifecycle of the Project, the Parties will continue to support the following regional and provincial initiatives and policies:

- (a) provincial government initiatives to improve public transit in the transportation service region and to increase the supply of affordable housing;

- (b) regional transportation policies as contained in the Regional Transportation Strategy, which was adopted by the TransLink Board of Directors in 2013 and which identifies the Broadway Corridor as a regional rapid transit corridor;
- (c) regional growth management policies as contained in the Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board in 2011 (the “**Regional Growth Strategy**”);
- (d) regional affordable housing policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board in 2016 (the “**Regional Affordable Housing Strategy**”), and which recognizes the shortage of affordable housing in Metro Vancouver and includes a goal of increasing the supply of rental and affordable housing along TransLink’s Frequent Transit Network (a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, 7 days a week); and
- (e) the Transit-Oriented Communities Design Guidelines (2012), the key elements of which inform the structure of this SPA, which demonstrates how community design is fundamental to the promotion of transit, walking, cycling, and place-making.

3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

3.1 City Plans and Initiatives Approved or Underway

The City has previously completed or initiated a significant amount of work in preparation for the Project and toward the achievement of the objectives and principles described in Article 2. For the continuation of that work, the City hereby commits to maintain in place and/or follow through with the implementation of the following:

- (a) the approved Housing Vancouver Strategy (2017) to significantly increase housing supply across the City and to improve housing affordability over the next 10 years by shifting the supply towards the ‘right supply’ including rental, social, and supportive housing, while also providing a greater diversity of forms in the City’s ground-oriented housing stock;
- (b) various approved planning programs over the past decade that have sought to intensify land uses supportive of rapid transit including the False Creek Flats (2017), Mount Pleasant Industrial Changes (2016-2017), Mount Pleasant Community Plan (2010), and the Metro Core Jobs and Economy Land Use Plan (2007);
- (c) Transportation 2040 (2012) (“**Transportation 2040**”), which identifies the Project as the City’s top transit priority and as essential to meeting the City’s mode share targets, and includes action items that proactively encourage sustainable modes of transportation within the Broadway Corridor and work toward a fully accessible and efficient public transit system including transit priority measures;
- (d) the approved Regional Context Statement Official Development Plan (2013) (the “**ODP**”) that commits to identifying additional Frequent Transit Development Areas in the Broadway Corridor as areas to focus growth and development, and demonstrates the City’s commitment to accommodating an increasing proportion of the City’s growth within the Broadway Corridor;

- (e) the established Complete Streets Policy Framework (2017) that ensures critical mobility and access functions across a network of streets are met while helping the City to achieve Transportation 2040 targets on mode share and safety for people of all ages and abilities, and further improving public life, local commerce and ecological sustainability;

(3.1(a) through 3.1(e) collectively, the “**Completed City Initiatives**”);

- (f) the City Core 2050 planning program, which will convene a broad public dialogue on aspirations for the future of the Metro Core, including but not limited to the MLBE Corridor, with the goal of creating a shared future vision for the economic, cultural and social “heart” of Vancouver and the region;
- (g) the Vancouver Employment Lands Study, which is a city-wide review of Vancouver’s economy and employment lands and will establish policy directions to support a diverse economy with a focus on major job centres;
- (h) the ongoing commitment to Broadway Planning, which will focus on (i) the creation of station area plans that will each be the product of their unique location, context and roles within the Metro Core, (ii) the ‘right supply’ of affordable housing, and (iii) new land use policies. Broadway Planning will also consider public benefits, urban design, public realm, streetscape and supportive infrastructure needs, and will include a review of the Parking Bylaw and a Transportation Plan to improve non-auto connections to the MLBE station and within the MLBE Corridor and contribute towards the success of the Project. Broadway Planning will be completed through multiple planning programs including a Broadway specific planning program, the Making Room housing initiative, the Vancouver Employment Lands Study, and potentially, future planning programs that are yet to be defined;
- (i) the ongoing commitment to the Civic/Health Precinct Plan focused around the Cambie Street and Broadway area and including the major campuses of the City and of Vancouver General Hospital. The study will establish core principles and high level urban design advice for further consideration; and
- (j) the Making Room housing initiative, which will focus on finding ways to add housing choice to neighbourhoods across Vancouver with a focus on low density areas. This initiative will explore new housing options for families, downsizing seniors, and other households seeking housing that sits in the “missing middle” between single-family homes and higher density homes with particular focus on neighbourhoods well served by the frequent transit network and rapid transit, including the MLBE,

(3.1(f) through 3.1(j) collectively, the “**Ongoing City Initiatives**”).

3.2 **New Plans and Initiatives**

TransLink and the City will take such further actions as to ensure that the above-described objectives of this SPA, and that the transit ridership and city-building objectives of the Project, as described in the Mayors’ Vision, are met, and that these further actions are as articulated below.

4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION

4.1 Land Use Designations

Following the completion of the Land Use Plans, the City will update the land use designations in the ODP, including the boundaries of the core of Vancouver (the “**Metro Core**”) and the MLBE Corridor.

5. DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR

5.1 Land Use Plans

- (a) The City will prepare and adopt the following Land Use Plans by the dates set out beside each Land Use Plan below, each of which will incorporate land uses and densities supportive of rapid transit and that meet the objectives of the Regional Growth Strategy:
 - (i) City Core 2050 – initiate in 2018, complete by the end of 2021;
 - (ii) Broadway Planning – initiate in 2018, complete by the end of 2021;
 - (iii) Vancouver Employment Lands Study – initiate in 2018, complete by the end of 2019;

(collectively, the “**Land Use Plans**”).
- (b) As a component of each Land Use Plan and upon the same timeline as set out for each respective Land Use Plan, the City will prepare forecasts for population, number of dwelling units and employment for the years 2025, 2030, 2035, 2040 and 2045 for:
 - (i) the area within 400 metres in any direction of the MLBE Corridor;
 - (ii) the area within 800 metres in any direction of the MLBE Corridor; and
 - (iii) traffic zones used in the March 2018 Project business case transit ridership modelling.
- (c) The City will collaborate with TransLink and the Province on the development of the Land Use Plans to achieve integrated land use and transportation planning, recognizing that it is the City’s responsibility and mandate under the *Vancouver Charter* to develop and approve its land use plans and its housing policies.
- (d) TransLink will:
 - (i) collaborate with the City on development of Land Use Plans with a view to achieving the greatest possible land use and transportation integration and in particular with respect to the definition of growth forecasts that best support ridership in the MLBE Corridor;
 - (ii) conduct a review of current transit (bus and rapid transit) operations and service plans to anticipate and respond to population and employment changes in the MLBE Corridor; and

- (iii) contribute technical information and analysis to the planning processes, as appropriate.

5.2 Land Use Plan Reviews

The City will monitor the progress of the Land Use Plans through the Regional Context Statement process.

5.3 Analysis of Public Land Holdings

- (a) By the end of 2018, the City will complete, in collaboration with TransLink and senior levels of government, an analysis of land holdings held by all levels of government and Crown corporations with the aim of finding opportunities for housing, jobs, parks, and community facilities, and the estimated compensation required to each level of government for use of such opportunities.
- (b) TransLink will collaborate with the City in the preparation of the inventory of land holdings, with consideration given to TransLink's surplus land holdings.

6. DIVERSITY: ENCOURAGE MIXED USES, INCLUDING HOUSING TYPES AND TENURES

6.1 Affordable Housing Strategy

- (a) As part of Broadway Planning, the City will develop and adopt, in the context of the City's Housing Vancouver Strategy, an affordable housing strategy ("**Affordable Housing Strategy**") for the MLBE Corridor, which will outline affordable housing targets by location, housing type, target income and tenure.
- (b) The City will collaborate with TransLink and the Province on the development of the Affordable Housing Strategy, which will be initiated in 2018 and completed by the end of 2021.
- (c) TransLink will collaborate with the City and the Province on the development of the Affordable Housing Strategy and will contribute technical information and analysis to the planning process as available and as appropriate.

6.2 Existing Affordable Housing Stock

The City will determine approaches to preserving and/or replacing existing housing stock and evaluate whether existing by-laws such as the Rental Housing Stock ODP and zoning need to be augmented. The City will also work with the Province to identify areas of overlap and potential partnerships in order to preserve the existing stock and to mitigate the impact of tenant displacement (e.g. RTA provisions, applicability of new rental only legislation). This work will be initiated in 2018, with a target completion by the end of 2021.

6.3 Purpose-Built Rental Housing

As part of the Affordable Housing Strategy, the City will create additional programs/policies to incentivize purpose-built rental housing (for example, by providing additional density for purpose-built

rental-housing and endeavouring to leverage recently announced provincial rental-only zoning powers for local government). This work will be initiated in 2018, with a target completion by the end of 2021.

6.4 Non-Market Housing

As part of the Affordable Housing Strategy, the City will determine how many units of social housing will be targeted in the MLBE Corridor and whether such non-market housing is to be financed by developer contributions, partner contributions, and/or City contributions. This work will be initiated in 2018, with a target completion by the end of 2021.

6.5 Retail and Entertainment Uses

(a) As part of Broadway Planning, the City will:

- (i) provide land use opportunities for local shops and services at appropriate locations, with a particular focus on station locations along the MLBE Corridor; and
- (ii) continue to concentrate major retail facilities, including destination retail, in Central Broadway.

This work will be initiated in 2018, with a target completion by the end of 2021.

(b) TransLink will collaborate with the City on station area design to ensure responsiveness to surrounding shops and services.

6.6 Office, Institutional and Industrial Uses

As part of Broadway Planning, the City will:

- (a) identify office space and institutional capacity increases, with a view to maintaining Central Broadway as a key regional job centre; and
- (b) demonstrate how land designated as industrial in the Regional Growth Strategy (Mount Pleasant and False Creek Flats) will continue to support industrial uses and intensified for jobs.

This work will be initiated in 2018, with a target completion by the end of 2021.

6.7 Community Services and Amenities

(a) As part of Broadway Planning, the City will:

- (i) identify locations for community amenities such as libraries, community centres, daycares, cultural spaces and neighbourhood houses, required to support growth in the MLBE Corridor via public benefit strategies accompanying all Land Use Plans;
- (ii) create a Public Realm Plan for the MLBE Corridor that identifies parks and open space, infrastructure and amenities needed to support the increased densities, to enhance livability and connectivity to/from the Project stations; and

- (iii) identify any additional ways to support local culture including preservation, expansion and new cultural amenities and needs, including coordinating TransLink and City public art programs in the Project stations and adjacent public realm.

This work will be initiated in 2018, with a target completion by the end of 2021.

- (b) TransLink will:
 - (i) collaborate with the City to develop coordinated public art programs in the Project stations and adjacent public realm; and
 - (ii) as part of the transit system-wide review of customer washroom facilities scheduled for completion by the end of 2018, identify potential opportunities for providing access to washrooms, including at Project stations.

7. DISTANCE: CREATE A WELL-CONNECTED STREET AND BUS NETWORK

7.1 Bus Priority and Integration Plan

- (a) TransLink will prepare a bus priority and integration plan (the “**Bus Priority and Integration Plan**”) to ensure seamless and efficient connections between the bus transit system and the Project from Opening Day onwards. TransLink will complete the Bus Priority and Integration Plan by the end of 2019.
- (b) The City will collaborate with TransLink on the preparation of the Bus Priority and Integration Plan and implement identified bus priority improvements by Opening Day.
- (c) The Bus Priority and Integration Plan will identify opportunities to:
 - (i) improve access and connections to Project station areas;
 - (ii) reduce duplicate bus services and connections, allowing for resources to be re-invested into the local bus network;
 - (iii) reallocate existing resources as appropriate;
 - (iv) improve reliability of the truncated 99 B-Line route;
 - (v) maintain bus travel times and reliability during construction of the Project on both the Broadway Corridor and parallel transit corridors; and
 - (vi) maintain or enhance travel times and reliability of existing bus service during the operations phase of the Project.
- (d) TransLink will provide cost-sharing opportunities for transit priority measures based on approved regional transportation plans and funding.
- (e) TransLink will use its TravelSmart program:
 - (i) to encourage alternate modes of transportation during the construction period of the Project, and

- (ii) to encourage mode shift immediately after Opening Day.
- (f) By the end of 2023, TransLink will update the Area Transportation Plan for Vancouver, with consideration of the Bus Priority and Integration Plan.

7.2 Street Connectivity and Major Road Network

As part of Broadway Planning, the City will prepare a review and analysis of the street network in and around the Broadway Corridor, and provide recommendations to allow for the safe and efficient movement of people and delivery of goods and services throughout the City. TransLink will contribute technical support as needed. This work will be initiated in 2018, with a target completion by the end of 2021.

7.3 Cycling Strategy

- (a) As part of Broadway Planning, the City will:
 - (i) prepare a cycling strategy for all ages and abilities, showing connections to all Project stations and circulation within the Broadway Corridor street network;
 - (ii) include in the cycling strategy bike storage facilities and public bike share stations to serve all Project stations; and
 - (iii) prepare an implementation plan, including costing and phasing of contemplated facilities.

This work will be initiated in 2018, with a target completion by the end of 2021.

- (b) TransLink will:
 - (i) contribute technical support to the development of the cycling strategy, as needed;
 - (ii) provide cost-share opportunities for cycling infrastructure in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs; and
 - (iii) explore opportunities for bike parking and public bike share at Project stations.

7.4 Pedestrian Strategy

- (a) As part of Broadway Planning, the City will:
 - (i) prepare a pedestrian strategy that recommends enhanced connections to all Project stations and improvements along Broadway to enhance pedestrian safety, improve accessibility, and support vibrant public life;
 - (ii) include in the pedestrian strategy any pedestrian amenities (lighting, plazas, landscaping) required to improve access to the stations; and
 - (iii) prepare an implementation plan, including costing and phasing of contemplated facilities.

This work will be initiated in 2018, with a target completion by the end of 2021.

- (b) TransLink will:
 - (i) contribute technical support to the development of the pedestrian strategy, as needed; and
 - (ii) provide cost-share funding opportunities in accordance with the existing Walking Infrastructure to Transit (WITT) funding program.

8. DESIGN: CREATE PLACES FOR PEOPLE

8.1 Urban Design Guidelines

As part of Broadway Planning, the City will develop urban design guidelines to replace the existing C-3A design guidelines. TransLink will collaborate with the City on the design of Project stations to fit with emerging City policies regarding urban design guidelines as well as developments immediately adjacent to station head houses along the Broadway Corridor. This work is in addition to any design work directly required for Project stations and should consider the area within a minimum of 400 meters of each Project station. This work will be initiated in 2018, with a target completion by the end of 2021.

8.2 Public Realm and Streetscape Plan

- (a) As part of Broadway Planning, the City will:
 - (i) prepare a public realm and streetscape plan for the MLBE Corridor, which will:
 - (A) identify public spaces and parks;
 - (B) consider the use of the public realm to improve place-making, including opportunities for arts and culture events and activities, with appropriate siting and infrastructure;
 - (C) consider that the use of streets, redevelopment sites and lane rights of way are ways of expanding public realm; and
 - (D) include urban design and streetscape elements, including lighting, wayfinding, planting, materials, setbacks, commercial uses, street furniture, bike parking and public bike share; and
 - (ii) collaborate with TransLink to provide sufficient Project station space and capacity for customers to access the Project stations and bike parkades and, where needed, to queue at bus stops.

This work is in addition to the design work directly required for Project stations and should consider the area within a minimum of 400 meters of each Project station. This work will be initiated in 2021, with a target completion by the end of 2022.

- (b) TransLink will:
 - (i) collaborate with the City in developing its public realm and streetscape plan with a view to achieving a seamless interface between the Project stations,

surrounding street and sidewalk networks, key public places, and the external public plazas, so as to achieve the sense of place and provide contextual response with the adjacent developments and neighbourhoods;

- (ii) collaborate with the City to provide sufficient Project station space and capacity for users to access the Project stations and bike parkades, and where needed, to queue at bus stops; and
- (iii) develop station plaza designs that are consistent with the public realm and streetscape design guidelines.

This work is in addition to any design work directly required for Project stations and should consider the area within a minimum of 400 meters of each Project station.

9. DEMAND MANAGEMENT: DISCOURAGE UNNECESSARY DRIVING

9.1 Parking Bylaw

- (a) The City will:
 - (i) review and update the Parking Bylaw, with a focus on the MLBE Corridor and other areas served by rapid transit stations, to seek ways to reduce the total amount of parking supplied for the MLBE Corridor, as well as to consider more flexible management of short-term on-street and off-street parking; and
 - (ii) review and update the Parking Bylaw to formalize opportunities for TDM measures to reduce overall parking requirements, provide staff authority to request monitoring, and provide a way to fine tune incentives to ensure the on-going effectiveness of TDM measures based on research and observations.
- (b) TransLink will:
 - (i) assist the City in advancing research related to passenger zone management near Project stops and stations to support ride hailing, and help to identify related recommendations; and
 - (ii) support parking reductions through its TravelSmart program by encouraging alternate modes of transportation.

9.2 TDM Initiatives

TransLink and the City will work together to implement a range of TDM initiatives for the MLBE Corridor, as part of TransLink's TravelSmart program. TransLink will implement such TDM initiatives at the commencement of construction of the Project.

10. MONITORING COMMITTEE

10.1 Monitoring Committee

Before December 15, 2018, the City and TransLink will establish a multi-stakeholder committee (the "**Monitoring Committee**") to: (i) review the performance of land use and transportation outcomes for the

MLBE Corridor; and (ii) monitor compliance by each Party with the commitments and responsibilities set out in this SPA.

10.2 **Composition**

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from each of TransLink and the City and such other members as the Parties may agree from time to time. The City and TransLink will invite and encourage senior representatives from the Province of British Columbia and Metro Vancouver to be represented on the Monitoring Committee. The Monitoring Committee will be chaired by a TransLink representative.

10.3 **Duties and Responsibilities**

The duties and responsibilities of the Monitoring Committee will include:

- (a) establishing its “Terms of Reference” based on the direction provided in this SPA and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this SPA by monitoring changes along the MLBE Corridor across the following areas:
 - (i) population and employment growth;
 - (ii) development activity;
 - (iii) zoned housing capacity;
 - (iv) affordable housing supply;
 - (v) transit performance;
 - (vi) mode split;
 - (vii) cycling performance; and
 - (viii) pedestrian performance;(collectively, the “**Performance Measures**”)
- (c) defining and refining, as and when needed, the Performance Measures;
- (d) monitoring and evaluating the progress of the Performance Measures and the commitments of each Party as set out in this SPA;
- (e) providing the City Council, the Mayors’ Council, the TransLink Board of Directors, and officials from the Province with an annual dashboard outlining the progress of the Performance Measures and the commitments of each Party as set out in this SPA;
- (f) providing City Council, the Mayors’ Council, the TransLink Board of Directors, and officials from the Province with the Performance Report; and
- (g) considering such other matters that the members deem advisable.

10.4 Meetings

- (a) The Monitoring Committee will hold a meeting, at a location specified by the City and TransLink, at least once each year, and from time to time, as necessary and agreed by the Parties.
- (b) Meetings of the Monitoring Committee should be scheduled to align (i) to the extent possible with release times for relevant data sources and planning-related updates (including, without limitation, Census, Trip Diary, Regional Context Statement update), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project. The meeting schedule will include:
 - (i) a meeting prior to Opening Day;
 - (ii) a meeting prior to the issuance of the Request for Qualifications and a subsequent meeting prior to the issuance of the Request for Proposals for construction of the subsequent phase of rapid transit west of Arbutus along the Broadway Corridor;
 - (iii) such other meetings which align with other key milestones for the Project, as identified by the members of the Monitoring Committee.
- (c) TransLink will keep minutes of all recommendations and meetings of the Monitoring Committee and circulate such minutes to the City within such time period specified in the Terms of Reference for the Committee.
- (d) The City and TransLink will work together to produce the following materials in connection with each meeting of the Monitoring Committee:
 - (i) a joint report from TransLink and City staff to the Monitoring Committee;
 - (ii) presentation materials, if applicable;
 - (iii) meeting minutes for the previous meeting; and
 - (iv) status of action items identified at previous meetings.
- (e) The Monitoring Committee will hold its initial meeting before the end of the year 2018. In such initial meeting the Monitoring Committee will:
 - (i) discuss timelines on which it will (i) establish its “Terms of Reference”, and (ii) define detailed processes for how it will carry out its mandate as set out in this SPA;
 - (ii) discuss and set an appropriate meeting schedule, addressing the meetings schedule needs set out in Section 10.4(b);
 - (iii) discuss and set the timing for the delivery of the first Performance Report.

11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS

11.1 Monitoring Committee Performance Report

- (a) The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every three to five years documenting (i) the progress on the Performance Measures, (ii) progress on all commitments and responsibilities of each Party as set out in this SPA, and (iii) any other relevant data or measures identified by members of the Monitoring Committee (the “**Performance Report**”).
- (b) The Performance Report will also include actions recommended by the Monitoring Committee to address any unmet commitments or responsibilities in this SPA and any concerns with respect to land use or transportation outcomes. The City will present the Performance Report to Vancouver City Council and TransLink will present the Performance Report to the TransLink Board of Directors, the Mayors’ Council and representatives of the Province.
- (c) The Monitoring Committee will decide at its first meeting in 2018 the frequency of the Performance Report, which should be between three and five years, and the timing for the first Performance Report.
- (d) The Monitoring Committee will be responsible for meeting and creating Performance Reports until twenty years after Opening Day, or 2045, whichever is later. The Monitoring Committee will cease to exist after this time unless an extension is agreed to by both Parties.

11.2 Review and Assessment

The City and TransLink will work jointly and cooperatively to review and assess over time the structure of the Monitoring Committee and the overall monitoring process set out in this SPA. Any changes to be made to the Monitoring Committee or the overall monitoring process herein stated must have the agreement of both the representatives of TransLink and the City on the Monitoring Committee.

For clarity, the opportunity for review set out in the preceding paragraph is based on the recognition of expected changes over time related to data availability, organizational structures, project planning and implementation, and other factors not necessarily known to the Parties at the outset of this SPA. In addition, it may be appropriate to reduce over time the frequency of the meetings of the Monitoring Committee or delivery of Performance Reports.

11.3 Information and Data Collection

- (a) For the purposes of the initial meeting of the Monitoring Committee, the City will provide to the Monitoring Committee, as required baseline information, the following:
 - (i) documentation (maps and spreadsheets) reflecting the current (2016) population, number of dwelling units, amount of retail space, office space, institutional space and number of jobs within:
 - (A) 400 metres of the MLBE Corridor;
 - (B) 800 metres of the MLBE Corridor;

- (C) Central Broadway; and
 - (D) the traffic zones used in the March 2018 Project business case transit ridership modelling. ;
 - (ii) documentation reflecting the existing development capacity for housing types within:
 - (A) 400 metres of the MLBE Corridor;
 - (B) 800 metres of the MLBE Corridor;
 - (C) Central Broadway; and
 - (D) the traffic zones used in the March 2018 Project business case transit ridership modelling. ;
 - (iii) documentation reflecting the existing stock of various forms of rental housing and estimating the amount of affordable housing in the MLBE Corridor, using Regional Affordable Housing Strategy methods for classifying supply; and
 - (iv) any baseline data determined by the City pursuant to Section 11.4(b).
- (b) For the purposes of the initial meeting of the Monitoring Committee, TransLink will provide to the Monitoring Committee, as required baseline information, the following:
- (i) documentation reflecting 2017 transit ridership for the MLBE Corridor, including the Canada Line and the 99 B-Line, and including daily stop/station activity and passenger loads between stops/stations; and
 - (ii) documentation reflecting current (2016) mode splits.
- (c) The City will collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data on:
- (i) actual population and employment changes in the MLBE Corridor, in comparison with the changes set out in the Land Use Plans;
 - (ii) the MLBE Corridor's development capacity for the spectrum of housing types including tenure and form;
 - (iii) the type and tenure of housing in the MLBE Corridor, including data to address the affordable housing targets developed as part of the Affordable Housing Strategy; and
 - (iv) the cycling and pedestrian performance measures determined by the City in consultation with TransLink pursuant to Section 11.4.
- (d) The City will use its annual panel survey to complement mode split tracking.

- (e) TransLink will collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most current available data on:
 - (i) the Project's ability to meet transit demand in the MLBE Corridor measured by performance metrics developed with the City (which may include service capacity, platform capacity, vertical circulation capacity and fare gate performance), and upgrades required to meet transit demand;
 - (ii) change in ridership on the MLBE Corridor including connecting bus routes, the truncated 99 B-Line from Arbutus to UBC, the Expo and Canada Lines and key transfer stations (Commercial-Broadway Station and Broadway-City Hall Station); and
 - (iii) the change in mode splits for residents living within 400 metres and 800 metres of the MLBE Corridor, such mode splits to include vehicle, vehicle passenger, transit, cycling, and walking trips.

11.4 Performance Measures

- (a) The City, in consultation with TransLink, will determine the appropriate performance measures with respect to monitoring the effectiveness in increasing supporting cycling and pedestrian facilities in the MLBE Corridor.
- (b) The City will determine what baseline data is required to effectively monitor the performance measures determined pursuant to Section 11.4(a).
- (c) TransLink will collaborate with the City to assist the City with determining the appropriate cycling and pedestrian facility performance measures.

12. MISCELLANEOUS

12.1 Dispute Resolution

As noted in Section 1.7, but subject to the limitations on this SPA noted in Section 1.7, each Party is fully committed to pursue in good faith the adoption, implementation, continuation and maintenance of the policies, plans, initiatives, tasks and actions they have each respectively agreed to in this SPA.

In the event the Parties at the Monitoring Committee level are not able to resolve a disagreement over the interpretation or application of any SPA provision in any circumstance, or in the event one Party has not performed an obligation or followed through with a commitment set out in this SPA and the Parties cannot agree on what measures or steps should be taken, and by who, to rectify or remedy the situation, and to mitigate the potential adverse impacts to the Project, the Parties will immediately refer the matter in dispute to the Vice President of Transportation Planning and Policy at TransLink and the General Manager of Planning, Urban Design and Sustainability or the General Manager of Engineering (depending on the matter to be resolved) at the City who will meet in person on a priority basis to diligently discuss in good faith a possible resolution. If such individuals cannot resolve the matter in dispute within 15 days of meeting in person (or such other time as the Parties agree), the Parties will immediately refer the matter in dispute to the CEO of TransLink and the City Manager of the City for resolution.

12.2 Amendments

This SPA may not be modified or amended except by an instrument in writing signed by each of the Parties.

12.3 Further Assurances

Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this SPA.

12.4 Notice

All notices required or permitted to be given under the terms of this SPA will be made to and from the designated representatives from time to time of the Monitoring Committee.

12.5 Assignment

This SPA and the rights, duties and obligations of any Party under this SPA will not be assigned by any Party without the prior written consent of the other Party, which consent may be arbitrarily or unreasonably withheld, and any attempt to assign the rights, duties or obligations under this SPA without such prior written consent will be of no effect, provided that TransLink may, upon providing written notice to the City, assign its rights in respect to the City Contributed Lands to the Province of British Columbia or any project delivery agent for the Project or operator of the Millennium Line of the SkyTrain portion of the transit system from time to time.

IN WITNESS WHEREOF the Parties have executed this SPA on the day and year first above written:

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**, by its authorized
signatory

By: 
Name:
Title:

CITY OF VANCOUVER, by its authorized signatory

By: _____
Name:
Title:

12.2 Amendments

This SPA may not be modified or amended except by an instrument in writing signed by each of the Parties.

12.3 Further Assurances

Each of the Parties will work cooperatively with each other and do all further acts and things as may be reasonably required in support of the commitments in this SPA.

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IN WITNESS WHEREOF the Parties have executed this SPA on the day and year first above written:

**SOUTH COAST BRITISH COLUMBIA
TRANSPORTATION AUTHORITY**, by its authorized
signatory

By: _____
Name:
Title:

CITY OF VANCOUVER, by its authorized signatory

By: 
Name: Sadhu A. Johnston
Title: City Manager

SCHEDULE A:
MLBE CORRIDOR MAP

See attached.

Legend

- Canada Line
- Expo Line
- Millennium Line
- Millennium Line Broadway Extension
- West Coast Express
- Elevated SkyTrain
- Tunneled SkyTrain and Stations

