



PUBLIC MEETING AGENDA

Version: January 24, 2020

January 30, 2020, 9:00AM to 10:30AM

TransLink, Room 427/428, 400 – 287 Nelson’s Court, New Westminster, BC

Chair: Mayor Jonathan X. Coté

Vice-Chair: Mayor Jack Froese

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards on the Mayors’ Council’s [Facebook](#) page.

9:00AM	1. PRELIMINARY MATTERS	
	1.1. Adoption of agenda	Page 1
	1.2. Approval of Minutes (December 12, 2019)	2
9:05AM	2. PUBLIC DELEGATE PRESENTATIONS	7
9:35AM	3. REPORT OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE	
	3.1. Broadway Subway Supportive Policies Agreement Monitoring Report ...	8
9:50AM	4. REPORT OF THE CHAIR	
	4.1. Update on Intermunicipal Business License for Ride-Hailing	14
	4.2. Next Steps on Surrey-Langley SkyTrain Project	16
	• Annex A: Surrey-Langley SkyTrain Business Case Summary	17
	• Annex B: Surrey-Langley SkyTrain Supportive Policies Agreement	39
	• Annex C: Fraser Highway Corridor Land Use Planning	73
10:30AM	5. OTHER BUSINESS	
	5.1. Next Meeting – February 27, 2020 at 9:00AM	
10:30AM	6. ADJOURN to closed session	

MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION PUBLIC MEETING MINUTES

Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, December 12, 2019 at 10:00 a.m. in Rooms 427/428, TransLink Offices, Suite 400, 287 Nelson's Court, New Westminster, BC.

PRESENT:

Mayor Jonathan Coté, New Westminster, Chair
Mayor Jack Froese, Langley Township,
Vice-Chair
Chief Ken Baird, Tsawwassen First Nation
Mayor Mary-Ann Booth, West Vancouver
Mayor Malcolm Brodie, Richmond
Mayor Linda Buchanan, North Vancouver City
Mayor Bill Dingwall, Pitt Meadows
Mayor George Harvey, Delta
Mayor Mike Hurley, Burnaby
Mayor Mike Little, North Vancouver District
Mayor Doug McCallum, Surrey

Director Jen McCutcheon, Electoral Area A
Mayor John McEwen, Anmore
Mayor Ron McLaughlin, Lions Bay
Mayor Mike Morden, Maple Ridge
Councillor Alison Morse, Bowen Island
Mayor Kennedy Stewart, Vancouver
Mayor Richard Stewart, Coquitlam
Mayor Rob Vagramov, Port Moody
Mayor Val van den Broek, Langley City
Mayor Darryl Walker, White Rock
Mayor Brad West, Port Coquitlam

REGRETS:

Mayor Neil Belenkie, Belcarra

ALSO PRESENT:

Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat
Geoff Cross, Vice-President, Transportation Planning and Policy, TransLink
Kevin Desmond, Chief Executive Officer, TransLink
Andrew McCurran, Director Strategic Planning and Policy, TransLink
Sarah Ross, Director, System Planning, TransLink

PREPARATION OF MINUTES:

Carol Lee, Recording Secretary, Mosaic Writing Group

CALL TO ORDER

Chair Jonathan Coté declared that a quorum was present and called the meeting to order at 10:15 a.m.

1. PRELIMINARY MATTERS

1.1 Adoption of the Agenda

Draft agenda for the December 12, 2019 Public Meeting of the Mayors' Council on Regional Transportation, version dated December 10, 2019, was provided with the agenda material.

It was MOVED and SECONDED

That the agenda of the December 12, 2019 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

1.2 Approval of Minutes (October 25, 2019)

Draft minutes of the October 25, 2019 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material.

It was MOVED and SECONDED

That the minutes of the October 25, 2019 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

CARRIED

2. ELECTION OF MAYORS' COUNCIL 2020 CHAIR AND VICE-CHAIR

Report titled "Item 2 – Election of the 2020 Chair and Vice-Chair of the Mayors Council", dated December 4, 2019, was provided with the agenda material.

2.1 Election for Office of Chair

Change in Chair

Mike Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, assumed the chair for the election of the Office of Chair.

Mr. Buda called for nominations for the office of Chair.

Mayor Jonathan Coté was nominated for the office of Chair for the Mayors' Council. Mayor Coté consented to the nomination.

Mr. Buda called a second and final time for nominations for the office of Chair.

There being no further nominations, Mr. Buda called for a motion to close nominations.

It was MOVED and SECONDED

That nominations for the office of Chair for the Mayors' Council on Regional Transportation be now closed.

CARRIED

Mr. Buda declared Mayor Jonathan Coté elected to the Office of Chair by acclamation.

Change in Chair

Chair Coté reassumed the chair.

2.2 Election for Office of Vice-Chair

Chair Coté called for nominations for the office of Vice-Chair.

Mayor Jack Froese was nominated for the office of Vice-Chair of the Mayors' Council. Mayor Froese consented to the nomination.

Chair Coté called a second and final time for nominations for the office of Vice-Chair.

There being no further nominations, Chair Coté called for a motion to close nominations for the office of Vice-Chair.

It was MOVED and SECONDED

That nominations for the office of Vice-Chair of the Mayors' Council on Regional Transportation Chair be now closed.

CARRIED

Chair Coté declared Mayor Jack Froese elected to the Office of Vice-Chair by acclamation.

3. PUBLIC DELEGATION PRESENTATIONS

Report titled "Item 3 – Public Delegate Presentations", dated December 4, 2019, was provided with the agenda material.

3.1 Roderick V. Louis

Mr. Louis requested that the Mayors' Council direct staff to prepare a report on the feasibility and potential benefits of having all existing and future South of Fraser SkyTrain lines to be built pursuant to a public-private partnership model, similar to the Canada Line. Mr. Louis also requested all South of Fraser SkyTrain lines be operated as an independent system utilizing regular electric motor technology.

3.2 Benjamin Corbett

Mr. Corbett spoke in favour of the implementation of an Inter-Municipal Business License (IMBL) process for ride-hailing in the South Coast Region, while implementing measures to reduce the potential traffic congestion generated by ride-hailing.

4. REPORT OF THE NEW MOBILITY PLANNING COMMITTEE

4.1 Approach for Regional Coordination of Ride-Hailing

The following documents were provided:

- *Report titled "Item 4.1 – Approach for Regional Coordination of Ride-hailing", dated December 3, 2019, was provided with the agenda material*
- *Report titled "Item 2.1 – Urgent Action on Regional Coordination of Ride-hailing", dated December 11, 2019 was provided on-table.*

Geoff Cross, Vice-President, Transportation Planning and Policy, referenced the report provided on-table and noted:

- TransLink has been convening a group including municipalities, the Province and partners to develop a consistent licensing approach for ride-hailing
- Proposal that TransLink continue to play a convening role for all municipalities interested in participating in an IMBL to develop a:
 - Draft municipal bylaw
 - Fee structure
- TransLink's additional role would be to manage the data and develop privacy protocols for the data collected.

Discussion ensued on:

- Vancouver is willing to reduce its licensing fees for ride-hailing companies in the interest of developing an IMBL, on the condition that municipalities would not be required bear

- administrative enforcement costs without compensation
- The need for the Metro Vancouver municipalities to work in a coordinating fashion in the licensing of ride-hailing services
- Several Fraser Valley Regional District (FVRD) and Squamish-Lillooet Regional District (SLRD) municipalities have expressed an interest in participating in the proposed IMBL
- The importance of the January 31, 2020 deadline to develop a draft municipal bylaw for adoption by participating municipalities
- The development of an IMBL for ride-hailing results in an unlevel playing field:
 - The role of the municipalities is to issue a business license, not to debate its fairness to the taxi industry
- The need to ensure larger regional goals and objectives, such as mitigating greenhouse gas (GHG) emissions to achieve climate goals and protecting TransLink ridership, are achieved while facilitating ride-hailing
- The participating municipalities will retain control of street and traffic bylaws:
 - The data collected through the IMBL will assist municipalities in informing the enforcement of their local regulations
 - The individual municipalities, not TransLink, would be the regulator
- The respective powers of the Province and local governments with respect to ride-hailing.

It was MOVED and SECONDED

That the Mayors' Council on Regional Transportation:

1. Ask TransLink to facilitate the process to reach agreed upon terms for a draft bylaw for an interim Inter-Municipal Business License (IMBL) for ride-hailing in the South Coast Region (Zone 1) by January 31, 2020 for adoption by participating municipal councils;
2. Ask South Coast Region (Zone 1) municipal councils to:
 - a. Support development of a Zone 1 IMBL for ride-hailing; and
 - b. Ensure that any local TNC policies put in place prior to adoption of a regional IMBL are consistent with the regional IMBL framework being developed;
3. Ask the Province to work with Zone 1 municipalities and TransLink to ensure that municipalities who choose to waive or delay local ride-hailing licensing fees while an IMBL is being developed are not forced to bear administrative enforcement costs without compensation; and
4. Receive this report.

CARRIED

5. REPORT OF TRANSLINK MANAGEMENT

Kevin Desmond, Chief Executive Officer, and Sarah Ross, Director, System Planning, jointly led the review of a presentation and highlighted:

- January 6, 2010 introduction of R3 Lougheed Highway and R41 41st Avenue RapidBus routes
- Introduction of R2 Marine Drive RapidBus route on the North Shore in April 2020
- Initiatives to improve accessibility of bus stop for customers with vision loss approved by the TransLink Board of Directors on December 6, 2019:
 - Tactile walking surface indicators
 - Dual-format braille and tactile signage
 - Technology pilot.

Discussion ensued on:

- The need for partnerships with municipalities to facilitate the efficient movement of buses
- The importance of municipalities working with TransLink to establish consistent measures to improve accessibility for customers with vision loss
- Suggestion to include announcements and audio recordings at bus stops to supplement the braille and tactile signage.

6. OTHER BUSINESS

6.1 Next Meeting

The next Public Meeting of the Mayors' Council was scheduled for January 30, 2020 at 9:00 a.m.

7. ADJOURNMENT

There being no further business, the December 12, 2019 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 11:20 a.m.

Certified Correct:

Mayor Jonathan X. Coté, Chair

Carol Lee, Recording Secretary
Mosaic Writing Group

TO: Mayors' Council on Regional Transportation
FROM: Gemma Lawrence, Coordinator, Mayors' Council Secretariat
DATE: January 24, 2020
SUBJECT: **ITEM 2** – Public Delegate Presentations

RECOMMENDATION:

That the Mayors' Council on Regional Transportation receive this report.

PURPOSE:

To introduce the objectives and process for hearing from public delegates.

BACKGROUND:

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to mayorscouncil@translink.ca.

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

DISCUSSION:

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum).

Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The pilot policy governing Public Delegates can be [found online](#).

TO: Mayors' Council on Regional Transportation

FROM: Sarah Ross, Director, System Planning

DATE: January 6, 2020

SUBJECT: **Item 3.1** – Broadway Subway Supportive Policies Agreement – Implementation and Monitoring Update

RECOMMENDATION:

That the Joint Transportation Planning Committee receive this report for information.

PURPOSE:

The purpose of this memo is to provide the Committee with an update on the implementation and monitoring process for the Supportive Policies Agreement (SPA) with the City of Vancouver for the Broadway Subway Project (BSP) and to receive input on any additional items recommended for consideration in the planned approach.

BACKGROUND:

This report represents the first update to the Committee on BSP SPA implementation and monitoring, following the execution of the SPA between the City of Vancouver and TransLink in June 2018 in conjunction with the approval of the Phase Two Investment Plan. A SPA is a key component of the multi-agreement Partnership Agreements called for by the Mayors' 10 Year Vision and is required prior to funding approval for a major project. Structured around the '6Ds' of the [Transit-Oriented Communities Design Guidelines](#), a SPA addresses commitments for actions that are outside the Project's direct scope but that influence the likelihood of achieving Project objectives. Monitoring of the SPA commitments is an important tool to ensure investment in regional transportation projects are supported by partner actions to maximize the project's performance in a timely manner.

The Broadway Subway SPA includes commitments to undertake specific land use and transportation initiatives by defined dates as well as collaboration between SPA partners on key initiatives. SPA monitoring is focused on both (1) the SPA commitments and (2) the related outcomes, for which performance measures have been developed.

DISCUSSION:

The core initiatives committed to in the SPA are on track. For the City' commitments, the focus has been largely around the completion of the Broadway Plan and the commitment to collaborate on the development of a number of these initiatives.

Working collaboratively to advance the SPA

Since the SPA was executed in 2018, a Monitoring Committee and Working Group have been established and serve as the key stewards for implementing, reviewing, and monitoring compliance with the commitments set out in the SPA. The Monitoring Committee comprises of one or more senior representatives from TransLink, the City of Vancouver, the Province of British Columbia, and Metro Vancouver, and is chaired by TransLink's VP of Planning and Policy. The Committee and its Working Group have established new ways for partner staff to work together collaboratively to advance SPA initiatives and have developed a Performance Measures Framework to monitor SPA outcomes. Metro Vancouver has also taken on a role in supporting the data coordination and collection for BSP SPA monitoring, to maximize consistency with other regional data reporting.

SPA commitments on track for SkyTrain-supportive land use and transportation planning

The key land use and transportation commitments in the SPA include:

- the development of the Broadway Plan, including specific transit-supportive policies related to population and employment growth, affordable housing, and active transportation
- bus priority and bus integration planning, and,
- the development of an Area Transportation Plan covering medium to long-term active modes, transit, road network objectives and travel demand management.

The timing for these core SPA commitments is on track, with minor refinements for a small number of initiatives where such adjustments made sense in light of Broadway Subway timing. The first 'Annual Dashboard' report to the Mayors' Council in the coming spring will provide a detailed status update on each specific commitment, including the rationale and/or any concerns related to any changes in what was committed to in the SPA.

The monitoring work completed to date has focused largely on the development of the Broadway Plan, as the majority of the City's SPA commitments are tied to this planning exercise. In October 2019, Vancouver City Council endorsed the Broadway Plan [Guiding Principles](#), establishing direction for the creation of the Broadway Plan and initiating Phase 2 of the 4-phased planning process. By the end of Q1 2020, growth scenarios and emerging directions will be developed and presented to the public.

As committed to in the SPA, the Working Group and Monitoring Committee have been collaborating on the Broadway Plan's development, and in particular on the affordable housing strategy component of the Broadway Plan. On November 21, 2019, the City held the first of three planned intergovernmental housing workshops that included representatives from all the SPA partner agencies as well as BC Housing. These workshops will support the City's plan to define affordable housing targets for the corridor.

The City committed in the SPA to undertake an analysis of public and non-profit land holdings in the corridor with the aim of finding opportunities for housing, jobs, parks and community facilities- all of which align to the objectives for the BSP project. Metro Vancouver's Transit-Oriented Affordable Housing Study (TOAH), which TransLink partnered on, has helped advance this commitment through Metro Vancouver's development of a land inventory.

The City and TransLink will also collaborate on transportation-related initiatives through workshops focused on Broadway's street design and network planning along the Corridor, with the first workshop planned for early 2020. These transportation-focused sessions, along with the multi-agency housing workshops led by the City and the monthly Working Group discussions led by TransLink, represent the

new level of collaboration that the BSP SPA aimed at achieving for the implementation of major regional transportation projects.

Monitoring SPA outcomes - performance measures framework established

The SPA identified performance measure categories that cover the key areas of SPA monitoring interest, which include population and employment growth, affordable housing supply, and sustainable transportation (transit, cycling, and walking). The SPA states that the Monitoring Committee is to define and refine the Performance Measures, as and when needed. The SPA Working Group has refined those categories and further identified specific indicators or metrics, which together constitute the Broadway Subway SPA Performance Measures Framework (Attachment 1). This framework will be used for all SPA monitoring data collection, including for baseline data, which will be reported in 2020 (based on 2019 data).

As part of the City’s process for the Broadway Plan, forecasts will be developed for the Corridor’s population, employment, and dwelling units as well as affordable housing targets by location, housing type, target income, and tenure. Following completion of the Plan, these metrics will be added to the SPA Performance Measures Framework and monitored as part of the SPA reporting deliverables.

Mayors’ Council to receive ongoing reports on SPA monitoring and progress

The two reporting deliverables identified for monitoring the Broadway Subway SPA are the Annual Dashboard and the more comprehensive 3-5 year Performance Report. Both reports will be provided on a set timeline to the Mayors’ Council, TransLink Board, Vancouver City Council, and the Province.

The Annual Dashboard will provide a high-level overview of the progress of the performance measures and the commitments of each party as set out in the SPA. As well as being timed to align with key Broadway Subway Project milestones, the Performance Report will also generally be timed to align with Census data releases to leverage the deeper quantitative data for more robust analysis. Changes will be discussed and contextualized in comparison to the pre-Project ‘baseline’ data. The Performance Reports will include analysis and recommendations for mitigation regarding any initiatives or outcomes not aligned with SPA commitments and/or expectations.

The timeline shown in Attachment 2 indicates expected timing of key SPA initiatives and proposed meeting and reporting frequency. The following is the planned timeline for 2020:

Meetings and Report releases	2020 Timeline	
Monitoring Committee Meeting	Q1/2 2020	(March/April)
Annual Report and Dashboard release	Q2 2020	(June)
Monitoring Committee Meeting	Q2/3 2020	(June/July)
First (‘baseline’) Performance Report release	Q3 2020	(Sept)

Next steps

Data collection will begin in early 2020 in order to create the initial pre-Project baseline dataset. The Monitoring Committee will then meet in March/April 2020 to review the Annual Dashboard and accompanying report, which will be provided to the Board, Mayors’ Council, Vancouver City Council, and representatives of the Province in Q2, with a comprehensive Performance Report to follow in the fall.

CONCLUSION:

A SPA between the City of Vancouver and TransLink was executed in June 2018. Since then, a Monitoring Committee and Working Group consisting of staff from the City, TransLink, Province and Metro Vancouver have been established to advance the implementation and monitoring of the SPA commitments. An implementation timeline and Performance Measures Framework were collaboratively developed to provide a structured approach to tracking progress and identifying potential issues for correction. The timing for the core SPA commitments is on track and the first Annual Dashboard will be provided to the TransLink Board and Mayors' Council in late Q2, with a more comprehensive Performance Report to follow in the fall.

ATTACHMENTS

ATTACHMENT 1 – Broadway Subway SPA Performance Measures Framework

ATTACHMENT 2 – Timeline for BSP SPA Implementation and Monitoring

Broadway Subway Supportive Policies Agreement Performance Measures Framework

Measure	Metrics	Collection		
		Annually	5 Years	
Increase in Population	Number of people		✓	
Increase in Jobs	Number of jobs		✓	
	Jobs by industry (using NAICS definitions)		✓	
	Amount of non-residential space approved (job space)	✓		
	Number of market rental units approved ²	✓		
Increase in affordable housing supply ¹	Number of social and supportive housing units approved	✓		
	Number of condo units approved	✓		
	Number of laneway housing units approved	✓		
	Number of coach house units approved	✓		
	Number of townhouse units approved	✓		
	Rates of car ownership (number of licensed vehicles/population [ICBC])			✓
Increase in sustainable transportation	Transit Performance (TransLink) <ul style="list-style-type: none"> Total annual ridership for Broadway Subway Extension Average daily boardings, alightings, (and line-to-line transfers³) by station Average daily boardings and alightings on connecting North-South bus routes and the #9 Average passenger load factors by mode⁴ Total annual reports of crowding on station platforms 	✓		
	Cycling counts	✓		
	Pedestrian counts (ped study every 5 years) ⁵		✓	
	Journey to work (census) Mode split (Annual Panel Survey as proxy)		✓	
	Monitor for potential new metrics to be defined via:			
	City Parking Bylaw ⁶			✓
	Broadway Plan's Renter Protections Objectives			✓

Notes

All Metrics will be part of annual dashboard, but 5-year metrics will only be updated every 5 years e.g. census data

1. Baseline housing metrics will capture existing stock for the various unit types, with subsequent reporting to provide net new units, above the base case

2. Rental units will be reported by incomes served and outline the number of units secured at below-market rates

3. Method to determine station line-to-line transfer data anticipated in 2020

4. Modes include: buses (connecting N-S routes and the #9) and SkyTrain for Broadway Subway extension

5. Ped counters can provide data annually

6. Updates on any changes to the City's Parking Bylaw to be provided annually

7. Following completion of the Broadway Plan, metrics to be determined for the following (collaboratively developed between City, TransLink and Province):

Forecasts for population, dwelling units, and jobs (set years) per 5.1(b) and affordable housing targets per 6.1(a)

Broadway Subway SPA Implementation & Monitoring Timeline

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2045	
Broadway Plan & Related SPA Initiatives				Broadway Plan Initiatives Implementation 2021+												
Rental Housing Stock Review																
Area Transportation Plan																
Bus Priority & Integration Planning																
Customer Washroom Policy Review			Implementation Strategy development (2019-2020)		Implementation 2021+											
Broadway Subway Opening																
Monitoring Committee Meetings	Q4	Q4	Q1/ Q2	Q2/ Q3	Q1/ Q2	Q1/ Q2	Q1/ Q2	Q1/ Q2	Q2/ Q3	Q1/ Q2	Q1/ Q2	Q1/ Q2	Q1/ Q2	Q2/ Q3	Q1/ Q2	Q1/ Q2
Annual Reports and Dashboards			Q 2		Q 2		Q 2		Q 2		Q 2		Q 2		Q 2	
Performance Reports			Q 3					Q 3					Q 3		Q 3	

Note
The Monitoring Committee will be responsible for meeting and creating the Performance Report until 20 years after opening day, or 2045, whichever is later, per section 11.1(d)

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Transportation Planning and Policy
DATE: January 24, 2020
SUBJECT: **ITEM 4.1** – Update on Intermunicipal Business License for Ride-Hailing

RECOMMENDATION

That the Mayors' Council receive this report.

PURPOSE

To provide an update on the status of development of an intermunicipal business license (IMBL) for ride-hailing for Region 1.

BACKGROUND

When the Province finalized regulations for ride-hailing companies in July 2019, they confirmed that municipalities retain the ability to require transportation network services (TNS's) to obtain municipal business licenses, *in addition to* license to operate through the Passenger Transportation Board (PTB). Currently, 17 TNS companies have applied to the PTB for a permit to operate in Region 1, which encompasses Metro Vancouver, Fraser Valley Regional District and Squamish-Lillooet Regional District. To date, three companies have been granted licence to operate in Region 1 by the PTB – Uber, Lyft and Whistle.

Once awarded permit by the PTB, a TNS will need to determine which municipalities it intends to operate in within Region 1 and apply for business licences with those municipalities, if required to do so.

At its December 12, 2019, the Mayors' Council discussed a report on Regional Coordination of Ride-hailing and directed TransLink staff to “facilitate the process to reach agreed upon terms for a draft bylaw for an interim Inter-Municipal Business License (IMBL) for ride-hailing in the South Coast Region (Zone 1) by January 31, 2020 for adoption by participating municipal councils”.

An IMBL is usually an add-on to a municipal business licence that allows mobile businesses (e.g. contractors, caterers, transport providers) to operate across participating municipalities with the purchase of one IMBL. It is formed through a common bylaw enacted by each participating municipality. For ride-hailing, the IMBL would work as the sole licence required for all participating municipalities, rather than an add-on to a municipal business licence.

For an IMBL to be effective, it requires participating municipal councils to independently adopt a bylaw through their regular bylaw adoption processes. The Region 1 TNS IMBL is based on a voluntary opt-in principle.

DISCUSSION

Mayors' Council direction to TransLink from December 12, 2019 initiated an expedited process to draft a proposed interim IMBL for review by the Mayors' Council by January 31, 2020, and consideration by Region 1 municipalities thereafter:

- **Formed a Working Group** comprised of staff from each participating municipality. This working group has met regularly over the course of the past month and a half to move development of an IMBL forward.
- **Adopted shared principles** for the interim IMBL by the Working Group.
- **Selected a licence authority** who will act on behalf of all municipalities participating in the IMBL. This will centralize the process of obtaining a licence with a single municipality.
- **Established of a framework for an IMBL** which contains three key elements:
 1. Licence Fee
 2. Data Requirements
 3. Administration and Enforcement provisions
- **Conducted an info session** to collect feedback from TNS permit applicants.

The key elements of the proposed interim IMBL bylaw that the Working Group has completed prior to January 30, 2020 will be reviewed at the January 30 meeting of the Mayors' Council. At its January 23, 2020 meeting, the Joint Finance and Governance Committee agreed that this review should be completed in-camera in recognition of the ongoing intergovernmental negotiation occurring via the Working Group process. The Joint Finance and Governance Committee recommends that the Mayors' Council report publicly on its review at the time of the Working Group's release of the proposed interim IMBL bylaw.

Work has progressed on schedule. TransLink staff expect that the Working Group will endorse a proposed interim IMBL bylaw by the January 31 deadline. Details about the proposed interim IMBL bylaw shall be publicly released in the days immediately following the January 31 deadline.

Over the course of February and March, staff from participating Region 1 municipalities will bring the proposed IMBL bylaw to councils for consideration.

In the interim period before the IMBL is fully in place across the region (which is estimated for late March or early April), TNS operators may seek to obtain a municipal business licence individually for the municipalities in which they plan to operate. Some municipalities may elect to waive the requirement for a licence or not enforce the need for a business licence on a temporary basis. Operators are urged to contact those municipalities to seek clarification.

TO: Mayors' Council on Regional Transportation

FROM: Geoff Cross, Vice President, Planning & Policy
Sany Zein, Vice President, Infrastructure Management and Engineering

DATE: January 23, 2020

SUBJECT: **Item 4.2 – Next steps on Surrey Langley SkyTrain Project**

RECOMMENDATION

The Joint Regional Transportation Planning Committee and the Joint Finance and Governance Committee recommend that the Mayors' Council:

1. Endorse the Surrey Langley SkyTrain Project Business Case;
 2. Endorse the Surrey Langley SkyTrain Supportive Policies Agreement, to be provided to the Province in support of the Surrey Langley SkyTrain Project Business Case submission; and
 3. Direct Management to refer the business case to senior government for their approval.
 4. Receive this report.
-

PURPOSE

The following reports were considered by the Joint Regional Transportation Planning Committee and the Joint Finance and Governance Committee at their respective January, 2020 meetings. Both committees recommend that the Mayors' Council on Regional Transportation endorse the recommendations from these reports (as provided above):

- **Annex A:** Surrey Langley SkyTrain Supportive Policies Agreement
- **Annex B:** Surrey Langley SkyTrain Business Case Update

TO: Mayors' Council on Regional Transportation

FROM: Sany Zein, Vice President, Infrastructure Management and Engineering
Jeffrey Busby, Director, Proposed Surrey Langley SkyTrain

DATE: January 17, 2020

SUBJECT: **Item 4.2 Annex A - Surrey Langley SkyTrain Project Business Case**

RECOMMENDATION

That the Joint Transportation Planning Committee:

1. Endorse the Surrey Langley SkyTrain Project Business Case
 2. Direct Management to refer the business case to senior government for their approval
 3. Receive this report.
-

PURPOSE

This report summarizes the Surrey Langley SkyTrain (SLS) Project business case.

BACKGROUND

In December 2018, the Mayors' Council and Board directed Management to proceed with development work for a Surrey Langley SkyTrain project, and to initiate a planning process to refresh the overall South of Fraser Rapid Transit Plan.

The full scope of a SkyTrain project along Fraser Highway between King George Station and Langley City Centre consists of approximately 14.3 kilometres in Surrey and 1.7 kilometres in Langley with a total of 8 stations. The current project cost estimate is \$3.12 billion.

At its July 25 2019 meeting, the Mayors' Council directed Management to complete the Surrey Langley SkyTrain (SLS) project business case to be ready for submission to senior government by January 2020; to limit funding available for the first stage of the SLS project to the \$1.63 billion already secured Fraser through TransLink's approved 2018-2027 Phase 2 Investment Plan; to develop agreements with the City of Surrey, and develop Memoranda of Understanding with the City of Langley and Langley Township.

The scope of the potential initial project stage that can be built with the \$1.63 billion available is a 7-kilometre Expo Line extension to 166 Street in Fleetwood Town Centre with a total of four stations.



The outcomes of the project development phase are documented in the project business case. Upon securing approval by the federal and provincial governments as well as the TransLink Board and Mayors' Council through a project-enabling Investment Plan, a procurement process (approximately 18 months in duration) would be launched, followed by construction then testing and commissioning (approximately 4 years in duration).

DISCUSSION

Surrey Langley SkyTrain Business Case Overview

A summary of the project business case is appended to this report. The case encompasses the complete project from Surrey Centre to Langley Centre with an implementation plan and an initial funding request for the first stage from King George Station to 166 Street in Fleetwood and has been prepared in accordance with guidelines established by the provincial and federal governments. The case addresses the following elements:

- Background and project need
- Scope
- Objectives
- Benefits
- Funding
- Staging approach
- Procurement
- Benefit-cost analysis
- Alternatives
- Engagement
- Timeline

The case finds that the project would improve the transit customer experience by providing a fast, frequent and reliable means of transit; attract new riders; improve regional access to jobs, education opportunities and housing; reduce vehicle kilometers travelled and greenhouse gas emissions; support economic development; and deliver value for public money.

City of Surrey Compensation Agreement

The Mayors' Council requested the City of Surrey contribute to the SLS project to compensate for costs expended on the Surrey Newton Guildford LRT project with little residual value. The agreed-upon value of this contribution is approximately \$39 million, with a further \$5 million contingent on other future projects.

The City has agreed in principle to contribute \$39 million for stage 1 of the project (King George to 166 Street) and this contribution is reflected in the business case financial analysis. Management is working with the Mayors' Council to develop policy for municipal contributions to major projects. The compensation agreement will reflect the outcome of this policy and is anticipated to be executed prior to the inclusion of the SLS project in an enabling investment plan, currently anticipated to be brought forward in June 2020.

City of Surrey Supportive Policies Agreement

An update on the project Supportive Policies Agreement is provided in a companion report.

Memoranda of Understanding with the City of Langley and Langley Township

Management developed memoranda of understanding (MOU) with the City of Langley and Langley Township. The memoranda address the following topics:

- Mutual support for the project
- Project objectives
- Project scope
- Roles and responsibilities
- Agreements to be developed including a supportive policies agreement

In addition, the City of Langley MOU addresses mutual support for a potential operations and maintenance centre in the City. Both MOUs are agreed final drafts as of the date of this report and will be executed following endorsement of the project business case.

Public Engagement

The project public affairs plan includes elected official briefings, meetings with key stakeholders, and opportunities for public input and involvement. Two rounds of public engagement are complete. The most recent round of engagement occurred between November 1-17 and provided opportunities for input on the reference design, scope of the project environmental review, and other matters. Input was received through an online survey, in-person feedback at five open houses in Surrey and Langley, and a telephone town hall. Feedback is helping the project team refine the project design and confirm the scope of the Environmental Screening Review

The second round of engagement revealed significant interest in the project with:

- over 2,000 attendees at the five open houses
- over 8,000 survey responses
- over 5,000 participants in a live Telephone Town Hall with the Surrey Langley SkyTrain project director.

To complement in-person and online feedback, TransLink commissioned a market research survey to obtain statistically-representative responses. The survey found that the level of support for the project remains high at 77%.

NEXT STEPS

Date	Activity	Action requested of the Mayors' Council
January 2020	Surrey Langley SkyTrain Project Business Case. Receive updates on key elements of: <ul style="list-style-type: none">• Supportive Policies Agreement• Surrey Compensation Agreement• City of Langley MOU• Township of Langley MOU	<ol style="list-style-type: none">1. Endorse the project business case2. Refer the business case to senior government for approval
February – May 2020	Review and approval of the SLS business case by senior government	Receive updates
June 2020	Receive a project enabling investment plan	Approve
July 2020	SLS project procurement commences	Receive updates
Early 2022	SLS project construction begins	Receive updates
Late 2025	SLS project open for service	Receive updates



Surrey Langley SkyTrain

Business Case Summary

January 2020



Table of Contents

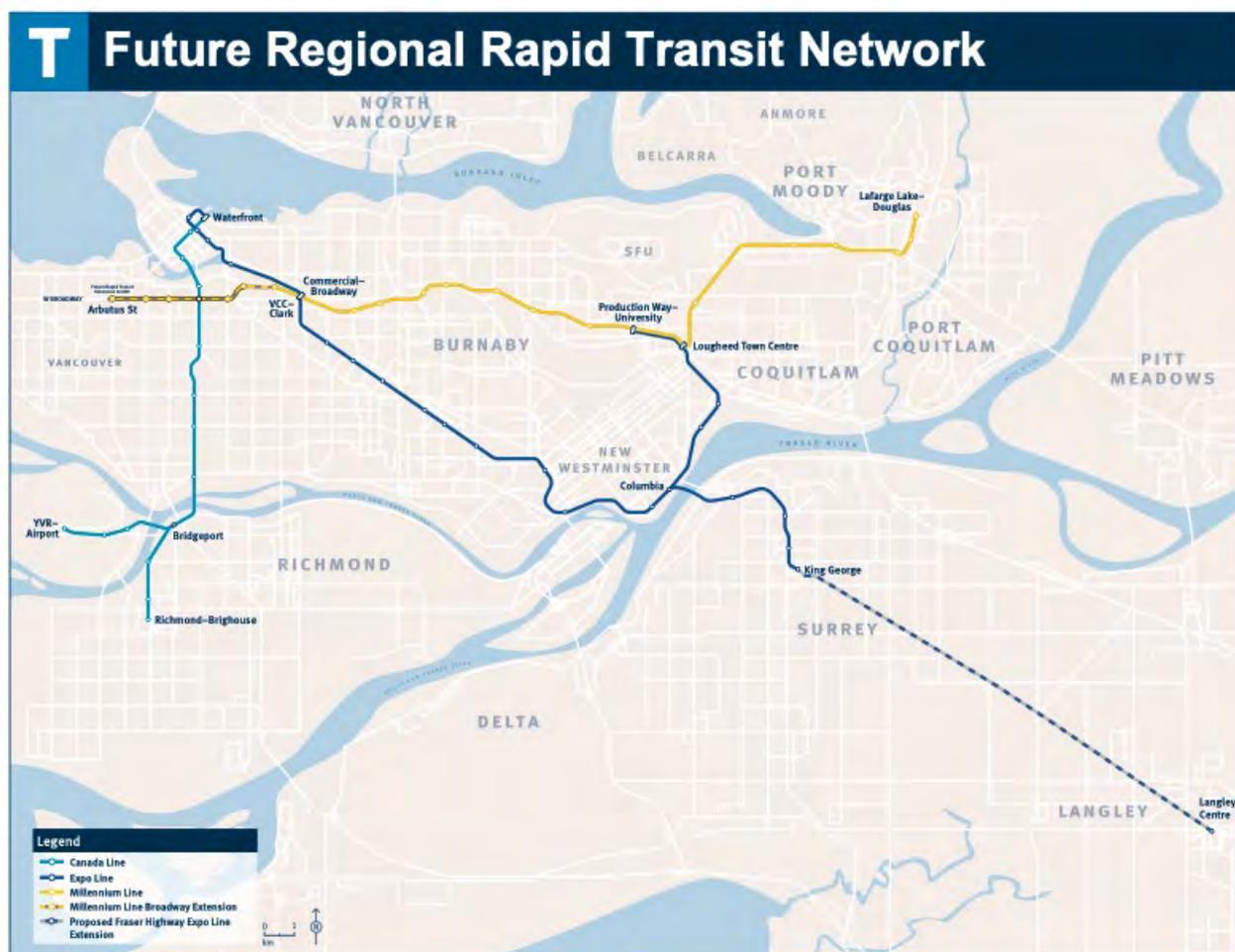
Purpose	1
Background.....	2
Project Need	3
Project Overview.....	7
The Case for SkyTrain	8
Funding.....	10
Staging	10
Procurement	12
Benefit-Cost Analysis	12
Alternatives Considered	13
Engagement	14
Next Steps	16
Conclusion	17

Purpose

This Business Case Summary for the proposed Surrey Langley SkyTrain project (“the project”) highlights the need to further invest in rapid transit south of the Fraser and confirms the benefits of project implementation.

The project would improve the transit customer experience by providing a fast, frequent and reliable means of transit; attract new riders; improve regional accessibility to jobs, post-secondary education, and affordable housing; reduce vehicle kilometres travelled and greenhouse gas emissions; support economic development; and deliver value for public money.

This document provides an overview of the project background, need, and benefits. It also describes timing of next steps, including further public engagement and construction.



Background

In 2014, the regional mayors' 10-Year Vision identified three priority corridors for a 27-kilometre network of rapid transit in Surrey and Langley: 104 Avenue, King George Boulevard, and Fraser Highway.

In June 2016, the federal and provincial governments announced funding for development of the first phase of this network - a 10.5-km light rail transit project to connect Surrey Centre with Guildford and Newton - "the SNG LRT Project." Full approval and \$1.63 billion in funding by all levels of government was announced on September 4, 2018. In November 2018, Surrey's newly-elected Mayor and City Council withdrew support for the SNG LRT Project and requested that TransLink instead work on extending SkyTrain along Fraser Highway.

On December 13, 2018, the Mayors' Council directed TransLink to suspend work on the SNG LRT Project and proceed with planning and project development for a SkyTrain on Fraser Highway, and concurrently, initiate a planning process to refresh the South of Fraser Rapid Transit Strategy, consistent with the 10-Year Vision of building 27-kilometres of rapid transit on the three corridors.

In July 2019, following cost updates, initial technical work, and a first round of public engagement, the Mayors' Council directed TransLink to complete a Surrey Langley SkyTrain project Business Case, develop a staged construction plan, and prepare for procurement, based on available funding of \$1.63 billion.



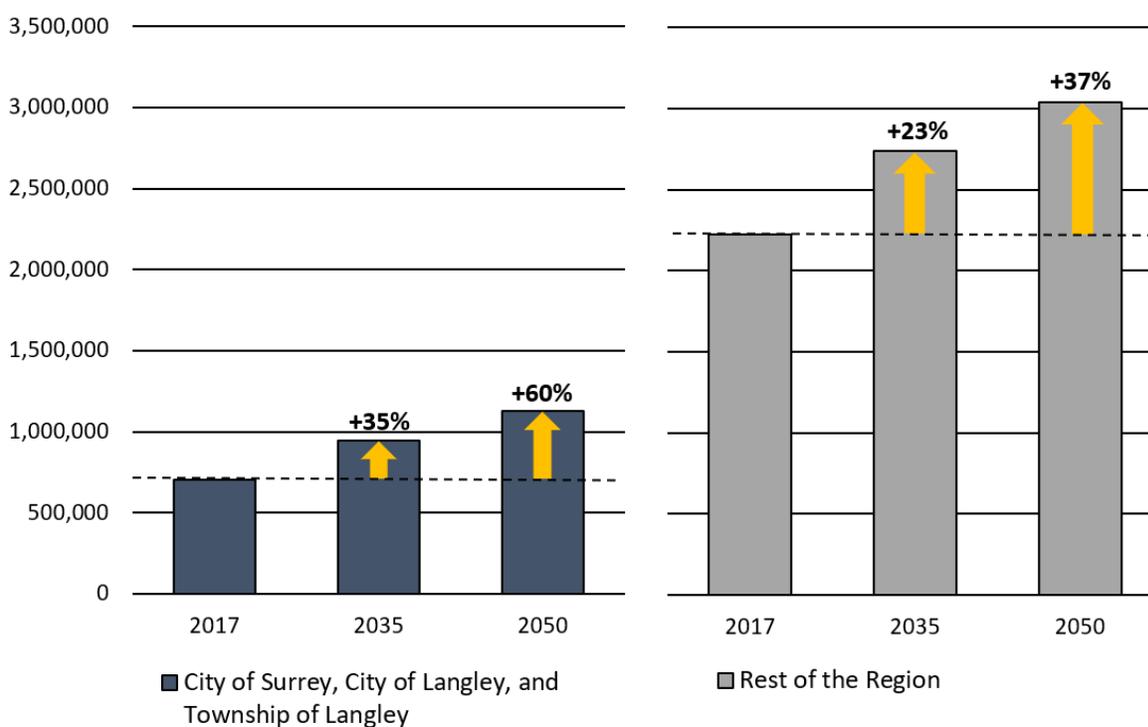
Photo credit: TransLink

Project Need

A growing region

Metro Vancouver continues to grow. It is projected that by the year 2050, the region will welcome 1,200,000 additional residents and create 500,000 new jobs. The area south of the Fraser River is one of the fastest-growing in the region, and it is expected that by 2050, the City of Surrey, City of Langley, and Township of Langley will welcome 420,000 new residents and 147,000 new jobs. This area has been identified as a priority for rapid transit improvements to help address current challenges and support planned future growth. Projected population growth is shown in Figure 1:

Figure 1: Projected population growth



Transportation system challenges

Demand for transit in Metro Vancouver is growing. In 2018 alone, system-wide ridership grew 7.1%, led by the South of Fraser region, which experienced growth of more than 15%. Over the years, TransLink has responded to demand growth by increasing bus service. More than 125,000 annual service hours have been added since transit expansion restarted with approval of the Phase One Investment Plan (2016). Bus routes have been augmented with higher capacity vehicles, including additional articulated buses and new double-decker buses. Yet, crowding continues to pose a challenge. Route 502 on Fraser Highway experiences overcrowding during more than 27% of its service hours and ranks as the fourth most-crowded of TransLink's bus services.

Growth management and affordability

Growth management is an important priority for transportation investment. Urban development is managed in partnership between municipal governments, Metro Vancouver, and other governments through the Regional Growth Strategy. The strategy designates urban centres for concentrations of housing, jobs and services and calls on TransLink to connect these centres with frequent, reliable transit. The existing Expo Line, opened in 1986, provides a rapid transit connection from the Surrey Metro Core to the rest of the region. Plans for rapid transit through the 10-Year Vision include connections to Newton, Guildford, Fleetwood, and Langley City Centre as shown in Figure 2.

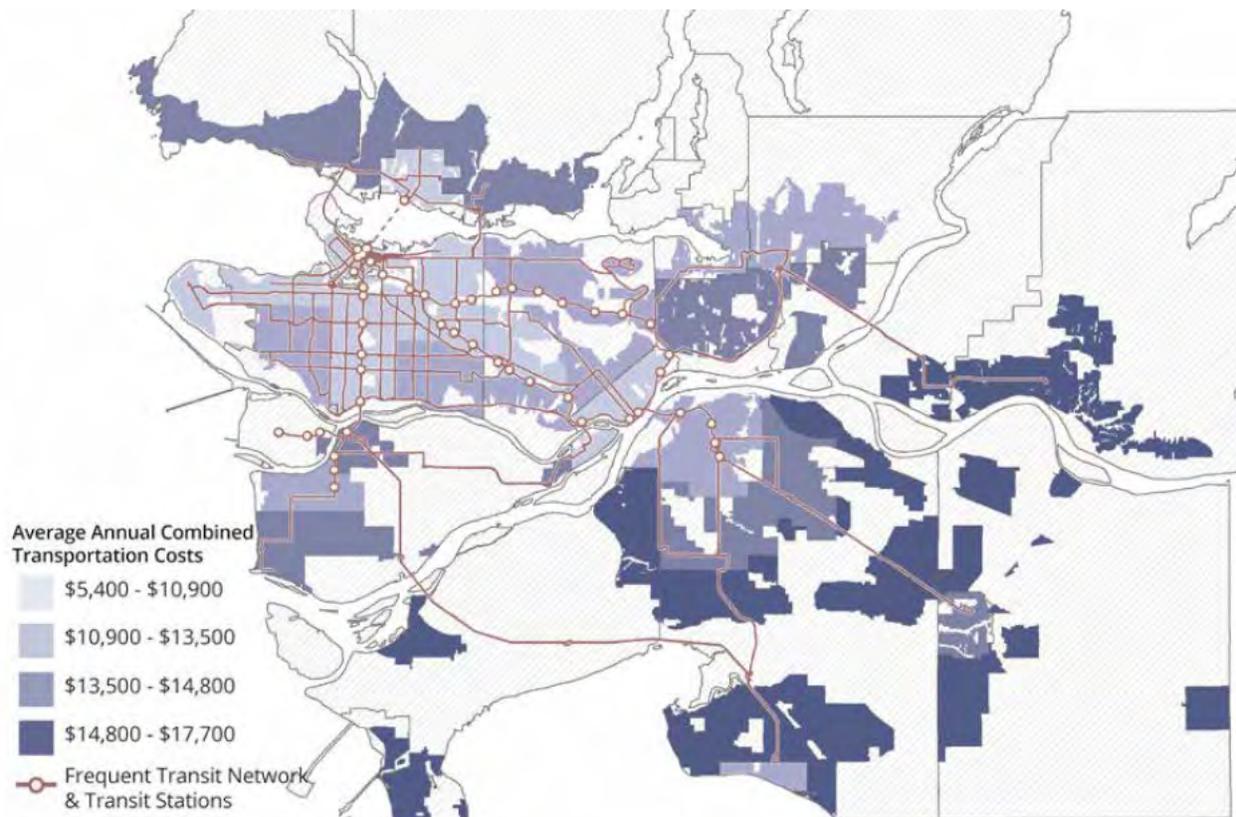
Figure 2: Metro Vancouver Urban Land Use Designations



Metro Vancouver's lack of affordable and diverse housing options challenges the region's success and prosperity. Rental vacancies are at record lows, housing prices hover at many multiples of the median income, and many people struggle to find affordable places to live. Metro Vancouver's Regional Affordable Housing Strategy projects a demand for 18,000 additional housing units per year, of which 5,500 are rental units.

Surrey and the surrounding municipalities offer some of the most affordable housing in the region. However, a 2011 study by Metro Vancouver found that while housing costs are relatively low, household transportation costs are above average due to a lack of affordable options and long, travel distances required to reach to jobs and other services (see Figure 3). As a result, the combined burden of housing and transportation costs makes this part of the region amongst the least affordable, consuming 42% of subregional median income for working households.

Figure 3: Average Annual Combined Transportation Cost for Working Households



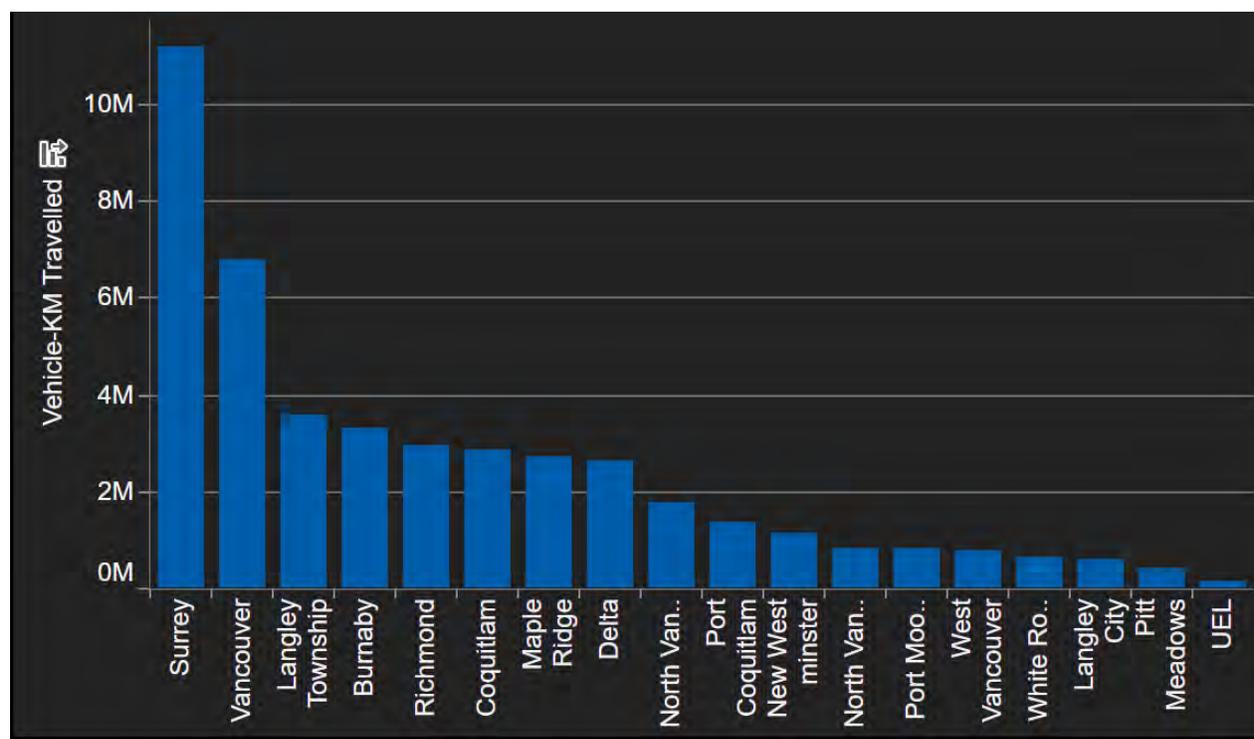
Source: The Metro Vancouver Housing and Transportation Cost Burden Study, 2015

Addressing global climate change

Governments at all levels are taking action to address the challenge of greenhouse gas pollution and its impact on our climate. In British Columbia, automobiles and light trucks are the largest source of greenhouse gas emissions -- at 31%. For its part, TransLink adopted targets to reduce greenhouse gas emissions from its operations by 80% by the year 2050, and to utilize 100% renewable energy in all operations by 2050. TransLink's operations represent a small share of overall regional emissions. More significant greenhouse gas reductions can be achieved by meeting the goals of the Regional Transportation Strategy, which calls for an increase to 50% of trips by sustainable travel modes by the year 2045 (from 28% today), and to reduce the average distance driven per person by one third.

The relatively long distances driven and higher use of automobiles for travel result in Surrey residents driving more than 11 million kilometres daily -- more than any other municipality in Metro Vancouver -- and 64% more kilometres than Vancouver (in second place) despite Surrey's population as three-quarters the size. Similar patterns exist in other South of Fraser municipalities, as illustrated in Figure 4.

Figure 4: Daily automobile vehicle kilometres traveled by municipality

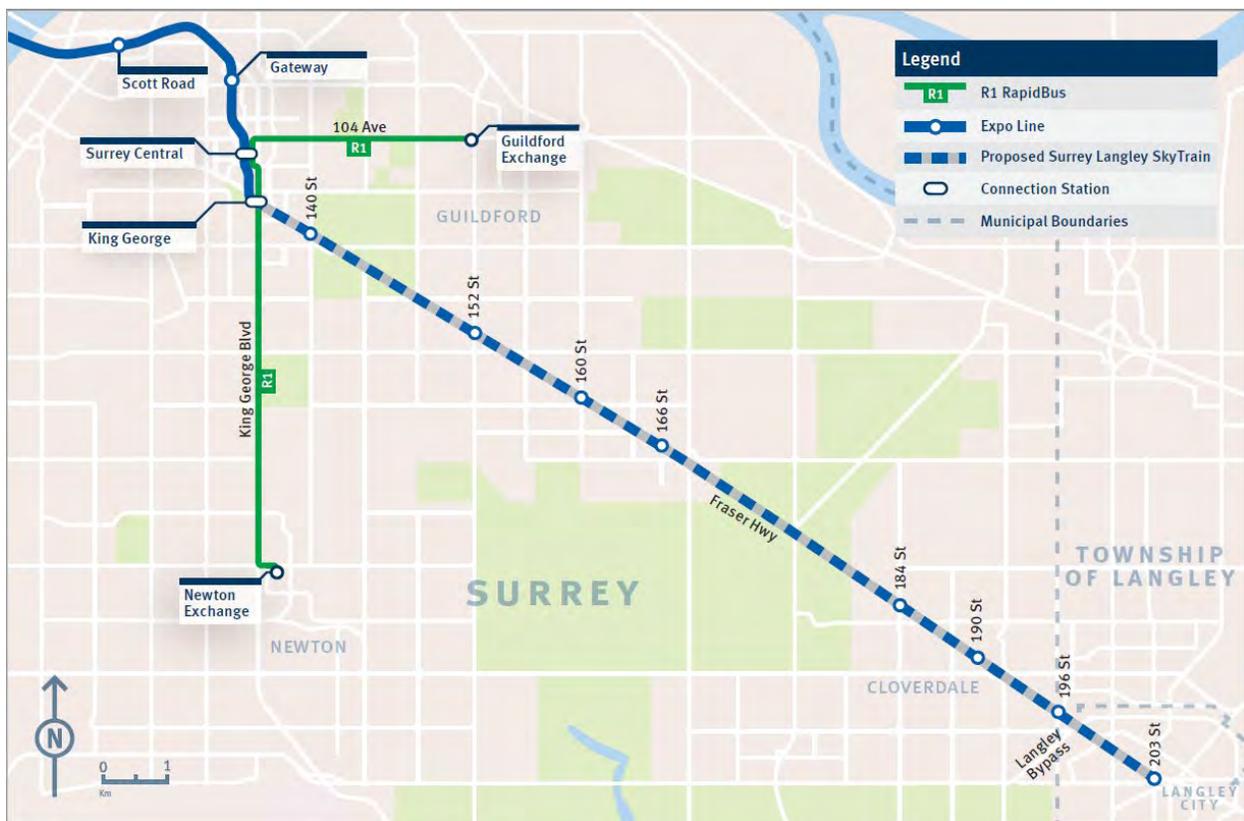


Source: TransLink 2017 Trip Diary

Project Overview

The Surrey Langley SkyTrain project would extend the Expo Line from King George SkyTrain Station to Langley City Centre along Fraser Highway. The project includes 16-kilometres of elevated guideway with 8 stations (see map below), 3 bus exchanges, and park-and-ride spaces. It requires 55 additional SkyTrain vehicles and a new Operations and Maintenance Center (OMC) to serve the expanded Expo and Millennium Line network.

The project would connect Surrey Centre, the emerging second core for the Metro Vancouver region, with the growing communities of Fleetwood, Clayton, Willowbrook, and Langley City. It would connect key destinations, including Kwantlen Polytechnic University's Surrey Center and Langley campuses, Surrey Memorial Hospital, Jim Pattison Outpatient Care and Surgery Centre, RCMP E-Division headquarters, Fortis BC's Surrey office, Green Timbers Urban Forest, the Surrey Sport and Leisure Complex, and Willowbrook Shopping Centre. Proposed stations would be located at arterial streets where bus connections, cycle and pedestrian paths would provide access to more South of Fraser and Fraser Valley communities.



The Case for SkyTrain

Project Objectives

The objectives of the project are to:

- Provide a great transportation user experience;
- Provide fast, frequent, reliable, and convenient transit across the region;
- Increase access to employment, schools, housing, and services;
- Support healthy communities and a healthy environment; and
- Advance local and regional prosperity.

All while:

- Spending wisely; and
- Implementing prudently.

Project Benefits

If delivered, the project will:



Improve Transportation Options

Improve transit service by reducing travel times, increasing capacity and reliability. This will attract additional transit users, and improve road safety through a reduction in auto vehicle kilometres travelled and an increase in sustainable mode share.

The project is forecasted to serve 62,000 average weekday boardings in 2035. Nearly 20,000 person-trips will be made by transit that would otherwise take place by car, increasing the sustainable mode share in the South of Fraser region by 1 percentage point.

Travel times will be 22 minutes from Langley Centre to the existing King George SkyTrain Station with trains departing every few minutes. By the year 2035, transit users will save nearly 900,000 hours of travel time annually as time savings grow.

SkyTrain will provide capacity to move 6,800 passengers per hour per direction - more than 10 times the capacity of bus service today - with the ability to add further capacity to address future growth.



Increase Access to Opportunities and Housing

Improve regional accessibility and promote social and community cohesion by connecting Surrey Metro Centre, Fleetwood Town Centre, and Langley City Centre with rapid transit. Outcomes will include better connections to more housing, employment, schools, and services, and higher-density, mixed-use development around SkyTrain stations.

In the year 2035, Langley City Centre will connect to more than 380,000 jobs and 23,000 post-secondary education spaces within a 60-minute commute by transit. This is more than twice as many jobs and almost 10 times as many educational opportunities reachable in the same time without the project.

By 2035, it is projected that 80,000 residents will live within 800 metres of the project's new stations. The municipalities along the corridor are updating their respective land use plans to accommodate this growth.



Support Healthy Communities and Environment

Reduce greenhouse gas emissions through fewer vehicle kilometres travelled, which will replace diesel bus service with electric SkyTrain service, reduce congestion-related idling, and support compact, walkable development. Greenhouse gas reductions are estimated at 17,000 tonnes annually.

Most transit trips involve walking or cycling at the start and end of journeys. Active transportation supports improved public health outcomes and is associated with reductions in obesity, diabetes, and heart disease. The project is estimated to increase the number of trips by active transportation modes by more than 25 million annually in the year 2035.



Support Economic Development

Support economic development by improving access to employment and educational opportunities, improving efficiencies for businesses to get their goods to market, increasing business access to the region's labour force, and driving innovation by an increase in competition among companies. Project construction will result in 3,000 direct jobs annually. Once in operation, the value of enhanced economic productivity over the life of the project is estimated at \$255 million.

Funding

The estimated capital cost of the Surrey Langley SkyTrain – from King George SkyTrain Station to Langley City Centre – is \$3.1 billion. This estimate includes:

- Design and project management
- Property acquisition
- Construction
- New SkyTrain vehicles
- Operations and maintenance system upgrades
- Testing and commissioning
- Financing costs during construction.

The cost of these activities and assets increases with time. This estimate includes a projection of inflation over the life of the project and assumes that implementation commences in mid-2020 with the project built in one stage.

Currently, there is approximately \$1.63 billion in available funding, which is enough to construct the project to 166 Street and Fraser Highway in Fleetwood. It is proposed that funding for the first stage of the project come from the Investing in Canada Infrastructure Program, a partnership between Canada, British Columbia, and the region. Under the program, the federal government will contribute 40% of eligible capital costs, the provincial government will contribute 40% of capital costs, and TransLink will fund the remainder, including the cost of operations and maintenance over the life of the project. The City of Surrey will contribute \$39 million to the first stage of the project.

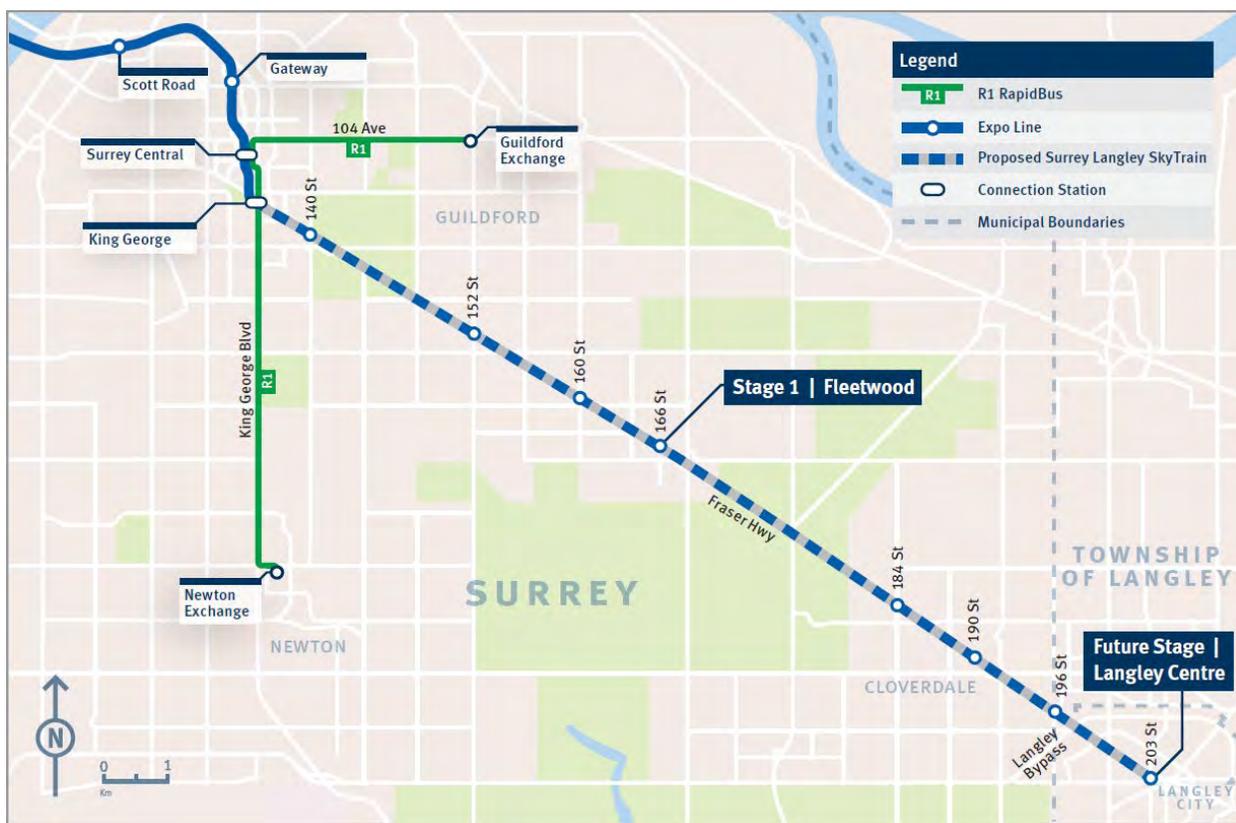


Photo credit: TransLink

Staging

Based on available funding, TransLink plans to deliver the project in stages. The first stage - from King George SkyTrain Station to 166 Street and Fraser Highway in Fleetwood - could be constructed within five-and-a-half years from the project approval date. The anticipated opening date for passenger service on this first stage is late 2025. Simultaneously, TransLink is completing planning and design work for the second stage - from 166 Street to Langley City Centre - to enable construction as soon as funding is secured.

The region's share of the first stage project costs was secured through an Investment Plan to deliver Phase Two of the 10-Year Vision, approved by the Mayors' Council on Regional Transportation in June 2018. An update to this plan replacing the SNG LRT Project with the Surrey Langley SkyTrain project (first stage) will be brought forward in 2020.



Procurement

With the assistance of Partnerships BC, TransLink assessed a range of procurement models for the project. The objective is to select a model that manages key project risks, maximizes competition, allows for innovation and efficiency, complies with procurement policies and standards, and provides cost and schedule certainty. The procurement model recommended for the first stage of the project is a Design Build Finance model. Under this model, a portion of the construction costs will be financed privately, with repayment upon project completion. TransLink will be responsible for project delivery and own the project at its completion. Operations and maintenance will be performed by BC Rapid Transit Company, the TransLink subsidiary responsible for operations and maintenance of the existing Expo and Millennium Lines.

Benefit-Cost Analysis

A Benefit-Cost Ratio (BCR) summarizes the overall value for money of a major project. A BCR is the ratio of the benefits of a project, expressed in dollar amounts, relative to its costs, also expressed in dollar amounts. The benefit-cost analysis compares user, environmental, and wider economic benefits with project costs over a 30-year period. The higher the BCR, the better the investment. All major projects undergo this form of analysis to determine whether an investment represents good value.

The BCR of the Surrey Langley SkyTrain project is 1.24, which is comparable to previous SkyTrain business cases: the Canada Line (1.25) and Evergreen Extension (1.27).



Photo credit: TransLink

Alternatives Considered

A Multiple Account Evaluation was developed to assess the proposed project against a Business as Usual (BAU) scenario, defined as the Fraser Highway RapidBus service, as well as a Light Rail Transit (LRT) alternative. The results of this assessment are summarized in Figure 5.

Figure 5: Multiple Account Evaluation BAU, LRT, SkyTrain

Account	Alternative		
	BAU	Light Rail Transit	Above-Grade SkyTrain
Customer Service / User Experience	✓✓✓	✓✓✓✓	✓✓✓✓✓
Transportation	✓✓✓	✓✓✓✓	✓✓✓✓✓
Urban Development	✓✓✓	✓✓✓✓✓	✓✓✓✓
Social, Community, and Environment	✓✓✓	✓✓✓✓	✓✓✓✓✓
Economic Development	✓✓✓	✓✓✓✓	✓✓✓✓✓
Financial	✓✓✓	✓✓	✓✓✓✓
Deliverability	✓✓✓	✓✓	✓✓✓✓

SkyTrain performs similarly to or better than the BAU and LRT options on all evaluation accounts, including customer service/user experience, transportation, urban development, social community and environment, economic development, financial, and deliverability and acceptability. Accordingly, a SkyTrain extension is recommended as the preferred option for the Fraser Highway corridor.

Engagement

Engagement is a key component of rapid transit planning. Robust public, stakeholder, and First Nations engagement has been undertaken on this project, which has resulted in record-level interest and response, including approximately 30,000 survey responses and over 3,000 attendees at nine open houses. Regular interactions with diverse community groups and business associations have taken place since project inception and are ongoing. Support for the project is high throughout Metro Vancouver. Feedback is helping the project team refine the project design and confirm the scope of the Environmental Screening Review. An overview of engagement efforts to date follows:

Phase 1 Engagement (Spring 2019)

Between April 4th and 26th, TransLink conducted a first round of public engagement on the Surrey Langley SkyTrain project.

To ensure broad access to information and to maximize public participation, the three-week engagement period included:

- A robust print, radio, digital and in-transit multilingual marketing campaign
- Online opportunities, including a survey in English and Punjabi
- In-person opportunities, including four open houses, a stakeholder workshop, and promotions at major transit hubs in Surrey and Langley
- Outreach to diverse communities, including attendance at Surrey's Party for the Planet and Vaisakhi Parade, and a presence at local temples.

This resulted in record-level public participation with more than 21,000 survey responses and 1,000+ attendees at open houses.

Survey results indicate widespread support for improved transit in Surrey and Langley, generally, and the proposed Surrey Langley SkyTrain, specifically. In Surrey and Langley, 85% of respondents support the proposed project, and in the rest of the region, support lies at 84%. The following is a breakdown of support:

- Surrey – 82%
- City of Langley – 90%
- Township of Langley – 92%
- Rest of Metro Vancouver – 84%

Survey respondents noted that the most important considerations for rapid transit south of the Fraser are predictable transit travel times, efficient use of public money, a comfortable and safe transit experience, and increased transportation options.

To augment feedback on rapid transit south of the Fraser, TransLink commissioned a market research survey to help obtain statistically-representative responses. Findings were consistent with the public engagement survey.

Phase 2 Engagement (Fall 2019)

A second round of public engagement was held between November 1st and 17th, during which stakeholders and members of the public provided feedback on the proposed SkyTrain alignment and station locations, access to SkyTrain and integration with other modes of transportation (walking, cycling, buses, and private vehicle), the Environmental Screening Review (ESR), and rapid transit on 104 Avenue and King George Boulevard.

Similar to the first round of public engagement, there was significant interest in the project with:

- 2,000 attendees at the five open houses
- 8,000 survey responses
- 5,000 participants in a live Telephone Town Hall with the Surrey Langley SkyTrain project director.

The engagement revealed:

- General support for the SkyTrain extension, especially for it to be built in one stage and on an expedited basis
- Agreement that identified factors were sufficiently thorough in helping to determine placement of the guideway
- Shelter, lighting, maps and signage, bus connections and pedestrian walkways, and pickup/dropoff and park-and-ride spaces are key to new stations and the surrounding areas
- Agreement (93%) that the ESR process is sufficiently thorough.

Once again, TransLink commissioned a market research survey to help obtain statistically representative responses. Findings were consistent with the public engagement survey and, additionally, found that the level of support for the project remains high at 77%.

Environmental Screening Review (ESR)

TransLink is committed to delivering the project in a manner that respects the environment and considers all project-related effects, including both natural and human. As such, the public, First Nations, government agencies, and stakeholders have been invited to provide feedback on the Environmental Screening Review. The ESR studies the potential effects of the project's construction and operation, and determines mitigation measures, as required. Results of the ESR will inform the final project design and set quality and performance standards for construction and operation. A complete list of the effects being assessed is available at surreylangleyskytrain.ca.

First Nations Engagement

First Nations engagement is a key component of rapid transit planning with input helping to inform decision-making, including project development, and design work. Upon direction from the Mayors' Council to proceed with planning for a Surrey Langley SkyTrain, TransLink initiated an engagement process with First Nations that have territorial interests in the project. The project development phase provides a number of opportunities for First Nations engagement, including the Environmental Screening Review and related field studies.

Future Engagement

Through 2020 and beyond, we will continue to engage with the public, stakeholders and First Nations on how to minimize impacts on residents, businesses, and commuters during the construction and operation phases of the project.

Next Steps

The following diagram illustrates the project's next steps:



Conclusion

The Surrey Langley SkyTrain project is a necessary infrastructure project to help meet current and future transit demand in the fast-growing South of Fraser region, and contribute to the long-term prosperity of the region. Project will:

- Improve Transportation Options
- Increase Access to Opportunities and Housing
- Support Healthy Communities and Environment
- Support Economic Development

A solid Benefit-Cost Ratio of 1.24 confirms the benefit of the project, which has demonstrable public support across the region.

Current available funding of \$1.63 billion enables construction of Stage 1 from King George SkyTrain Station to 166 Street in Fleetwood beginning in Summer 2020. TransLink will pursue implementation of the remainder of the extension when additional funding is secured.



Photo credit: City of Surrey

TO: Mayors' Council on Regional Transportation
FROM: Geoff Cross, Vice President, Transportation Planning and Policy
DATE: January 6, 2020
SUBJECT: **Item 4.2 Annex B** - Surrey Langley SkyTrain Supportive Policies Agreement

RECOMMENDATION:

That the Joint Transportation Planning Committee:

1. Endorse the Surrey Langley SkyTrain Supportive Policies Agreement, to be provided to the Province (following its execution by the City and TransLink Board) in support of the Surrey Langley SkyTrain Project Business Case submission;
 2. Receive this report.
-

PURPOSE:

We are seeking Mayors' Council endorsement of the proposed Supportive Policies Agreement (SPA) with City of Surrey for the Surrey Langley SkyTrain (SLS) Project (Appendix 1), prior to submitting the agreement to the TransLink Board for execution and to the Province in support of the SLS Business Case.

BACKGROUND:

On December 13, 2018, the Mayors' Council endorsed a work plan that included planning and project development for a SkyTrain project on Fraser Highway. Given the 10 Year Vision requirement to develop Partnership Agreements for all major projects, a proposed Supportive Policies Agreement has subsequently been prepared for the SLS Project, developed in collaboration by senior staff from TransLink, the City of Surrey, the Province, and Metro Vancouver.

This report builds upon previous progress reports to the Mayors' Council in October and December 2019 which provided the opportunity for input into SPA development. Those reports detailed the formation of the SLS SPA Working Group, identified policy issues, and summarized key agreement content. At the request of Mayors' Council, we examined potential mechanisms and approaches to increase the binding nature of the SPA. Based on this review we concluded that increased certainty is best achieved through:

- a commitment to a clear and high threshold for SkyTrain-supportive planned corridor growth (as a minimum for growth targets to be developed),
- specificity on planning commitments (e.g. defining the term 'collaborate'), and
- a transparent monitoring and reporting program that will keep the Mayors' Council and other decision-makers involved over time.

Further details on these SPA content areas are provided below in the Discussion section. The proposed SPA is expected to be reviewed by Surrey City Council in January prior to the Mayors' Council January 30th review. Following endorsement of the proposed SPA by City Council and Mayors' Council, the agreement is to be finalized and provided to the City and the TransLink Board of Directors for execution. Attached in Appendix 1 is the most current version of the draft SLS SPA as of the writing of this report, noting that final legal reviews are still pending.

DISCUSSION:

The Surrey-Langley SkyTrain (SLS) Supportive Policies Agreement (SPA) sets out City and TransLink commitments to policies, initiatives and other actions which are outside the direct scope of the SLS Project, but which will have a significant influence on the achievement of the Project's objectives. In particular, the commitment to increase the corridor's residential and employment density in the long term through growth targets adopted by the City in a timely manner will support ridership on Surrey-Langley SkyTrain, increasing fare revenue and improving transportation performance.

SPA commitments increase certainty on corridor growth to maximize investment performance

Using TransLink's Transit-Oriented Communities Design Guidelines as a framework, the SPA sets out commitments from the City of Surrey and TransLink regarding land use planning, urban design, housing and transportation adjacent to the SLS SkyTrain Corridor within Surrey. Management is confident that these commitments, which go beyond those made in the previous Surrey-Newton-Guildford Light Rail Transit (SNG LRT) SPA, will enable and advance SkyTrain-supportive land use around the Project. At the same time, care has been taken to develop policy commitments that are both realistic and achievable, balancing the requirement for SkyTrain-supportive commitments with the need to respect in-progress and future community planning and engagement processes.

City of Surrey commits to SkyTrain-supportive land use plans

The SPA includes a commitment by the City of Surrey to prepare and adopt five new and updated land use plans by specified time targets (SPA section 5.1(a)):

- (i) Surrey City Centre Plan update – complete by end of 2021;
- (ii) Fleetwood Plan – complete by the summer of 2022;
- (iii) West Clayton Plan update – complete by end of 2022;
- (iv) East Clayton Plan update – complete by end of 2022; and
- (v) East Cloverdale Plan – complete by end of 2023.

Collectively, these planning boundaries cover the entire urbanized area along the City of Surrey's portion of the SLS corridor at an approximately one kilometre radius. It is through these new and updated land use plans that key City policies committed to in the SPA will be developed and adopted, including for SkyTrain-supportive population and employment growth, affordable housing, and urban design in the corridor.

The City of Surrey has already initiated planning processes for the critical Surrey City Centre Plan update and Fleetwood Plan, expected to complete by 2021 and 2022 respectively, and which are in development for SkyTrain-supportive land use.

City of Surrey commits to exceed growth projections

Through this agreement, the City of Surrey is committing that new and updated land use plans will "incorporate land uses, densities and forms of residential tenure which result in planned population and job growth that exceeds the population and job projections used in the approved SLS Business Case ridership forecasts for those land use plan areas" (SPA section 5.1(b)). The population and employment projections used in the Business Case are derived from Metro Vancouver's regional growth strategy and are summarized in Table 1 below. Based on these projections, the population and employment growth

figures for the SLS corridor are forecast to increase by 49 percent and 38 percent, respectively, by 2050. Section 5.1(b) in the SPA specifies that the City’s land use plans will anticipate even higher levels of corridor growth than represented by these projections.

Table 1: Projected Population & Employment within 800m of Stage 1 SLS Project Stations (based on Metro Vancouver projections used in SLS Business Case)

2016		2050			
Population	Employment	Population		Employment	
#	#	#	% Increase	#	% Increase
30,500	13,400	45,400	48.9%	18,500	38.1%

The maps in Appendix 2 visualize the 2016-2050 corridor growth as shown in Table 1, as well as extending to include the rest of the City and region. Increasing density in station areas is important and will overall contribute to creating transit-oriented communities; however, the majority of SLS ridership is forecasted to be customers connecting in from elsewhere in the South of Fraser subregion.

The somewhat slower rate of projected employment growth relative to population growth reflects the Metro Vancouver Regional Growth Strategy emphasis on focusing employment in designated Urban Centres. In the case of Surrey-Langley-SkyTrain, these Urban Centres are Surrey Metro Centre and Fleetwood Municipal Town Centre. Job space intensification is not necessarily expected around all SLS stations. Moreover, growth is not anticipated to be distributed evenly along the corridor. The City of Surrey’s five land use plans will develop detailed plans for growth in the context of the local land market, recognizing that SLS station areas will provide varying degrees of redevelopment opportunities (consistent with experience along SkyTrain elsewhere in the region), and with consideration for evolving land economics over time following SkyTrain construction.

Ongoing monitoring and reporting to ensure progress on commitments

The SPA includes a monitoring and reporting program that provides the Mayors’ Council with key leverage points for future decisions. The reporting deliverables include ‘Annual Dashboards’ and 3-5 year comprehensive ‘Performance Reports’ to be provided to the Mayors’ Council, TransLink Board, City Council, and Province. These reports provide ongoing opportunities to consider actions to course correct if progress is not tracking as committed to, or outcomes (growth, etc.) not as expected. The SPA also requires progress reviews prior to the issuance of RFQs and RFPs for future phases of SLS.

The SPA commits the City and TransLink to an ongoing monitoring program that will include a leadership-level Monitoring Committee and staff-level Subcommittee. These committees will track and report to decision-makers on the progress of the SPA commitments as well as the land use, housing and transportation outcomes (performance measures).

Next Steps

Following the endorsement of the proposed SLS SPA by both City Council and the Mayors’ Council, TransLink and City staff will seek TransLink Board and City Council direction to execute the agreement. The SLS SPA will then be submitted to the Province in support of the SLS Project Business Case submission no later than March 6, 2020. A condition of the Treasury Board approval of the Business

Case will be an executed SPA considered to satisfy Provincial expectations. The Province wants to ensure that the Project stimulates increased population and employment densities along the corridor and, in particular, that provincial interests for increased housing density to stimulate more affordable rental housing are advanced. Senior Provincial staff have been closely involved with the development of the draft SPA and the commitments in the final draft have been supported at a staff level.

CONCLUSION:

The SLS SPA (Appendix 1) contains substantive corridor land use, growth, transportation and implementation commitments by both the City and TransLink. The agreement provides assurance that SkyTrain-supportive land use will be advanced in the SLS corridor and includes commitments that go beyond those made in the previous agreement for the SNG LRT Project. This report summarizes the key commitments and recommends that the Mayors' Council endorse the agreement, which will be provided to the Province (following execution by the City and TransLink Board) in support of the Business Case submission.

APPENDICES:

- Appendix 1 – Draft Surrey Langley SkyTrain Supportive Policies Agreement
- Appendix 2 – Maps: Combined Population and Employment Density, Metro Vancouver and South of Fraser Subregion, 2016 and 2050

Appendix 1

Surrey Langley SkyTrain Supportive Policies Agreement

DRAFT

SUPPORTIVE POLICIES AGREEMENT
SURREY-LANGLEY SKYTRAIN PROJECT

THIS SUPPORTIVE POLICIES AGREEMENT made on the ____ day of _____, 2020

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 V3L 0E7

("TransLink")

AND:

CITY OF SURREY
13450 - 104 Avenue, Surrey, BC V3T 1V8

(the "City")

WHEREAS:

- A. TransLink, as the regional transportation authority, has the mandate to plan, prioritize, secure funding and deliver transportation and transit projects and create an integrated transportation and transit system within the Greater Vancouver Regional District pursuant to the *South Coast British Columbia Transportation Authority Act* (British Columbia);
- B. In the 2014 Mayors' Council Regional Transportation Investments, a Vision for Metro Vancouver report (the "**Mayors' Vision**"), the Mayors' Council identified a South of Fraser Light Rail Transit network (the "**LRT Project**") as a priority to ensure that the transportation needs of the region are met;
- C. At the City's request, TransLink and the Mayors' Council have agreed to suspend the LRT Project and instead move forward with planning and development of a 16-kilometre extension of the existing SkyTrain Expo Line from King George Station to Langley Centre along the Fraser Highway (the "**Proposed Extension**");
- D. The Proposed Extension will provide an alternative to traffic congestion, increase transit network capacity and offer new housing development opportunities, including Affordable Housing, to help meet the transportation and housing goals for the region and the Province;
- E. The City, as the host municipality of the Proposed Extension within the boundaries of the city of Surrey, has the mandate to provide good governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it pursuant to the *Local Government Act*;
- F. The Mayors' Vision calls on the parties to enter into Project Partnership Agreements (the "**PPAs**"), one of which is this Supportive Policies Agreement, 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;

- G. TransLink and the City have significant roles and responsibilities with respect to the portion of the Proposed Extension within the boundaries of the city of Surrey (such portion being referred to herein as the “**Project**”);
- H. The City and TransLink, recognizing that multiple partners that are not signatories to this Agreement will have close involvement in the Agreement’s implementation, will act in good faith and make best efforts to undertake the actions, cooperation and support described in this Agreement, acknowledging that achieving the objectives of this Agreement could also be influenced by the potential future actions that may be taken by these non-signatory partners; and
- I. TransLink and the City are committed to implementing the Project.

NOW THEREFORE:

The Parties hereby acknowledge, confirm and agree as follows:

1. INTERPRETATION

1.1 Definitions

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

- (a) “**Adjacent and Integrated Development**” means TransLink’s review process of the same name;
- (b) “**Affordable Housing Fund**” means financial contributions collected from development projects under requirements introduced through the City’s Affordable Housing Strategy (adopted in April 2018);
- (c) “**Affordable Housing Policies**” has the meaning set out in Section 6.1;
- (d) “**Affordable Housing**” means a range of housing options which are affordable to households with a range of incomes. This definition will be further refined under the work outlined in Section 6.1
- (e) “**Agreement**” means this Supportive Policies Agreement;
- (f) “**Annual Dashboard**” has the meaning set out in Section 11.1(a);
- (g) “**Bus Network Integration Plan**” has the meaning set out in Section 7.1(a);
- (h) “**City Council**” means the council of the City, the governing body of the city of Surrey;
- (i) “**Collaborate**” means to work in close partnership regarding a decision or initiative, including the development of alternatives and identification of a preferred solution. The lead agency incorporates the advice and recommendations of partner agencies into decisions, to the maximum extent possible;
- (j) “**Fraser Highway SkyTrain Corridor Planning Areas**” means the areas described as such in the OCP;

- (k) **“Inclusionary Housing Policy”** means a suite of policy tools to help incentivize private developers to build affordable market rental housing at below market rents;
- (l) **“Invest Surrey Economic Investment Plan”** means the plan by the same name developed by the City and dated 2017;
- (m) **“Land Use Plans”** has the meaning set out in Section 5.1(a);
- (n) **“LRT Project”** has the meaning set out in Recital B;
- (o) **“Master Plan for Housing the Homeless”** is the plan by the same name, adopted by City Council in 2013;
- (p) **“Mayors’ Council”** means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;
- (q) **“Mayors’ Vision”** has the meaning set out in Recital B;
- (r) **“Metro Vancouver”** means the Metro Vancouver Regional District;
- (s) **“Metro Vancouver Board”** means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (t) **“Metro Vancouver Transit-Oriented Affordable Housing Study”** means the 2017 study undertaken by Metro Vancouver and as further described in Section 2.4(e);
- (u) **“Monitoring Committee”** has the meaning set out in Section 10.1;
- (v) **“Official Community Plan”** or **“OCP”** means the Official Community Plan of the City adopted on October 20, 2014 under the authority of the *Local Government Act* (British Columbia);
- (w) **“Opening Day”** means the first day upon which the Project opens for service to the public;
- (x) **“Parks, Recreation and Culture Plan”** means the strategic plan dated for 2018 to 2027 by the same name by the City;
- (y) **“Party”** means TransLink or the City, and **“Parties”** means TransLink and the City together;
- (z) **“Performance Measures”** has the meaning set out in Section 10.3(b);
- (aa) **“Performance Report”** has the meaning set out in Section 11.1;
- (bb) **“PPAs”** has the meaning set out in Recital F;
- (cc) **“Project”** has the meaning set out in Recital G;
- (dd) **“Proposed Extension”** has the meaning set out in Recital C;
- (ee) **“Province”** means the Province of British Columbia;

- (ff) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4(d);
- (gg) “**Regional Growth Strategy**” has the meaning set out in Section 2.4(c);
- (hh) “**Regional Transportation Strategy**” has the meaning set out in Section 2.4(b);
- (ii) “**SLS SkyTrain Service**” means the rail rapid transit services provided to customers by way of the Project during the Project’s operations and maintenance stage;
- (jj) “**SLS SkyTrain Station**” means a location along the SLS SkyTrain Service for passenger boarding and alighting;
- (kk) “**SLS Transit Corridor**” means the corridor along which the SLS SkyTrain Service will be operated, as shown on the map attached hereto as Schedule A;
- (ll) “**South of Fraser Rapid Transit Refresh**” means the report of the same name developed by TransLink, dated 2019;
- (mm) “**South of Fraser Area Transit Plan**” means the plan of the same name developed by TransLink;
- (nn) “**Subcommittee**” has the meaning set out in Section 10.3(g);
- (oo) “**Surrey Affordable Housing Strategy**” means the strategy by the same name developed by the City and dated 2018;
- (pp) “**Surrey City Centre**” is the area identified as such in the Surrey City Centre Plan;
- (qq) “**Surrey City Centre Plan**” means the plan by the same name developed by the City and dated January 2017;
- (rr) “**TDM**” has the meaning set out in Section 2.3(f);
- (ss) “**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;
- (tt) “**Transport 2050**” means the strategy of the same name under development by TransLink and set out in a Phase 1 report dated December 2019; and
- (uu) “**Transportation Strategic Plan**” means the plan by the same name developed by the City and dated 2008.

1.2 Recitals and Schedules

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

1.3 Number and Gender

In this Agreement, 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 Agreement have been inserted for convenience of reference only and will not affect in any way the meaning or interpretation of this Agreement.

1.5 Statutory References

Each reference in this Agreement 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 Agreement to a plan or similar document, such as the Official Community 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, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement 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 Agreement to the contrary, the Parties acknowledge and agree that this Agreement 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 Agreement.

1.8 Effective Date

Notwithstanding the execution date of this Agreement, the effective date of this Agreement is the date upon which the Mayors' Council approves an 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 Agreement

The central objective of this Agreement is to confirm and provide certainty regarding the policy commitments of TransLink and the City 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 (as set out in section 2.2), Project principles (as set out in section 2.3) and broad policy objectives (as set out in section 2.4).

2.2 Project Objectives

The Project objectives, as fully supported by the Parties, are to:

- (a) provide fast, frequent, reliable and convenient transportation, together with a great user experience;

- (b) use public funds efficiently to maximize the span of the Project and ultimately the Proposed Extension, all in a manner that will result in a constructible and operable Project that is acceptable to the public;
- (c) provide a high-quality urban design that will support, and integrate with, current and future land uses along the Project corridor;
- (d) increase affordable access to various opportunities such as employment, schools, and a range of housing options and services;
- (e) support healthy communities and a healthy environment by managing various Project impacts; and
- (f) advance local and regional prosperity by facilitating movement of people and goods.

2.3 Agreement Principles

The success of this major regional investment is dependent on each Party clearly prioritizing, within their respective agencies, the allocation of resources and alignment of policy in the SLS Transit Corridor. The key elements to successful transportation system performance for this Project include transit-supportive land use along the entire corridor, Affordable Housing policies, a complete street approach, and urban design. The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines and Surrey Official Community Plan in the planning, design and implementation of the Project as follows:

- (a) **Destinations:** the coordination of land use and transportation, focusing on high demand destinations along the SLS Transit Corridor;
- (b) **Distance:** the continued development of a pedestrian and bicycle-friendly street network to support transit use;
- (c) **Design:** 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;
- (d) **Density:** the concentration of homes, jobs, and key activities within walking distance of SLS SkyTrain Stations at a level appropriate to support the transit investment;
- (e) **Diversity:** the provision of diverse land uses and housing for a range of types, residential tenures and household incomes; and
- (f) **Demand Management:** the use of transportation demand management (“TDM”) measures like parking pricing and reduced parking requirements to promote walking, cycling and transit in the SLS Transit Corridor.

2.4 Broad Policy Objectives

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 net new supply of Affordable Housing while preserving current residents' access to Affordable Housing stock;
- (b) regional transportation policies as contained in the current regional transportation strategy (the "**Regional Transportation Strategy**"), which identified the SLS Transit Corridor as a Regional Priority in 2013 and was adopted by the TransLink Board of Directors;
- (c) regional growth management policies as contained in the current Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board of Directors (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 of Directors 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 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);
- (e) the Metro Vancouver Transit-Oriented Affordable Housing Study, the intent of which is to expand the knowledge of practitioners and decision-makers about the challenges and opportunities to increase the net new affordable rental housing supply near the region's Frequent Transit Network; and
- (f) the Transit-Oriented Communities Design Guidelines, the key elements of which inform the structure of this Agreement and which demonstrate the fundamentality of community design to the promotion of transit, walking, cycling, and place-making.

3. CONTINUATION OF EXISTING PLANS AND INITIATIVES

3.1 Existing City Plans and Initiatives

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 section 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) an updated Official Community Plan to designate transit-supportive density in Surrey City Centre and the Fraser Highway SkyTrain Corridor Planning Areas, including policy statements that prioritize rapid transit corridors and urban centres as locations for higher density residential, commercial and institutional development (such policy statements include Objective A2, Policies A1.3(a), A1.5(a), A2.1, A2.6, A2.6(a), Objective B3, Policies B3.1, B3.2, B3.5, B3.6, B3.9, B3.10, Objective C2, Policy C2.24 of the OCP);

- (b) the update to the Surrey City Centre Plan to reinforce transit-supportive densities, transit-oriented land uses, urban design and street standards;
- (c) various approved supporting plans and strategies including the Invest Surrey Economic Investment Plan;
- (d) the constructed new civic precinct within Surrey City Centre as a catalyst for the further development of Surrey City Centre;
- (e) housing initiatives, including: (i) the Master Plan for Housing the Homeless; (ii) the Surrey Affordable Housing Strategy and (iii) related city housing policies;
- (f) the comprehensive Parks, Recreation and Culture Plan, which provides for significant investment in cultural facilities in the SLS Transit Corridor;
- (g) the identification in the OCP of the boundaries of the Fraser Highway SkyTrain Corridor Planning Areas (March 2019);
- (h) the inclusion of statements in the OCP demonstrating the City's commitment to the SLS Transit Corridor as a priority area for development within the City, with the objective of the SLS Transit Corridor accommodating an increasing proportion of the City's growth (March 2019);
- (i) the ongoing development and adoption of Land Use Plans within the Fraser Highway SkyTrain Corridor Planning Areas, including an updated plan for Fleetwood and a new land use plan in East Cloverdale, with the objective of stimulating transit-oriented development. Transportation planning for these areas, including cycling and walking, will be incorporated into the land use plans;
- (j) the development of a City-wide housing needs report, describing current and anticipated housing needs, as required under the *Local Government Act*;
- (k) the ongoing update of the Transportation Strategic Plan, which will replace existing plans, including the City's walking and cycling plans; and
- (l) the finalization of a memorandum of understanding with Simon Fraser University (Surrey Campus) to support the growth and expansion of Simon Fraser University in Surrey City Centre.

4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION

4.1 Frequent Transit Development Areas

By Opening Day:

- (a) the City will, in collaboration with TransLink and Metro Vancouver, identify and designate appropriate segments of the SLS Transit Corridor as Frequent Transit Development Areas (as defined by Metro Vancouver) for incorporation into the City's Regional Context Statement (a document required to be approved by the Metro Vancouver Board); and

- (b) TransLink will Collaborate with the City to identify and endorse appropriate segments of the SLS Transit Corridor as Frequent Transit Development Areas.

4.2 **Developments around SLS SkyTrain Stations**

- (a) The City will seek TransLink and the Province’s input as early as possible in the planning process on applications for developments in close proximity to SLS SkyTrain Stations to achieve the best possible land use, housing, transportation and design outcomes. The precise geographic limit will be agreed upon by the City and TransLink based on planning considerations such as transit passenger movements, other transportation mode needs and government owned lands. For clarity, this responsibility is in addition to the requirements of the City to seek TransLink input on developments that have implications for the regional transportation system and to direct developers to engage in the Adjacent and Integrated Development review process.
- (b) TransLink will provide input to the City on proposed developments in close proximity to SLS SkyTrain Stations to ensure the best possible land use, housing, transportation and design outcomes, allocating staff and in-kind resources consistent with the City’s development review schedules and sufficient for their desired level of involvement. The precise geographic limit will be agreed upon by the City and TransLink based on planning considerations such as transit passenger movements, other transportation mode needs and government owned lands. For clarity, this responsibility is in addition to the requirements of TransLink to provide input to municipalities on developments that have implications for the regional transportation system and to engage developers in the Adjacent and Integrated Development review process.
- (c) The City and TransLink will, concurrent with or subsequent to the development of the Land Use Plans, Collaborate on details regarding the public realm to identify transit, street and other related improvements in close proximity to SLS SkyTrain Stations. The precise geographic limit will be agreed upon by the City and TransLink based on planning considerations such as transit passenger movements, other transportation mode needs and government owned lands. For clarity, this responsibility is in addition to the requirement of the City to seek TransLink input, and the requirement of TransLink to provide input, on plans that have implications for the regional transportation system.

5. **DENSITY: CONCENTRATE AND INTENSIFY ACTIVITIES IN TRANSIT CORRIDOR**

5.1 **Land Use Plans**

- (a) The City intends to prepare and adopt the following Land Use Plans by the dates set out beside each Land Use Plan below:
 - (i) Surrey City Centre Plan update – complete by end of 2021;
 - (ii) Fleetwood Plan – complete by the end of summer of 2022;
 - (iii) West Clayton Plan update – complete by end of 2022;
 - (iv) East Clayton Plan update – complete by end of 2022;

- (v) East Cloverdale Plan – complete by end of 2023;
(collectively, the “**Land Use Plans**”).
- (b) Each of the Land Use Plans will:
 - (i) incorporate land uses, densities and forms of residential tenure which result in planned population and job growth that exceeds the population and job projections used in the approved SLS Business Case ridership forecasts for those land use plan areas, as shown in Schedule B; and
 - (ii) meet or exceed the objectives of the Regional Growth Strategy.
- (c) As a component of each Land Use Plan and upon the same timeline and boundaries as set out for each respective Land Use Plan, the City will prepare dwelling unit and employment targets consistent with the targets set out in the Regional Growth Strategy and the OCP from the year in which Opening Day occurs to the year 2045.
- (d) The City will Collaborate with TransLink and the Province on the development of Land Use Plans to achieve integrated land use and transportation planning, recognizing that it is the City’s responsibility and mandate under the *Local Government Act* to develop and approve its Land Use Plans, housing needs reports, and housing policies. TransLink and the Province’s involvement will focus on input towards the identification of dwelling unit and employment targets that support ridership in the SLS Transit Corridor. The dwelling unit and employment targets will be consistent with the targets set out in the Regional Growth Strategy, the OCP, and the current and anticipated housing needs identified in the City’s housing needs report. Affordable Housing targets for the corridor will be developed using this information prior to transit line construction beginning, recognizing that changes to permitted density, zoning, other land use policies, as well as external funding support, will also be needed.
- (e) TransLink will Collaborate with the City to develop the Land Use Plans and allocate staff and in-kind resources consistent with the City’s Land Use Plan production schedules and sufficient for their desired level of involvement.

5.2 Land Use Plan Reviews

- (a) Approximately every five years, the City will consider a review of the Land Use Plans to identify opportunities for transit-oriented development, reflect current market conditions and respond to the most recent housing needs report.
- (b) TransLink will Collaborate with the City with respect to such reviews of the Land Use Plans.

5.3 OCP Amendment

Within six (6) months of City Council approval of each Land Use Plan, the City will implement amendments to the OCP which reflect and enshrine all approved Land Use Plans for the SLS Transit Corridor.

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

6.1 Affordable Housing Policies

- (a) In an effort to ensure that residents of all income groups benefit from this significant public transit investment, and in recognition that the housing market is unlikely to deliver housing that is affordable to lower income renters without direction and support from all levels of government, the private and the non-profit sectors, the signatories agree to work together to encourage net new supply in the SLS Transit Corridor to meet housing targets set out in the “Affordable Housing Policies.”
- (b) As part of the City’s process to adopt new and updated Land Use Plans for the SLS Transit Corridor, the City will develop and adopt, in the context of the Surrey Affordable Housing Strategy, the City’s future housing needs report and housing demand estimates, the Regional Growth Strategy and the Regional Affordable Housing Strategy, and Affordable Housing policies (“**Affordable Housing Policies**”) for the SLS Transit Corridor.
- (c) the Affordable Housing Policies for the SLS Transit Corridor will set out affordable housing targets and associated external funding needs where appropriate. These will be defined by housing structure type, unit size and tenure, as identified in the City’s housing needs report.
- (d) The Affordable Housing Policies will encourage and support an appropriate range of affordability levels, unit sizes, residential tenures, levels of support for residents, and types of structures, including specialized housing as identified in the housing needs report. The policies will also include approaches to preserving and/or replacing existing rental housing stock.
- (e) As part of development of the Affordable Housing Policies for the SLS Transit Corridor, the City will develop a set of performance measures and indicators to assist in tracking progress toward meeting Affordable Housing targets and associated external funding needs, within the SLS Transit Corridor.
- (f) The City will Collaborate with TransLink, Metro Vancouver and the Province on the development of the Affordable Housing Policies, which will be developed concurrently with the City’s housing needs report initiating in 2020 and completed by end of 2021.
- (g) TransLink will Collaborate with the City, Metro Vancouver and the Province on the development of the Affordable Housing Policies and will contribute technical information and analysis to the planning process as available and as appropriate.

6.2 Purpose-Built Rental Housing,

- (a) As part of development of the Affordable Housing Policies for the SLS Transit Corridor, and in line with Surrey’s Affordable Housing Strategy and densities outlined in the SLS Business Case, the City will create policies to incentivize purpose-built rental in the SLS Transit Corridor. The City will take all reasonable steps within its

authority to include in the Affordable Housing Policies actions and measures for the SLS corridor that:

- (i) preserve existing residents' access to affordable rental housing, and particularly non-market rental housing, through rental replacement policies;
- (ii) encourage the retention and increase the supply of purpose-built rental housing, and particularly affordable and non-market family housing;
- (iii) provide incentives such as development cost charge reductions, density bonuses, parking requirement reductions and other means to encourage the development of affordable rental housing;
- (iv) leverage tools such as the City's Affordable Housing Fund to contribute towards cost-sharing for below-market, affordable purpose-built rental housing;
- (v) explore the use of tools such as the recently-approved rental tenure zoning and housing agreements; and
- (vi) evaluate and consider the implementation of an Inclusionary Housing Policy in order to help meet demand for affordable rental housing.

6.3 Government and Non-Profit-Owned Sites

- (a) The City will:
 - (i) through the Subcommittee, Collaborate with TransLink, the Province, Metro Vancouver, the federal government, Fraser Health Authority, the non-market housing sector and, at the City's discretion, any other institutional partners to determine, for the purpose of development of Affordable Housing, the feasibility of land assembly, existing large sites in the SLS Transit Corridor, and government- or Crown corporation-owned property; and
 - (ii) ensure the Subcommittee reports on findings by the end of 2021.
- (b) TransLink will:
 - (i) participate in this work through the Subcommittee;
 - (ii) by the end of 2020, complete a market assessment and review of opportunities for land assembly, sale or redevelopment for Affordable Housing of TransLink-owned sites in the SLS Transit Corridor; and
 - (iii) explore any new opportunities related to Affordable Housing stemming from TransLink's real estate explorations around property development.

6.4 Retail and Office Development

The City will:

- (a) continue to prioritize the advancement of Surrey City Centre as the preferred location for major office space and institutions, as identified in the OCP and Regional Growth Strategy;
- (b) continue to Collaborate with the Province, Metro Vancouver and industry groups to examine necessary market conditions for the attraction of major public and private sector office space in Surrey City Centre, as identified in the Invest Surrey Economic Investment Plan;
- (c) continue to encourage major retail facilities, including destination retail, and other office uses in Surrey City Centre, as identified in the OCP; and
- (d) designate in each Land Use Plan land uses that will provide opportunities for local services at appropriate locations, including Fleetwood Town Centre and at SLS SkyTrain Stations.

6.5 Industrial and Mixed Employment

The City will ensure that land designated as “Industrial and Mixed Employment” in the Regional Growth Strategy will be reserved for industrial and mixed employment uses and intensified for jobs as appropriate.

6.6 Agricultural Lands and Urban Containment

The City will ensure the ongoing protection of existing agricultural lands for permitted agricultural uses and the containment of new residential and employment growth inside the Urban Containment Boundary (as identified by Metro Vancouver), consistent with the provisions of the Regional Growth Strategy.

6.7 Institutional and Community Services

- (a) The City will:
 - (i) identify in each Land Use Plan locations for institutional facilities and community services;
 - (ii) Collaborate with regional and senior levels of government and other public institutions to identify, in each Land Use Plan, opportunities to locate institutional and public facilities along the SLS Transit Corridor; and
 - (iii) following approval of the Land Use Plans, update as needed the approved capital facilities identified in the Parks, Recreation and Culture Strategic Plan for the SLS Transit Corridor.
- (b) TransLink will, as part of the transit system-wide review of customer washroom facilities completed in 2018, identify potential opportunities for providing access to washrooms at SLS SkyTrain Stations.

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

7.1 Bus Network Integration

- (a) TransLink will prepare a bus network integration plan (the “**Bus Network Integration Plan**”) that identifies modifications to bus connections to new SLS SkyTrain Stations. TransLink will complete this planning work by the end of 2023 and implement the modifications by Opening Day.
- (b) The City will Collaborate with TransLink on the preparation of the Bus Network Integration Plan to ensure that it reflects the City’s long-term vision for the future of transit in Surrey.
- (c) The Bus Network Integration Plan will:
 - (i) identify routes to be removed to reduce duplication;
 - (ii) identify how service hours will be reallocated toward connecting bus services, with the assumption that all saved resources will be reinvested in the City of Surrey;
 - (iii) modify levels of service, hours of operation, operating patterns and stop locations, as necessary, to ensure direct connections to SLS SkyTrain Stations on Opening Day, with broader network changes to be addressed through a future update of the South of Fraser Area Transit Plan;
 - (iv) identify opportunities to maintain or enhance the speed and reliability of existing bus service through transit priority measures, including measures that may be implemented prior to Opening Day; and
 - (v) provide coordination with other plans and projects, including the 2020-2029 Investment Plan, the South of Fraser Rapid Transit Refresh, Transport 2050 and the future update of the South of Fraser Area Transit Plan.
- (d) TransLink will provide cost-sharing opportunities for the foregoing transit priority measures based on the regional funding contained in TransLink’s 2018-2027 Investment Plan and any relevant future investment plans.
- (e) The City will consider the SLS Transit Corridor one of the high priority routes when applying for regional funding and if the City’s application is approved, the City will be required to cost-share as appropriate.
- (f) TransLink will monitor service changes implemented and incorporate the results into service planning and the future update of the South of Fraser Area Transit Plan.

7.2 Cycling Strategy

- (a) The City will, as a component of each Land Use Plan:
 - (i) prepare a fully-costed set of recommended cycling improvements for connections to SLS SkyTrain Stations, separated cycling infrastructure along the SLS Transit Corridor, and bicycle parking;

- (ii) consider opportunities for early delivery of cycling improvements prior to Opening Day;
 - (iii) seek cost-sharing opportunities from TransLink for the implementation of the cycling improvements.
- (b) The City will incorporate recommended cycling improvements into its Transportation Strategic Plan, capital improvement programs and other transportation plans, as appropriate.
 - (c) The City will seek opportunities to implement cycling improvements through the rezoning and redevelopment of private property.
 - (d) TransLink will contribute technical support to the development of the recommended cycling improvements, as requested by the City.
 - (e) To contribute to the implementation of secure, publicly-accessible bicycle parking at those SLS stations where such parking is not delivered by the Project:
 - (i) The City will assess opportunities for development to contribute toward publicly-accessible bicycle parking on a site-specific basis through parking relaxations, where appropriate.
 - (ii) TransLink will provide cost-share opportunities for publicly-accessible bicycle parking in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs and will assess opportunities to fund these improvements through the regional cycling infrastructure budget.
 - (iii) TransLink will provide ongoing operation and maintenance for those sites owned by TransLink, as consistent with existing facilities, or as otherwise agreed for sites not owned by TransLink.
 - (f) TransLink will provide cost-share opportunities for cycling improvements in accordance with the existing Bicycle Infrastructure Capital Cost Sharing (BICCS) and Major Road Network and Bike (MRNB) allocated and competitive funding programs. Separated cycling infrastructure along SkyTrain corridors is an important component of TransLink's cycling goals. As such, these works would be viewed favourably for TransLink's competitive funding and would be eligible for up to 75 percent TransLink cost sharing.
 - (g) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*).

7.3 Pedestrian Strategy

- (a) The City will, as a component of each Land Use Plan:
 - (i) prepare a fully-costed set of recommended pedestrian improvements for connections to SLS SkyTrain Stations, including pedestrian facilities along the SLS Transit Corridor;
 - (ii) consider opportunities for early delivery of pedestrian improvements prior to Opening Day;
 - (iii) seek cost-sharing opportunities from TransLink for the implementation of the pedestrian improvements;
- (b) The City will incorporate recommended pedestrian improvements into its Transportation Strategic Plan, capital improvement programs and other transportation plans, as appropriate.
- (c) The City will seek opportunities to implement pedestrian improvements through the rezoning and redevelopment of private property.
- (d) TransLink will contribute technical support to the development of the recommended pedestrian improvements, as requested by the City.
- (e) TransLink will provide cost-share opportunities for pedestrian improvements in accordance with the existing Walking Infrastructure to Transit (WITT) allocated and competitive funding program. Pedestrian infrastructure around SLS SkyTrain Stations is an important component of TransLink's walking goals. As such, these works would be viewed favourably for TransLink's competitive funding. Improvements near SLS SkyTrain Stations would be eligible for at least 50 percent TransLink cost sharing, with up to 75 percent cost sharing available if the improvement is also located in an Urban Centre or Frequent Transit Development Area.
- (f) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan (as defined in and required by the *South Coast British Columbia Transportation Authority Act*).

8. DESIGN: CREATE PLACES FOR PEOPLE

8.1 Urban Design Considerations

- (a) As a component of the Land Use Plans, the City will develop, with input from TransLink, urban design and streetscape guidelines to advance place-making for the SLS Transit Corridor, as informed by the City's OCP and the Surrey City Centre Plan design guidelines and street standards.
- (b) Recognizing that the Project will introduce a new source of noise to the environment along the SLS Transit Corridor:

- (i) The City will enact, in consultation with TransLink, development guidelines for noise mitigation for building facades that face the SLS SkyTrain Service.
- (ii) TransLink will utilize noise thresholds in transit infrastructure design to mitigate ambient noise impacts associated with the SLS SkyTrain Service.

8.2 OCP Development Permit Provisions

By the end of 2021, the City will review and revise as needed the development permit guidelines in the OCP to support transit-oriented development in the SLS Transit Corridor.

9. DEMAND MANAGEMENT: DISCOURAGE UNNECESSARY DRIVING

9.1 Parking

- (a) The City will, as a component of each Land Use Plan:
 - (i) develop appropriate off-street parking requirements for new developments along the SLS Transit Corridor;
 - (ii) explore options for further parking reductions along the SLS Transit Corridor; and
 - (iii) consider parking supply and demand management for residential uses, including rental housing, and for retail and office uses, which will build upon the reduced parking rates in Surrey City Centre that were based on transit accessibility.
- (b) The City will:
 - (i) within 18 months of establishing the new parking requirements as set out in 9.1(a)(i) above, amend the existing City parking bylaw to implement the requirements; and
 - (ii) complete an examination, with BC Housing Management Commission, Metro Vancouver, TransLink and building owners, of existing parking utilization rates at existing rental housing sites by 2022.
- (c) TransLink and the City will Collaborate to advance research and recommendations on passenger zone management near SLS SkyTrain Stations to support pick-up and drop-off.

9.2 Transportation Demand Management

TransLink and the City will work together to implement a range of TDM initiatives for the SLS Transit 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 the end of 2020, 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

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

10.2 Composition

The Monitoring Committee will be comprised of, at a minimum, one or more senior representatives from the Parties, the Province, and such other members as the Parties may agree from time to time. The City and TransLink will invite and encourage senior representatives from 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 the Agreement and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this Agreement by monitoring changes along the SLS Transit Corridor across the following areas:
 - (i) population and employment growth;
 - (ii) net new Affordable Housing supply;
 - (iii) transit performance;
 - (iv) mode split;
 - (v) cycling performance; and
 - (vi) pedestrian performance;(collectively, the “**Performance Measures**”)
- (c) defining specific metrics for the Performance Measures, and refining these Performance Measures and metrics, as and when needed, with consideration to data availability, with the intent that the Performance Measures inform the Annual Dashboard and Performance Report (as defined below);
- (d) monitoring and evaluating the outcomes of the Performance Measures, including the associated metrics, and the commitments of each Party as set out in this Agreement;
- (e) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the Annual Dashboard (as defined below);
- (f) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the Performance Report (as defined below);
- (g) establishing a staff subcommittee (the “**Subcommittee**”) comprised of staff from those agencies represented on the Monitoring Committee, to report to the Monitoring Committee and support the Monitoring Committee’s duties and responsibilities; and
- (h) consider 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 other planning milestones (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 and related future phases of the Project, and 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 related future phases of the Project and for future rapid transit projects in the City;
 - (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 2020. 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 Agreement;
 - (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 Annual Dashboard and first Performance Report;
 - (iv) discuss a role for Metro Vancouver in providing data reporting coordination for the Annual Dashboard and Performance Report.

11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS

11.1 Monitoring Committee Annual Dashboard

- (a) The City and TransLink will work jointly and cooperatively to prepare an Annual Dashboard that highlights the outcomes of the Performance Measures and reports on the tracking of the Agreement commitments, with high level commentary rather than in-depth analysis (the “**Annual Dashboard**”).

11.2 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 Agreement, 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 Agreement and any concerns with respect to land use or transportation outcomes. The City will present the Performance Report to City Council and TransLink will present the Performance Report to the TransLink Board of Directors and to the Mayors’ Council.
- (c) The Monitoring Committee will decide at its first meeting in 2020 the frequency of the Performance Report, which should be between three and five years, and the timing for the first Annual Dashboard and first Performance Report.

11.3 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 Agreement. Any changes to be made to the Monitoring Committee or the overall monitoring process herein stated must have the agreement of 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 Agreement. In addition, it may be appropriate to reduce over time the frequency of the meetings of the Monitoring Committee or delivery of Performance Reports.

11.4 Information and Data Collection

- (a) The default geographic scope for Performance Measures data collection will be those boundaries as defined by the Land Use Plans. Where appropriate, the Monitoring Committee shall consider data collection at a narrower or broader geographic scope so as to be either more focused where needed, or to capture other potential development and housing opportunities, as well as connecting multi-modal transportation networks.
- (b) The City and TransLink shall collect, document and provide to the Monitoring Committee, in advance of each meeting of the Monitoring Committee, the most

current available data outcomes for those metrics in the Performance Measures framework to be fully defined by the Monitoring Committee per section 10.3(c).

12. MISCELLANEOUS

12.1 General

The parties will revisit this Agreement as is necessary to ensure the Agreement continues to meet the Project needs.

This Agreement is a statement of intent to summarize the collective wishes of the parties and to illustrate the parties' mutual support of the Project.

This Agreement may be executed in counterparts, and when counterparts have been executed by the parties, each originally executed counterpart, whether a facsimile, photocopy, PDF or original, will be effective as if one original copy had been executed by the parties.

As governmental or public authorities, the Parties are documenting their good faith commitments to each other to undertake the actions, cooperation and support described in this Agreement in a diligent and timely manner to achieve the Project objectives.

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 Agreement to the contrary, the Parties acknowledge and agree that this Agreement 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 Agreement.

12.2 Dispute Resolution

As noted in section 1.7, but subject to the limitations on this Agreement 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 Agreement.

In the event the Parties at the Monitoring Committee level are not able to resolve a disagreement over the interpretation or application of any Agreement 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 Agreement 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, Engineering 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.

12.3 Amendments

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

12.4 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 Agreement.

12.5 Notice

All notices required or permitted to be given under the terms of this Agreement will be in writing and may be delivered personally, by email, by courier or may be forwarded by first class prepaid registered mail to the addresses set forth on page 1 of this Agreement or at such other addresses as may from time to time be notified in writing by the Parties. Any notice delivered will be deemed to have been given and received at the time of delivery.

12.6 Assignment

This Agreement and the rights, duties and obligations of any Party under this Agreement 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 Agreement without such prior written consent will be of no effect.

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

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

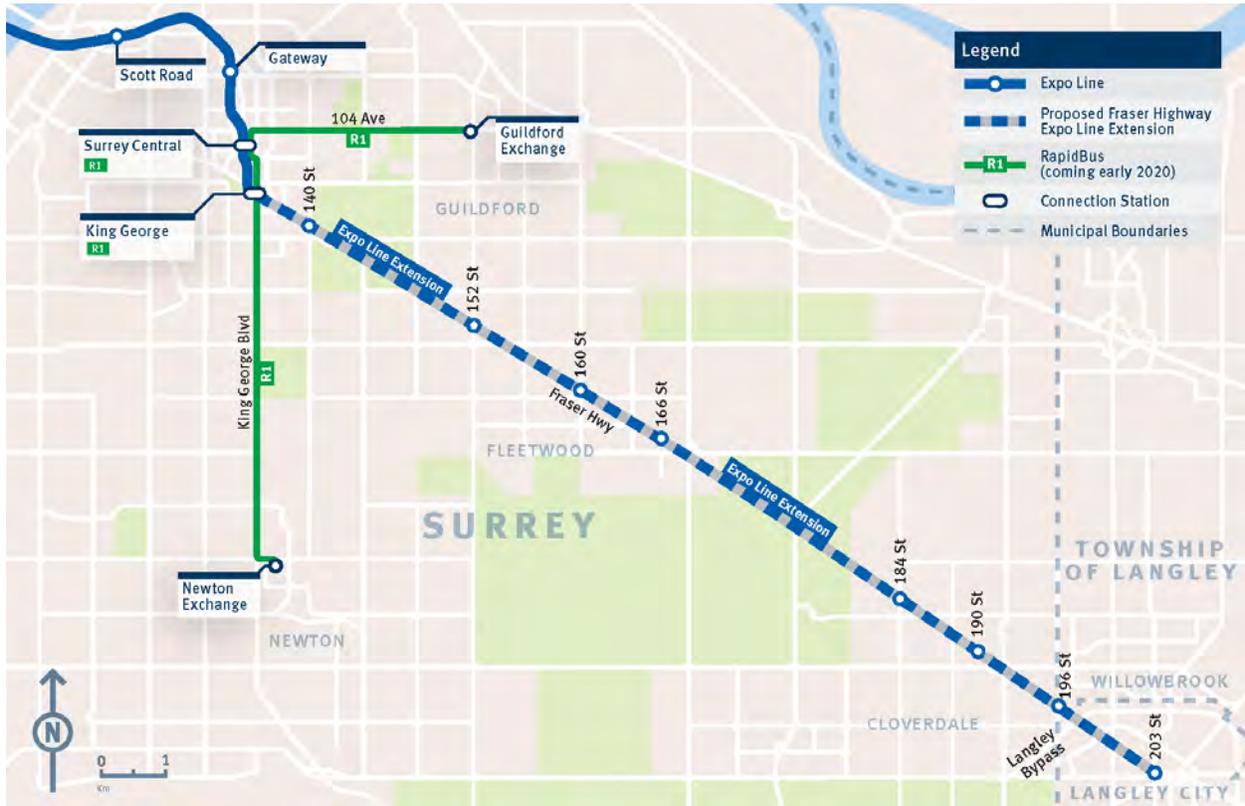
By: _____
Name:
Title:

CITY OF SURREY, by its authorized signatory

By: _____
Name:
Title:

**SCHEDULE A:
SLS TRANSIT CORRIDOR MAP**

See attached.



SCHEDULE B:

**Population and Employment Projections To Be Exceeded in the Planned Growth for the
SLS Corridor Land Use Plans Area**

IN DEVELOPMENT - TO FOLLOW

DRAFT

Appendix 2

Maps: Combined Population and Employment Density, Metro Vancouver and South of Fraser Subregion, 2016- 2050

Source: TransLink, with data provided by Metro Vancouver

Map 1: 2016 Combined Population and Employment Density, South of Fraser



Map 2: Projected 2050 Combined Population and Employment Density, South of Fraser



Map 3: 2016 Combined Population and Employment Density, Metro Vancouver



Map 4: Projected 2050 Combined Population and Employment Density, Metro Vancouver





AGENDA | Fraser Highway Corridor – Land Use Planning

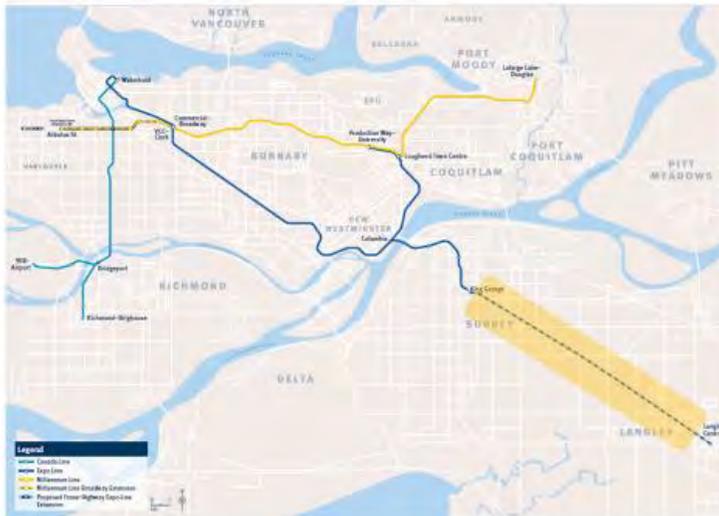
SLS Corridor Context

Policies, Initiatives and Actions that Support SPA Objectives

- Affordable Housing on the Corridor
- Background Studies
- Secondary Land Use Planning
- Current Development Interest

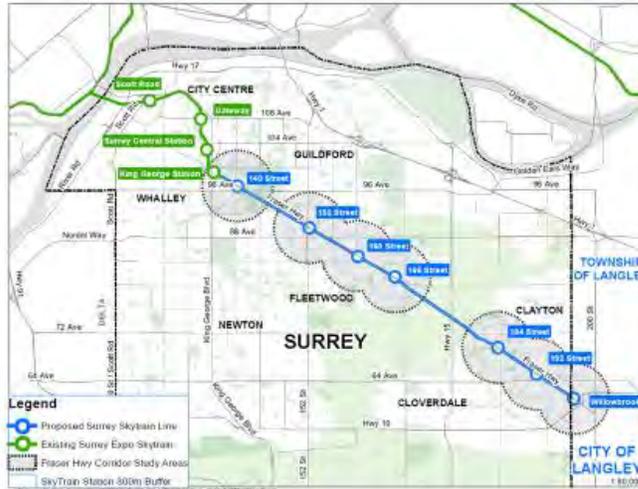
SLS Corridor Context

Context | Fraser Highway Corridor



SLS Corridor Area

Context | Fraser Highway Corridor

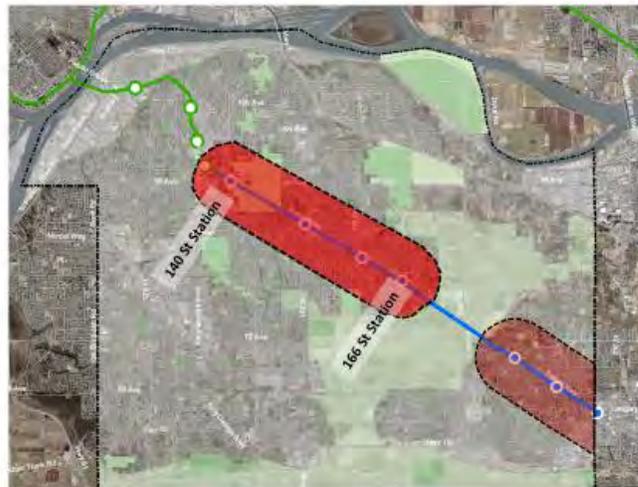


Route

Proposed route will extend 16 kilometres eastward from King George Station along Fraser Highway to the City of Langley.

Extending from the Expo line, there are six proposed stations in Surrey

Context | Fraser Highway Corridor



Phasing

The 140 St Station to 166 St Station has been identified as the initial stage, reflecting currently available Phase 2 Investment Plan funding for transit expansion in Surrey.

Context | Fraser Highway Corridor

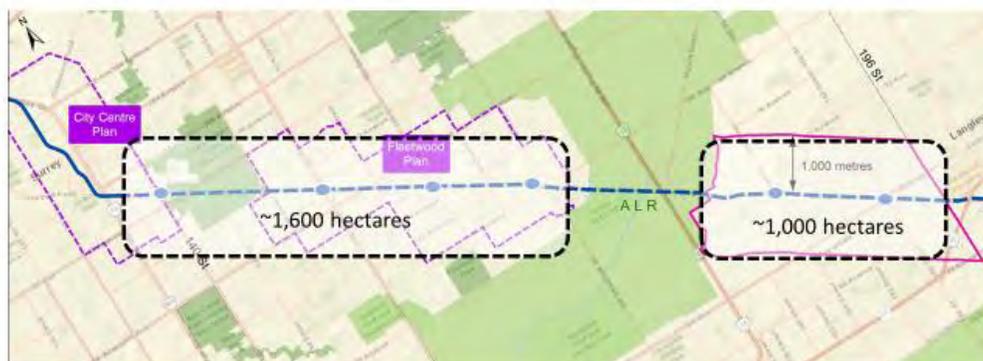


Existing Land Use Plans

The City has previously undertaken land use planning along the SLS corridor. There are six Council approved plans:

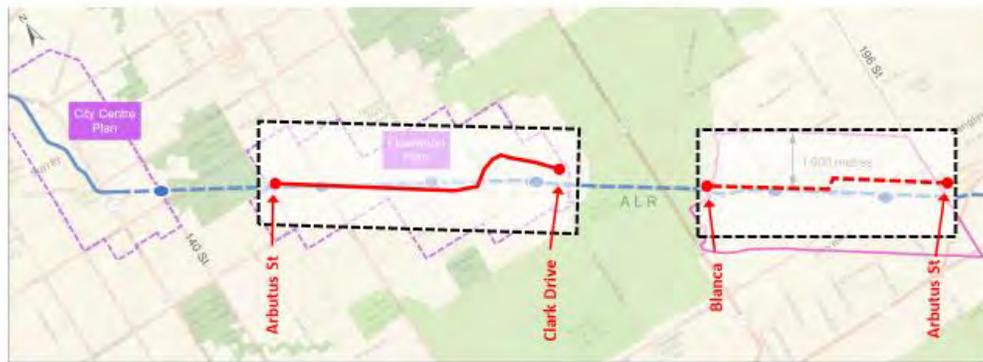
1. City Centre
2. Fleetwood Town Centre
3. West Clayton
4. North Cloverdale West
5. North Cloverdale East
6. East Clayton

Context | Fraser Highway Corridor



Context | Fraser Highway Corridor Compared to Broadway Line

Compared to the Broadway Extension Corridor



Context | Fraser Highway Corridor

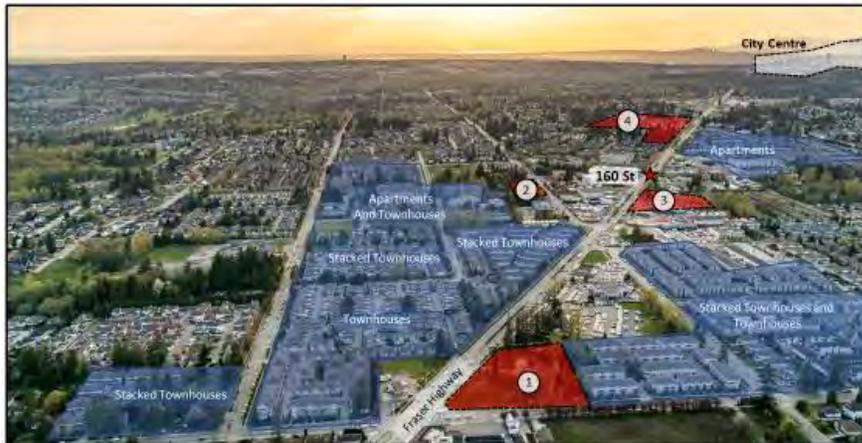
Compared to the City of New Westminster



Context | Fleetwood – Existing Multi Family Areas



Context | Fleetwood – Current Development Interest Areas



Development Applications

1. Proposed 42 Townhouse Units
2. Proposed 6-Storey Apartment Building
3. Proposed Mixed Use Development with 1,320 Residential Units & Commercial at Ground Floor
4. Proposed Phase 1: Townhouse (189 units); Phase 2: Two 6-Storey Apartments (416 units)



Policies, Initiatives & Actions To Support SPA

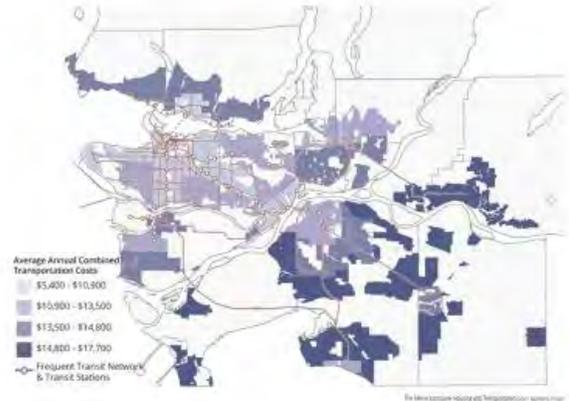


Affordable Housing on the Corridor

Supporting SPA Objectives | Regional Housing and Transportation Cost Burden

Housing and Transportation Cost Burden Study

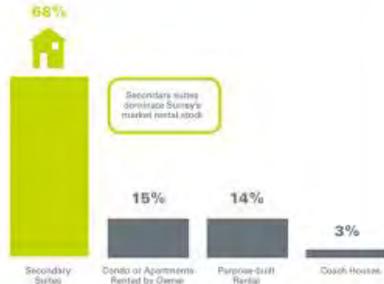
	1 = Highest Cost Burden 9 = Lowest Cost Burden			
	HOUSING AS % OF SUBREGIONAL MEDIAN INCOME	HOUSING + TRANSPORTATION AS % OF SUBREGIONAL MEDIAN INCOME	CHANGE IN RANK	CHANGE IN RELATIVE COST BURDEN
NORTH SHORE	1	5	-4	Improved
VANCOUVER/DEL	2	9	-7	Improved
RICHMOND	3	4	-1	Improved
NORTHEAST SECTOR	4	3	+1	Worsened
BURNABY/NEW WESTMINSTER	5	8	-3	Improved
LANGLEY CITY AND TOWNSHIP	6	1	+5	Worsened
PITT MEADOWS/ MAPLE RIDGE	7	2	+5	Worsened
DELTA	8	7	+1	Worsened
SURREY/WHITE ROCK	9	6	+3	Worsened



Supporting SPA Objectives | Affordable Housing Policies

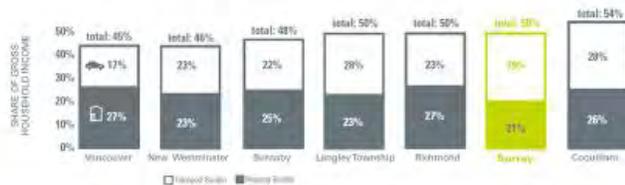


Supporting SPA Objectives | Affordable Housing Policies



Market Rental Housing Units by Type (2016)

Source: City of Surrey Planning and Development Department, December 2016



Working Renter Households - Average Annual Housing and Transportation Cost Burden

Source: 2016 Vancouver Housing and Transportation Cost Burden Study (2017)
Info: <http://vancouver.ca/infocentre/infocentre.aspx>

Supporting SPA Objectives | Affordable Housing Policies

Affordable Housing

- **Affordable Housing Strategy**
 - Rental Redevelopment Policy (1-to-1 replacement)
 - \$1,000 per unit charge
- **Housing Needs Report**
 - Integration into Land Use Plan
 - Housing Summit in Feb 2020 with rental focus

SLS Corridor Background Studies

SLS Corridor Background Studies | Market Assessment



Market assessment provided analysis of market demand for residential and commercial/employment land uses along the Corridor in anticipation of future SkyTrain.

Comprehensive analysis included:

- review of land availability
- development opportunity
- projected absorption rates
- Key site analysis - market viability
- Community Amenity Contributions analysis

SLS Corridor Background Studies | Environmental Study



Environmental assessment provided analysis of sensitive environmental areas along the corridor including an interpretation and key environmental regulations.

Comprehensive analysis included:

- assessment of riparian and aquatic habitats
- assessment of terrestrial habitats and key vegetation
- assessment of at-risk species & associated habitats
- significant tree survey assessments
- Biodiversity Conservation Strategy (BCS) review

Outcomes will advise staff on areas of environmental sensitivity that should be considered in land use planning.

SLS Corridor Background Studies | Growth Forecasts

SLS - Average Weekday Daily Ridership

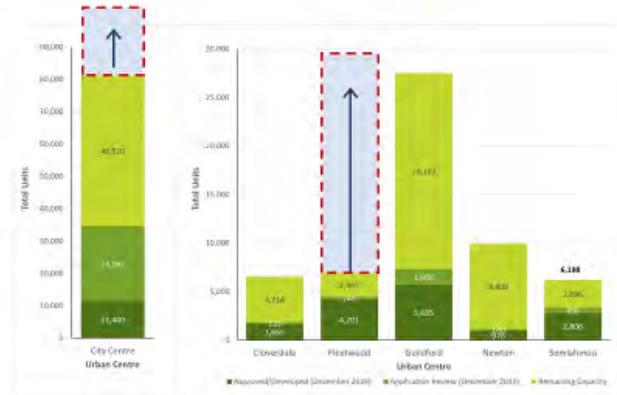


Preliminary growth forecasts were modeled to generate data for the SLS SkyTrain Business Case submission. Data was also used to support the concurrent background studies.

Growth forecasting included:

- Potential unit and site densities
- Population projections
- Employment projections

SLS Corridor Background Studies | Growth Forecasts



Secondary Land Use Planning

Land Use Plans | Secondary Land Use Planning



Corridor Plan Timelines

1. **City Centre Plan update**
Complete by end of 2021
2. **Fleetwood Plan**
Complete by summer of 2022
3. **Clayton Plan Review**
Complete by end of 2022
4. **East Cloverdale Plan**
Complete by end of 2023

Land Use Plans | Secondary Land Use Planning



1. City Centre Plan

Underway. Anticipated for completion by end of 2021

Review initiated to:

- Reinforce intent to establish a CBD at Surrey Central Station
- Update land uses to further encourage transit supportive densities and employment
- Expand plan boundary to include 140St Station catchment



2. Fleetwood Plan

Underway. Anticipated for completion by Summer 2021

Review initiated to establish:

- a clearly articulated vision for Fleetwood;
- a land use plan for transit-supportive land uses;
- a comprehensive transportation strategy;
- a parks and community amenity strategy;
- an infrastructure and servicing strategy; and,
- a financial strategy to growth.



2. Fleetwood Plan

First step in process now complete. It included the prior noted background studies as well as a preliminary phase of community engagement.

Preliminary engagement included:

- Kick-off open house (+750 attendees);
- Preliminary survey (+450 responses); and,
- Stakeholder workshop.

Input was also used to develop a Communications and Engagement Strategy that will be used to support and develop the plan over the next 2 years.

Land Use Plans | Secondary Land Use Planning



3. Clayton Plan Review

Pending. Anticipated for completion by end of 2022. Will update several existing land use plans in North Cloverdale and Clayton Heights to reflect transit investment and support future extension

4. East Cloverdale Plan

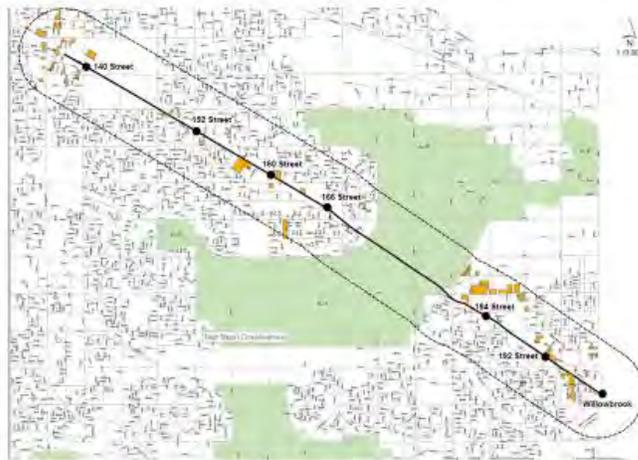
Pending. Anticipated for completion by end of 2023. Will create a new land use plan in East Cloverdale around the future 196 Street Station to reflect transit investment and support future extension.

Land Use Plans | Coordination of Plans and Policies



Development on the Corridor

Development | Current Development Applications



Active Development Applications

- Significant development anticipated
- Accepting concurrent applications
- Development Contributions Expectations Policy

Ultimate Growth (40 years forecasts)

- Clayton Heights ~75,000 residents
~18,000 residents today
- Fleetwood (community) ~110,000 residents
~65,000 residents today

Supporting SPA Objectives | Questions?

