

**SUPPORTIVE POLICIES AGREEMENT**  
**SURREY-LANGLEY SKYTRAIN PROJECT**

THIS SUPPORTIVE POLICIES AGREEMENT made on the 23rd day of June, 2022

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 LANGLEY**  
20399 Douglas Crescent, Langley, BC V3A 4B3

(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 Metro Vancouver Regional District pursuant to the *South Coast British Columbia Transportation Authority Act* (British Columbia);
- B. In October 2020 the Province announced it was delivering the Surrey-Langley SkyTrain (SLS) Project and it would be delivered in a single phase to Langley Centre;
- C. The SLS Project is 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 driving, increase transit network capacity, and offer new housing development opportunities, including Affordable Housing, to help meet the transportation, housing and climate action goals for the region and the Province;
- E. The City, as the host municipality of the Proposed Extension within the boundaries of the City, has the mandate to provide good governance within its municipal boundaries pertaining to the exercise of powers and duties provided to it pursuant to, among other things, the *Community Charter* and the *Local Government Act*;
- F. The 2014 Mayors' Council Regional Transportation Investments, a Vision for Metro Vancouver (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. The Province, 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 Langley (such portion being referred to herein as the “**Project**”), the details of which are included in this Supportive Policies Agreement (the “**SPA**”), the Municipal Access Agreement (the “**MAA**”) and other potential related agreements/PPAs to be entered into by the City and/or TransLink and/or the Province to enable the construction and operation of the Project;
- H. The City and TransLink, recognizing that multiple partners that are not signatories to this SPA will have close involvement in the Agreement’s implementation, will act in good faith and make reasonable 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 Policies**” has the meaning set out in Section 6.1;
- (c) “**Affordable Housing**” means a range of housing types and tenures which are affordable to households with a range of incomes. This definition will be further refined under the work outlined in Section 6.1, and is intended to align with the Affordable Housing definition in the most current Regional Growth Strategy, as well as the City’s Housing Needs Report/Action Plan;
- (d) “**Agreement**” means this Supportive Policies Agreement;
- (e) “**City Council**” means the municipal Council of the City, the governing body of the City of Langley;
- (f) “**Collaborate**” means to work closely regarding a decision or initiative, including the development of alternatives and identification of a preferred solution;
- (g) “**Land Use Plan**” has the meaning set out in Section 5.1;
- (h) “**Master Transportation Plan**” means the plan by the same name developed by the City;
- (i) “**Mayors’ Council**” means the Mayors’ Council on Regional Transportation as established under the *South Coast British Columbia Transportation Authority Act*;

- (j) “**Mayors’ Vision**” has the meaning set out in Recital F;
- (k) “**Metro Vancouver**” means the Metro Vancouver Regional District;
- (l) “**Metro Vancouver Board**” means the board of directors of Metro Vancouver as the same may be modified from time to time;
- (m) “**Metro Vancouver Transit-Oriented Affordable Housing Study**” means the 2017 study undertaken by Metro Vancouver and as further described in Section 2.4 (i);
- (n) “**Monitoring Committee**” has the meaning set out in Section 10.1;
- (o) “**Municipalities**” means the City of Surrey, City of Langley, and Township of Langley together;
- (p) “**Official Community Plan**” or “**OCP**” means the Official Community Plan of the City under the authority of the *Local Government Act* (British Columbia);
- (q) “**Opening Day**” means the first day upon which the Project opens for service to the public;
- (r) “**Parks, Recreation and Culture Master Plan**” means the strategic plan of the City by the same name;
- (s) “**Party**” means TransLink or the City, and “**Parties**” means TransLink and the City together;
- (t) “**Performance Measures**” has the meaning set out in Section 10.3;
- (u) “**Performance Report**” has the meaning set out in Section 11.2;
- (v) “**PPAs**” has the meaning set out in Recital F;
- (w) “**Project**” has the meaning set out in Recital G;
- (x) “**Project Approval**” means public announcement of senior government approval of the Province’s SLS Project Business Case;
- (y) “**Projects of Significance**” means any significant proposed development projects (residential, mixed-use or otherwise), as determined by the City and which may be identified through inquiry from TransLink or the Province, as well as any OCP and zoning amendments, representing a significant change from existing OCP and/or zoning bylaw, including those that may not be considered transit-supportive (e.g. those that propose lower development densities, restrict uses or change in tenure away from rental);
- (z) “**Proposed Extension**” has the meaning set out in Recital C;
- (aa) “**Province**” means the Province of British Columbia;
- (bb) “**Regional Affordable Housing Strategy**” has the meaning set out in Section 2.4 (h);

- (cc) **“Regional Growth Strategy”** has the meaning set out in Section 2.4 (g);
- (dd) **“Regional Transportation Strategy”** has the meaning set out in Section 2.4 (f);
- (ee) **“SkyTrain Station”** means a location along the SLS SkyTrain Service for passenger boarding and alighting;
- (ff) **“SLS”** means Surrey Langley SkyTrain;
- (gg) **“SLS Bus Integration Service Plan”** has the meaning set out in Section 7.3;
- (hh) **“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;
- (ii) **“SLS Corridor”** means the geographic area within 800 metres of the SkyTrain Stations;
- (jj) **“Subcommittee”** has the meaning set out in Section 10.3 (g);
- (kk) **“TDM”** has the meaning set out in Section 2.3 (f); and
- (ll) **“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.

## 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, Regional Transportation Strategy 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, among other things, the applicable mandates, including but not limited to those stipulated in each Party's governing legislation, which may include requirements for public hearings and other participation and input. 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. For clarity, all City policies, bylaws, plans or other regulations suggested or required to be amended or adopted under this Agreement are subject to the approval of the then constituted City Council.

## 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 approved funding for the Proposed Extension.

## 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), Agreement 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 TransLink and the City, and included in the SLS Business Case to be approved by provincial Treasury Board, are to:

- (a) provide users with a positive experience;
- (b) facilitate increased share of sustainable modes of transport;
- (c) support active transportation;
- (d) support increased density in the adjacent communities;
- (e) support Affordable Housing;
- (f) support a healthy environment;
- (g) enhance regional goods movement, commerce and job opportunities;
- (h) deliver community benefits;

- (i) provide a service that is good value for money; and
- (j) provide infrastructure that meets the needs of the community.

### 2.3 Agreement Principles

The success of this major regional investment is dependent on each Party clearly prioritizing, within their respective agencies, the reasonable allocation of resources and alignment of policy in the SLS 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 pedestrian-friendly, transit-oriented urban design.

The 196 Street station area is bounded by the City of Langley, Township of Langley, and City of Surrey. Given this unique circumstance, the Parties recognize the importance of coordinated planning across these three (3) Municipalities, and with TransLink and the Province, to achieve a successful transit-oriented community in that station area.

The Parties affirm their commitment to advancing the principles of the Transit-Oriented Communities Design Guidelines and 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 within the SLS 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 that is safe, vibrant and 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 maximize co-benefits and support for 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 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;

- (b) provincial housing policy, as contained in the 2018 Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia, which aims specifically to increase development density and improve the availability of Affordable Housing around transit stations and more generally to increase the net new supply of Housing, including affordable rental housing, such as less than market, purpose built rental and affordable home ownership, while preserving current residents' access to Affordable Housing stock;
- (c) provincial climate action policies as contained in CleanBC RoadMap to 2030 that include transportation sector targets and actions such as mode shift, reduced vehicle-kilometres travelled, and less carbon-intensive buildings and communities;
- (d) provincial active transportation planning and engineering guidelines as contained in British Columbia: Active Transportation: Design Guide (2019);
- (e) Gender-Based Analysis+ and other equity based provincial and regional policies which can support the advancement of equitable access to transit service;
- (f) regional transportation policies as contained in the most current regional transportation strategy adopted by the TransLink Board of Directors (the "**Regional Transportation Strategy**");
- (g) regional growth management policies as contained in the most current Metro Vancouver Regional Growth Strategy adopted by the Metro Vancouver Board (the "**Regional Growth Strategy**");
- (h) regional Affordable Housing Policies as contained in the Regional Affordable Housing Strategy, which was adopted by the Metro Vancouver Board in 2016 (the "**Regional Affordable Housing Strategy**"), and which recognizes the shortage of Affordable Housing in Metro Vancouver and includes a goal of increasing the supply of rental 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);
- (i) 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;
- (j) 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; and
- (k) regional climate action in support of Metro Vancouver Climate 2050 Strategic Framework, which was adopted by the Metro Vancouver Board in 2018 ("Climate 2050").

### **3. CONTINUATION OF EXISTING PLANS AND INITIATIVES**

#### **3.1 Existing City Plans and Initiatives**

The City has contributed, 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, including the following:

- (a) A new Official Community Plan (OCP), which was adopted on November 22, 2021. The new OCP, through its land use plan, maps and policies therein as well as Appendix A (Nicomekl River District Neighbourhood Plan) and Appendix B (District Policies), identifies significant land area and properties that are designated for transit-supportive density and mixed-use, pedestrian and active transportation-friendly development of the SLS Corridor. The OCP also identifies study areas for future transit-oriented development, and these studies will be undertaken according to the scope and timing outlined in Section 5 of this Agreement;
- (b) specific policies in the OCP Appendix B (District Policies) that identify comprehensive redevelopment of significant lands adjacent to, surrounding and nearby the 196 Street SkyTrain Station and 203 Street SkyTrain Station. These policies identify transit-supportive densities (up to 5.5 Floor Area Ratio or (FAR)), mixed uses, specific uses such as Transit Police, building heights, street network additions, access points, specific urban design, public realm, and amenity requirements, among other items, that aim to create vibrant transit-oriented neighbourhoods adjacent to and around the Project, ensure a great and safe use experience for Project users and generate ridership that supports the Project. Appendix B also identifies specific policies that reinforce the City's Historic Downtown Core as a primary retail, food service, entertainment, and employment destination and residential neighbourhood within close proximity to the 203 Street station, as well as policies that support the development of a new cultural facility and more transit-oriented development on the Hotel, Convention and Casino site near the 203 Street station;
- (c) Section 2.3.1 in the OCP that requires TOD in the Core and Shoulder Areas to leverage investment along the SLS extension;
- (d) Section 2.8 in the OCP that prioritizes investments in new and enhanced infrastructure for walking, cycling, and rolling in the Core and Shoulder Areas of the planned SkyTrain stations located near 196 Street and 203 Street;
- (e) housing initiatives, that seek to develop Affordable Housing according to the Affordable Housing-related land uses and policies in the new OCP and Appendix A (Nicomekl River District Neighbourhood Plan), which support the creation of a range of housing options, tenures and affordability levels within the SLS Corridor, and seek to meet housing demand projections and to address specific housing needs as identified in the City's Housing Needs Report (2021);
- (f) the Parks, Recreation and Culture Master Plan update, which will provide for new investments in park, recreation, and cultural facilities within the City and within the SLS Corridor, including those identified in the OCP;



- (g) the Master Transportation Plan update, which will identify and implement multi-modal transportation improvements that align with the OCP and support the Project;
- (h) initiatives and policies that support the growth and mixed-use intensification of the Kwantlen Polytechnic University (KPU) campus, a significant local and regional travel destination, as identified in the KPU 2050 campus plan;
- (i) Zoning Bylaw update, which implements the densities and uses in the OCP and includes reduced off-street parking requirements and TDM provisions that support the Project; and,
- (j) an amenity contribution policy update that supports the creation of new community amenities as the City grows.

#### **4. DESTINATIONS: COORDINATE LAND USE AND TRANSPORTATION**

##### **4.1 Developments around SLS SkyTrain Stations**

- (a) The City will refer Projects of Significance within the SLS Corridor to TransLink and the Province for their information and general awareness. These applications will be referred to TransLink and the Province as early as possible in the planning process to achieve the best possible land use, housing, transportation, and design outcomes. The deadline for TransLink to submit comments will be two (2) weeks from the date the application is referred to it by the City, unless a longer period is stated by the City. For clarity, this responsibility is in addition to the requirements of the City to seek input from both TransLink and the Province’s SLS Project Team on developments that have implications for the regional transportation system and for the SLS Project, and to direct developers to engage in TransLink’s Adjacent and Integrated Development review process. The intent is to ensure TransLink and the Province are aware of key developments being proposed within the SLS Corridor to allow an opportunity to address their interests. TransLink and the Province would be subject to the same commenting period deadlines as other referral agencies for the same project or two weeks, whichever is longer.
- (b) TransLink will seek to provide input to the City on Projects of Significance within the SLS Corridor 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. For clarity, this responsibility is in addition to the requirements of TransLink to provide input to municipalities, including the City, on plans and major developments that have implications for the regional transportation system and to engage developers in the Adjacent and Integrated Development review process.

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

##### **5.1 Land Use Plan**

- (a) The City’s OCP includes transit-oriented land uses and densities, study areas for future transit-oriented land uses and development densities, employment-generating areas, and housing options and tenures that will result in population and job growth that exceeds the 2035 and 2050 population and job growth projections used in the

Provincial SLS Business Case ridership forecasts, for the SLS Corridor within the City, as shown on Schedule B, and supports the SLS Project over the long term.

- (b) The City has consulted with TransLink and the Province during the development of the OCP, and the City will collaborate with TransLink and the Province, among other agencies and landowners, during future OCP updates and land use studies involving existing and future transit-oriented development areas in the City, as described in sub-section 5.1 (d).
- (c) TransLink will support the implementation of the City's OCP, in terms of maximizing transit-oriented redevelopment potential and supporting public realm, urban design and transportation objectives, on lands adjacent to and surrounding the 203 Street and 196 Street SkyTrain Stations and in areas along the SkyTrain guideway leading to the 203 Street and 196 Street SkyTrain Stations, where TransLink sees that the OCP is aligned with the Regional Transportation Strategy, the Transit-Oriented Community Design Guidelines, and TransLink interests generally.
- (d) The City is committed to supporting the SLS Project by accommodating transit-oriented development that generates ridership for the Project on opening day and over the long term, through future actions and initiatives. The City will:
  - (i) seek and support, wherever possible, new transit-oriented development on properties within the SLS Corridor and beyond that achieves the maximum densities or Floor Area Ratios (FARs) for the transit-oriented land uses on these properties, as designated by the OCP. The maximum FAR for lands designated Transit Oriented Core in the OCP is 5.5;
  - (ii) complete the 'Glover Road Innovation Boulevard Plan' and incorporate it into the OCP by 2023. This Plan will support high-density, transit-oriented employment, post-secondary, research, technology and housing development along the 1-kilometre corridor that connects the 203 Street SkyTrain Station with Kwantlen Polytechnic University (KPU) and within 800 metres of the 203 Street SkyTrain Station. This process will also consider the re-designation of properties north of the 203 Street SkyTrain Station from their current Mixed Employment OCP land use designation to the Transit-Oriented Core land use designation;
  - (iii) complete a Joint Transit-Oriented Development (TOD) Study with the Township of Langley and City of Surrey by 2023, for lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street station. The scope of the Joint TOD Study is outlined in Section 5.2 b below;
  - (iv) complete a Langley Bypass TOD study by 2024. This study will complement the joint TOD Study, as described in Section 5.2, and includes properties, currently designated Service Commercial in the OCP, that are located outside of the joint TOD Study area, along the Langley Bypass, further than 800 metres from the SLS Corridor, and within 400 metres of the 200 Street Major Transit Network corridor. These properties are intended to be re-designated to transit-oriented land uses in the OCP, once development is substantially underway on properties currently designated Transit-Oriented Core land use in the OCP. This study will include servicing, transportation network, transit service, access, environmental and housing considerations, and consultation with landowners, the public, the

Township of Langley, TransLink and the Province, among others. A key deliverable of this study will include a phasing plan that supports the progressive expansion of future transit oriented land uses as existing transit oriented lands are redeveloped;

- (v) following Project Approval, the City will complete an OCP update by 2024 that includes these components:
  - (A) adding dwelling unit, population and employment targets for areas within the SLS Corridor and within the Joint TOD Study and Langley Bypass TOD Study areas for the years 2025, 2030, 2035, 2040, 2045 and 2050;
  - (B) add Affordable Housing related targets for areas within the SLS Corridor, as referenced in 6.1(b) and 5.2(c)(ii);
  - (C) reviewing minimum and maximum densities or FARs for specific land use designations within the SLS Corridor, with the intent of increasing FARs where appropriate and in response to market conditions; and,
  - (D) Re-designating properties within the Joint TOD Study and Langley Bypass TOD Study areas, from their current Service Commercial land use to Transit Oriented Core land use, according to the phasing plans in these TOD studies and if redevelopment is substantially underway on properties currently designated Transit Oriented Core land use in the OCP. The City intends to meet or exceed a density of 5.5 FAR on properties that are re-designated to Transit Oriented Core land use.
  
- (vi) following completion of the Housing Needs Report and Affordable Housing Strategy Update in early 2026, the City will complete an OCP update by 2026 that includes the following components:
  - (A) updating land use and housing policies to reflect the most current Regional Growth Strategy (policies and targets) and the Housing Needs Report, implement the Affordable Housing Strategy, and respond to evolving market and community conditions;
  - (B) reviewing minimum and maximum densities or FARs for specific land use designations within the SLS Corridor, with the intent of increasing FARs where appropriate and in response to market conditions; and,
  - (C) re-designating properties, within the Joint TOD Study and Langley Bypass TOD Study areas, from their current Service Commercial land use to Transit Oriented Core land use, according to the phasing plans in these TOD studies and if redevelopment is substantially underway on properties currently designated Transit Oriented Core land use in the OCP. The City intends to meet or exceed a density of 5.5 FAR on properties that are re-designated to Transit Oriented Core land use.

5.2

**Land Use Plan Intermunicipal Coordination**

- (a) The City of Langley has and will continue to consult with the Township of Langley and the City of Surrey regarding future transit-oriented redevelopment around the 196 Street Station and specific improvements (transportation/traffic, public realm, amenities, among other items) related to the Project and private property redevelopment, in the interest of supporting new growth that aligns with the commitments set out in Section 5.1.
- (b) Given that the 800 metre area around 196 Street Station is also bounded by the Township of Langley and the City of Surrey, the City commits:
  - (i) to participate in a joint Transit Oriented Development (TOD) Study to be undertaken collaboratively with the Municipalities, also with the involvement of TransLink and the Province as needed. This study will review all lands within a mutually agreed upon geography of at least 800m surrounding the 196 Street station, the details of which are to be determined by the Municipalities as part of the project scope at the commencement of the study. The TOD Study’s geography is subject to further refinement to account for land parcels, such as but not limited to, regionally designated industrial and employment lands, natural areas and park space;
  - (ii) to work collaboratively to develop the scope and detailed timeline for the TOD Study. This scoping will be undertaken at the commencement of the TOD Study and reflect that its purpose is to identify shared objectives for land use, density, affordable housing, transportation (including but not limited to active transportation), infrastructure, urban design, and any other mutually agreed-upon elements in the 196 Street Station area that is aligned and coordinated between the Municipalities and is supportive of rapid transit. The scoping will also reflect that the TOD Study is meant to:
    - (A) address how the multiple municipal jurisdictions around 196 Street Station will coordinate to plan for Affordable Housing in the SLS Corridor within each jurisdiction and to align with any Affordable Housing related targets in the Regional Growth Strategy current at that time;
    - (B) identify the processes, tools and deliverables that the Municipalities will pursue to achieve those shared objectives;
    - (C) provide detail on phasing the TOD Study as needed to accommodate the Municipalities’ planning processes;
  - (iii) to make reasonable efforts to participate in and support the completion of this joint TOD Study by the end of 2023, with the intent to initiate work in 2022 following the signing of this agreement;
  - (iv) to provide a portion of funding (which will be subject to future agreement and discussion between the Parties), all possible supporting information, and dedicated staff resources to support the completion of the TOD Study;

- (v) to refer future planning and development applications to the other municipalities pertaining to those lands within the TOD Study geography for review and comment, with the intent to ensuring land use planning coordination; and
- (vi) that once the TOD Study is complete, and subject to satisfaction with the TOD Study, there is agreement to use the outputs of the TOD Study as technical inputs to future planning and land use exercises and decisions on lands within the TOD Study geography, including consideration of OCP and zoning updates.
- (c) TransLink will contribute to the joint TOD Study by coordinating TransLink review, comments and staff participation in TOD Study related meetings, discussions and workshops.

### 5.3 Land Use Plan Updates

- (a) In addition to the City’s commitment to complete the OCP updates in 2024 and 2026, the City will update the City’s OCP approximately every five (5) years with the intent to create new opportunities for transit-oriented development, reflect new and emerging market conditions and respond to the City’s most recent Housing Needs Report, and will Collaborate with TransLink and the Province on these updates.
- (b) TransLink will collaborate with the City with respect to such updates to the OCP.

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

### 6.1 Affordable Housing

- (a) The City’s OCP includes policies, organized under ‘Affordable Living and Diverse Housing for all Generations’ and informed by the City’s Housing Need Report (the “**Affordable Housing Policies**”), that encourage the development of diverse housing types and tenures that meet the needs of the population, respond to the demographic challenges of the City and reflect the City’s existing housing type context, which has one of the highest proportions of rental housing and subsidized housing stock relative to owner-occupied housing stock in Metro Vancouver. The City commits to implement these policies wherever possible, in order to:
  - (i) identify land uses, transit-supportive densities, requirements and incentives to support the creation of new housing within the SLS Corridor that includes a 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;
  - (ii) encourage the creation of a balanced mix of rental and home-ownership based housing within the SLS Corridor over time, as identified by the OCP;
  - (iii) support the exploration of partnerships and funding opportunities with non-profit housing organizations, and senior, regional and First Nations government partners;
  - (iv) support the creation of subsidized, supportive housing and non-market housing for vulnerable populations; and,

- (v) seek to preserve and increase new rental housing stock in the City as a part of overall housing unit growth over time, by way of:
  - (A) increasing residential densities in areas within walking distance of the SLS Corridor;
  - (B) requiring the one-to-one replacement of purpose-built rental units, secured by housing agreements, as existing rental properties are redeveloped;
  - (C) prohibiting strata conversion of purpose-built rental buildings when CMHC rental unit vacancy rates are below 4 percent;
  - (D) providing incentives to support below market and non-market rental housing developments (including but not limited to reduced parking, density bonusing and waiving amenity contributions); and
  - (E) supporting the creation of innovative and equitable rental housing developments and options for groups with specific needs, such as Indigenous peoples, recent immigrants, seniors and those with special needs, among other potential groups.
- (b) The City will seek to achieve a target of 15% affordable rental housing as a part of new and redeveloped housing development within 800 metres of the 203 Street Station. Affordable rental housing will be interpreted to include any rental tenure units that also meet the Affordable Housing definition as referenced in this agreement.
- (c) The City will collaborate with TransLink, Metro Vancouver, the Province, and BC Housing on the development of a set of performance measures and indicators to assist in tracking progress toward meeting Affordable Housing needs, as defined by the City's Housing Needs Report, within the SLS Corridor by 2024.
- (d) TransLink will Collaborate with the City on the City's development of the Affordable Housing related performance measures and indicators.
- (e) The City will update the performance measures and indicators identified in 6.1 (c) every five (5) years.
- (f) The City will utilize the future Housing Needs Reports to inform the development of Affordable Housing Policies in the City's OCP, including those that apply to new transit-oriented developments within the SLS Corridor, when these areas are re-designated through future OCP updates.
- (g) The City will update its Affordable Housing Strategy to further refine and expand upon the Affordable Housing Policies in the OCP, and will complete this update in conjunction with the updating of the City's Housing Needs Report in 2026. The Affordable Housing Strategy will encourage and support a partnership based approach that results in the creation of an appropriate range of affordability levels, unit sizes, residential tenures, level of support for residents and types of structures, including specialized housing as identified in the City's Housing Needs Report, and identify funding needs and mechanisms.

- (h) Within one (1) year of the signing of this agreement, the City will explore and implement more efficient and effective development approvals processes for Affordable Housing developments (or projects that otherwise contribute to housing diversity and support equity outcomes) in the Corridor. This will support project viability and affordability, through reduced project costs, timelines and risks. As part of this effort, the City will explore options including: ensuring early alignment between zoning bylaws and the OCP; delegating decisions to staff; and simplifying requirements (e.g. removing parking minimums). The City may also consider waiving public hearings where appropriate.
- (i) 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 moderate to middle income households without direction and support from all levels of government, the private and the non-profit sectors, the signatories agree to work together to encourage a net new supply within the SLS Corridor to meet housing needs identified in the City's OCP and Housing Needs Report.

## 6.2 Government and Non-Profit-Owned Sites

- (a) The City will collaborate with TransLink, the Province, BC Housing, Metro Vancouver, the federal government the non-market housing sector and, at the City's discretion, any other institutional partners to determine, for the purpose of developing Affordable Housing, the feasibility of assembling and redeveloping large government or Crown corporation-owned property or non-profit owned sites within the SLS Corridor within the City of Langley by the end of 2023. Affordable Housing types considered on these sites shall include a mix of market, below market and nonmarket rental options, as well ownership options, wherever possible.
- (b) TransLink will:
  - (i) work, as appropriate, with the Province and BC Housing to support the completion a market assessment and review of opportunities for land assembly, sale or redevelopment for Affordable Housing of any TransLink-owned sites within the SLS Corridor by the end of 2023;
  - (ii) explore any new opportunities related to Affordable Housing stemming from TransLink's real estate explorations around property development;
  - (iii) work with the City to implement the City's OCP policies, including those that strongly encourage the creation of new developments that include a mix of market ownership, market rental and below market/non-market rental units, as a part of redevelopments occurring on TransLink lands within the SLS Corridor; and
  - (iv) support the implementation of the City's OCP, in terms of maximizing transit-oriented redevelopment potential and supporting public realm, urban design and transportation objectives, on lands adjacent to and surrounding the SLS Corridor as a part of redevelopments occurring on TransLink sites, including redevelopments that incorporate Affordable Housing.

### 6.3 **Retail and Office Development**

The City will:

- (a) continue to prioritize the advancement of Downtown Langley and Transit Oriented Core and Mixed Employment land use areas adjacent to and within the SLS Corridor as the preferred location for major office space, institutions, and employment generating uses, 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 public and private sector office space, destination retail and employment generating uses to Downtown Langley, Transit Oriented Core and Mixed Employment land use areas, the KPU Langley Campus area and the future Innovation Boulevard, as well as study areas for new high-density, transit oriented development and employment generating uses that are located within the SLS Corridor and Langley Bypass, as identified in the OCP.
- (c) Identify opportunities for the Province to locate Provincial offices and facilities in the City of Langley and Langley Regional City Centre, in close proximity to the SLS Corridor.

### 6.4 **Industrial and Mixed Employment**

- (a) 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, and that the aggregate area of Industrial and Mixed Employment lands in the City will remain consistent over time with the existing area of Industrial and Mixed Employment Lands in the OCP following the development of the Innovation Boulevard Plan and future transit-oriented development land use planning for areas included in the joint TOD Study and the Langley Bypass TOD Study.

### 6.5 **Urban Containment**

- (a) The City will ensure the ongoing protection of existing agricultural lands 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.

### 6.6 **Institutional and Community Services**

- (a) The City of Langley OCP identifies opportunities to locate new institutional and public facilities and amenities within the SLS Corridor, and will seek to collaborate with local, regional and senior levels of government, including the Township of Langley and City of Surrey, other public institutions and potentially other partners to consider the development of future facilities and amenities.
- (b) The City of Langley will endeavour to create a new cultural facility with senior levels of government, community partners and donors, that will act as a community hub and major trip-generating destination near the 203 Street SkyTrain Station.



- (c) The City of Langley will identify potential new facilities, amenities, and capital improvements, through the Parks, Recreation and Culture Master Plan Update.
- (d) TransLink will, as part of the transit system-wide customer washroom policy adopted in 2018, identify potential opportunities to provide washroom access at key SLS SkyTrain Stations.

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

### **7.1 City Transportation Plan**

- (a) The City is undergoing an update to the City-wide **Master Transportation Plan Update** with the intent to complete by the end of 2022.
- (b) The future Master Transportation Plan Update will:
  - (i) incorporate recommended road network, cycling and pedestrian improvements, and speak to their incorporation into capital improvement programs and other transportation plans, as appropriate;
  - (ii) incorporate improvements to enhance access to transit, improvements to improve bus speed and reliability, and modification needed for future rapid transit corridors;
  - (iii) review policies and measures such as TDM measures, reduced parking requirements, facilitating electric vehicle infrastructure, and improved facilities for Active Transportation;
  - (iv) review policies and measures for adoption which strive towards a Vision Zero goal to improve safety for all transportation modes and users; and
  - (v) ensure that the transportation infrastructure needed to support mobility, economic growth, and the movement of goods and services is provided.
- (c) TransLink will Collaborate with the City to develop the Master Transportation Plan Update and allocate staff and in-kind resources consistent with the City's Transportation Master Plan Update production schedules and sufficient for their desired level of involvement.

### **7.2 Area Transport Plan**

- (a) TransLink intends to Collaborate with the City to complete, by the end of 2026 or two years prior to Opening Day, an Area Transportation Plan that will:
  - (i) Identify sub-regional priorities and may be developed in coordination with other local governments including Township of Langley, City of Surrey, and other relevant partners and stakeholders; and,
  - (ii) Identify opportunities to provide transportation service connections with the Fraser Valley Regional District, which may include consulting with BC Transit, the Province, Fraser Valley Regional District and neighbouring municipalities.

- (b) The City will Collaborate with TransLink on the preparation of an Area Transport Plan to ensure that it reflects the City’s long-term vision for the future of transit in the City, as well as potentially addressing aspects related to the regional walking, rolling, cycling, roads, and goods movement network.

**7.3 SLS Bus Integration Service Plan**

- (a) TransLink will prepare a bus network integration plan (the “**SLS Bus Integration Service Plan**”) that identifies modifications to bus connections to new SLS SkyTrain Stations. TransLink will complete this planning work in the year prior to Opening Day and implement the modifications by Opening Day.
- (b) The SLS Bus Integration Service 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 Southeast sub-area of TransLink’s transit system;
  - (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;
  - (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 City’s Master Transportation Plan, and TransLink’s Investment Plan, Transport 2050 and the future update of the Area Transport Plan.
- (c) TransLink will provide cost-sharing opportunities for the foregoing transit priority measures based on the regional funding contained in TransLink’s current and future investment plans.
- (d) The City will consider the SLS Corridor one of the high priority routes when applying for regional funding and if the City’s application is approved, the City will cost-share as appropriate and required under any funding arrangement or funding conditions.
- (e) TransLink will monitor service changes implemented and incorporate the results into service planning and the future update of the Area Transport Plan.

**7.4 Cycling Strategy**

- (a) The City will, as a component of the Master Transportation Plan Update:
  - (i) prepare a fully-costed set of recommended cycling improvements (for all ages and abilities) for connections to SLS SkyTrain Stations, separated cycling infrastructure within the SLS Corridor, and long and short term bicycle parking;

- (ii) seek opportunities for early delivery of cycling improvements (for all ages and abilities) prior to Opening Day; and,
  - (iii) seek cost-sharing opportunities from TransLink for the implementation of the cycling improvements (for all ages and abilities).
- (b) The City will incorporate recommended cycling improvements (for all ages and abilities) into its capital improvement programs and other transportation plans, as appropriate.
  - (c) The City will seek opportunities to implement cycling improvements (for all ages and abilities) through the rezoning redevelopment, and acquisition of private property.
  - (d) TransLink will contribute technical support to the development of the recommended cycling improvements (for all ages and abilities), as requested by the City.
  - (e) To pursue the implementation of secure, publicly-accessible long and short term 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 long and short term bicycle parking on a site-specific basis, where appropriate.
    - (ii) TransLink will provide cost-share opportunities for publicly-accessible long and short term 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 publicly-accessible long and short term bicycle parking 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.
  - (h) The City will work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these cycling improvements.

## 7.5 Pedestrian Strategy

- (a) The City of Langley OCP and its Appendices identify detailed pedestrian and public realm improvements that connect to the 196 Street and 203 Street SkyTrain stations and SLS Corridor in the interest of promoting a great and safe transit user experience.
- (b) The City is undertaking an update to the City's Master Transportation Plan that will further identify recommended pedestrian improvements connecting to SLS SkyTrain Stations and within the SLS Corridor and Project guideway; as a part of this the City will:
  - (i) prepare a fully-costed set of recommended pedestrian improvements for connections to SLS SkyTrain Stations;
  - (ii) seek opportunities for early delivery of these pedestrian and public realm improvements prior to Opening Day;
  - (iii) seek cost-sharing opportunities from TransLink for the implementation of these pedestrian and public realm improvements;
  - (iv) work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these pedestrian improvements; and
  - (v) include a Mobility Plan that identifies a proposed pedestrian network, consisting of sidewalks, multi-use paths and trail linkages, and associated infrastructure.
- (c) The City will work with the Province to access and take advantage of cost-share opportunities through BC Active Transportation Infrastructure Grant Program and other cost-share opportunities for the implementation of these pedestrian and public realm improvements.
- (d) TransLink and the City will continue to work with the Province regarding SLS Project construction and the delivery of key pedestrian and public realm improvements and transit-oriented station area development, as identified in the City's OCP and Appendices.
- (e) The City will incorporate recommended pedestrian improvements into its Master Transportation Plan Update, capital improvement programs and other transportation plans, as appropriate.
- (f) The City will implement pedestrian and public realm improvements through the rezoning and redevelopment of private property.
- (g) TransLink will contribute technical support to the development of the recommended pedestrian improvements, as requested by the City.
- (h) 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.

- (i) TransLink and the City will continue to work with the Province regarding Project construction and delivery of key pedestrian and public realm improvements and transit-oriented station area development.
- (j) TransLink will investigate other funding opportunities and, if available, will include such funding opportunities in future versions of TransLink's investment plan.

## **8. DESIGN: CREATE PLACES FOR PEOPLE**

### **8.1 Urban Design Considerations**

- (a) By 2022, the City will complete a public realm plan for the Project corridor (guideway), station areas, and connecting street and path networks, that integrates Project infrastructure into the City's public realm in an attractive and user-friendly manner and supports a great and safe resident, visitor, and transit user experience.
- (b) The City's OCP includes Urban Design Principles and Development Permit Area Guidelines that support pedestrian and active transportation-friendly urban environments and public realm, and great and safe public places, including those within the SLS Corridor and those surrounding and leading to SkyTrain Stations.
- (c) As a part of the Joint TOD Study, the Langley Bypass TOD Study and future OCP updates, the City will develop, with input from TransLink and the Province, urban design and public realm guidelines and streetscape standards that advance place-making for the SLS Corridor, enable the implementation of coordinated public realm design approaches in new transit-oriented growth areas within the SLS Corridor and in areas shared with the Township of Langley and the City of Surrey, and enhance the transit user experience in the SLS Corridor.
- (d) TransLink will support the implementation of the City's OCP regarding public realm and urban design objectives and the creation of great and safe public places, on lands adjacent to and surrounding the 203 Street and 196 Street SkyTrain Stations and in areas along the SkyTrain guideway leading to the 203 Street and 196 Street SkyTrain Stations, where TransLink sees that the OCP is aligned with the Regional Transportation Strategy, the Transit-Oriented Community Design Guidelines, and TransLink interests generally.
- (e) Recognizing that the Project will introduce a new source of noise to the environment within the SLS Corridor:
  - (i) The City will enact, in consultation with TransLink, development guidelines for noise mitigation for building facades that face the SLS SkyTrain Service, and in developing those guidelines the City will consider the Interim Guidelines for New Development: Environmental Noise Assessment completed by TransLink.

- (ii) TransLink will utilize noise thresholds in transit infrastructure design to mitigate ambient noise impacts associated with the SLS SkyTrain Service, per the SkyTrain Noise Assessment Summary: November 2018 completed by TransLink.

## **8.2 OCP Development Permit Area Guidelines**

The City will review and update as needed the Development Permit Area Guidelines in the OCP to support transit-oriented development in the SLS Corridor, as a part of future OCP updates.

## **9. DEMAND MANAGEMENT: ENCOURAGE SUSTAINABLE TRANSPORTATION MODES**

### **9.1 Parking**

- (a) The City will complete an update to the Zoning Bylaw by 2022, with the intent of reducing current off-street parking requirements for new developments within the SLS Corridor. These reduced parking requirements will be based on off-street parking requirements in other municipalities with rapid transit service, regional best practices and local context.
- (b) The City will continue to review its off-street parking requirements for new developments within the SLS Corridor and undertake Zoning Bylaw updates every three to five (3-5) years, in conjunction with future OCP updates that occur prior to and after SLS opening day, with the intent of further reducing off-street parking requirements, as conditions warrant, that support transit-oriented development, transit accessibility and the SLS investment over the long term. These reviews will also consider lower off-street parking requirements for Affordable Housing.
- (c) The City will complete an on-street parking management strategy by 2023, with the intent of complementing off-street parking reductions with the broader use of time-limited parking restrictions on City streets within the SLS Corridor.
- (d) The City will complete an examination, with BC Housing, Metro Vancouver, TransLink and building owners, of existing parking utilization rates at existing rental housing sites by 2024.
- (e) 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**

- (a) As part of the future OCP update, the City will complete an update to the Corporate and Community Energy & GHG Emissions Plan by 2024 to provide guidance on reduction initiatives that achieve GHG emissions targets.
- (b) As part of its development application process, the City will consider potential opportunities to reference the “TDM Guidelines for Development in Metro Vancouver” developed by TransLink.

- (c) TransLink and the City will Collaborate with the intent to implement a range of TDM initiatives for the SLS Corridor, as part of TransLink's TDM for Development and TravelSmart programs. These initiatives may include:
  - (i) programs to encourage alternative modes of transportation during the construction period;
  - (ii) strategies to encourage mode shift immediately after project completion; and,
  - (iii) Compass pass programs for employers and new residential developments.

TransLink will implement such TDM initiatives in advance (where applicable) and at the commencement of construction of the Project.

## **10. MONITORING COMMITTEE**

### **10.1 Monitoring Committee**

Within a year of Project Approval, 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 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. At the time of constituting the Committee, and to ensure that monitoring is as effective as possible, the parties will consider the option of a joint Monitoring Committee and/or other joint monitoring efforts involving other municipalities which are also signatories to other similar Supportive Policies Agreements with TransLink.

### **10.3 Duties and Responsibilities**

The duties and responsibilities of the Monitoring Committee will include, but are not limited to:

- (a) establishing its "Terms of Reference" based on the direction provided in this Agreement and on the timeline determined at the initial meeting;
- (b) measuring the effectiveness of this Agreement by monitoring changes within the SLS Corridor across the following areas, including the application of social equity and climate action lenses in the development of indicators for these measures:
  - (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 indicators for the Performance Measures, and applying social equity and climate action lenses in the development of those indicators. These Performance Measures and their specific indicators will be refined, as and when needed, with consideration to data availability, with the intent that the Performance Measures inform the Annual Report and 5-Year Performance Report (as defined below);
- (d) monitoring and evaluating the outcomes of the Performance Measures, including the associated indicators, 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 Report (as defined below);
- (f) provide City Council, the Mayors’ Council and the TransLink Board of Directors with the 5-Year 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. The Subcommittee will establish its own “Terms of Reference” that will include a regular reporting schedule; 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, TOD Study completions, OCP updates), recognizing the need to prioritize in the case of multiple events in any given year, and (ii) with key milestones for the Project and the meeting schedule will include:
  - (i) a meeting prior to Opening Day;
  - (ii) 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 within one year of Project Approval. 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 Report and first 5-Year Performance Report;
  - (iv) discuss a role for Metro Vancouver in providing data reporting coordination for the Annual Report and 5-Year Performance Report.

## **11. PERFORMANCE REPORTING, DOCUMENTATION AND REVIEW OF PROCESS**

### **11.1 Monitoring Committee Annual Report**

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

### **11.2 Monitoring Committee 5-Year Performance Report**

- (a) The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every five years documenting (i) the progress on the Performance Measures and indicators as defined, (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 “**5-Year Performance Report**”). In those years when a 5-Year Performance Report is prepared, no Annual Report is needed.
- (b) The 5-Year 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 5-Year Performance Report to City Council and TransLink will present the 5-Year Performance Report to the TransLink Board of Directors and to the Mayors’ Council.

### **11.3 Monitoring Committee Timeline**

The Monitoring Committee will be responsible for meeting and creating Annual Reports and 5-Year Performance Reports until twenty years after Opening Day, or 2045, whichever is later. The Monitoring Committee will cease to exist after this time unless an extension is agreed to by both parties.

### **11.4 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 Annual Reports and/or 5-Year Performance Reports.

### **11.5 Information and Data Collection**

- (a) The default geographic scope for Performance Measures data collection will be the boundary defined by the SLS Corridor. 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, as is reasonably available, 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 may be 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 Director of Development Services, at the City, who will meet 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 Chief Administrative Officer 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.

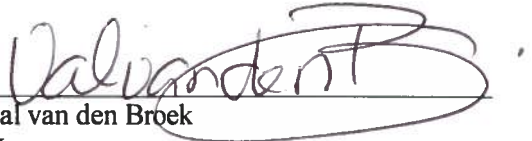
IN WITNESS WHEREOF the Parties have executed this Agreement on the day and year first above written:

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

By:  \_\_\_\_\_

Name: Kevin Quinn  
Title: CEO TransLink

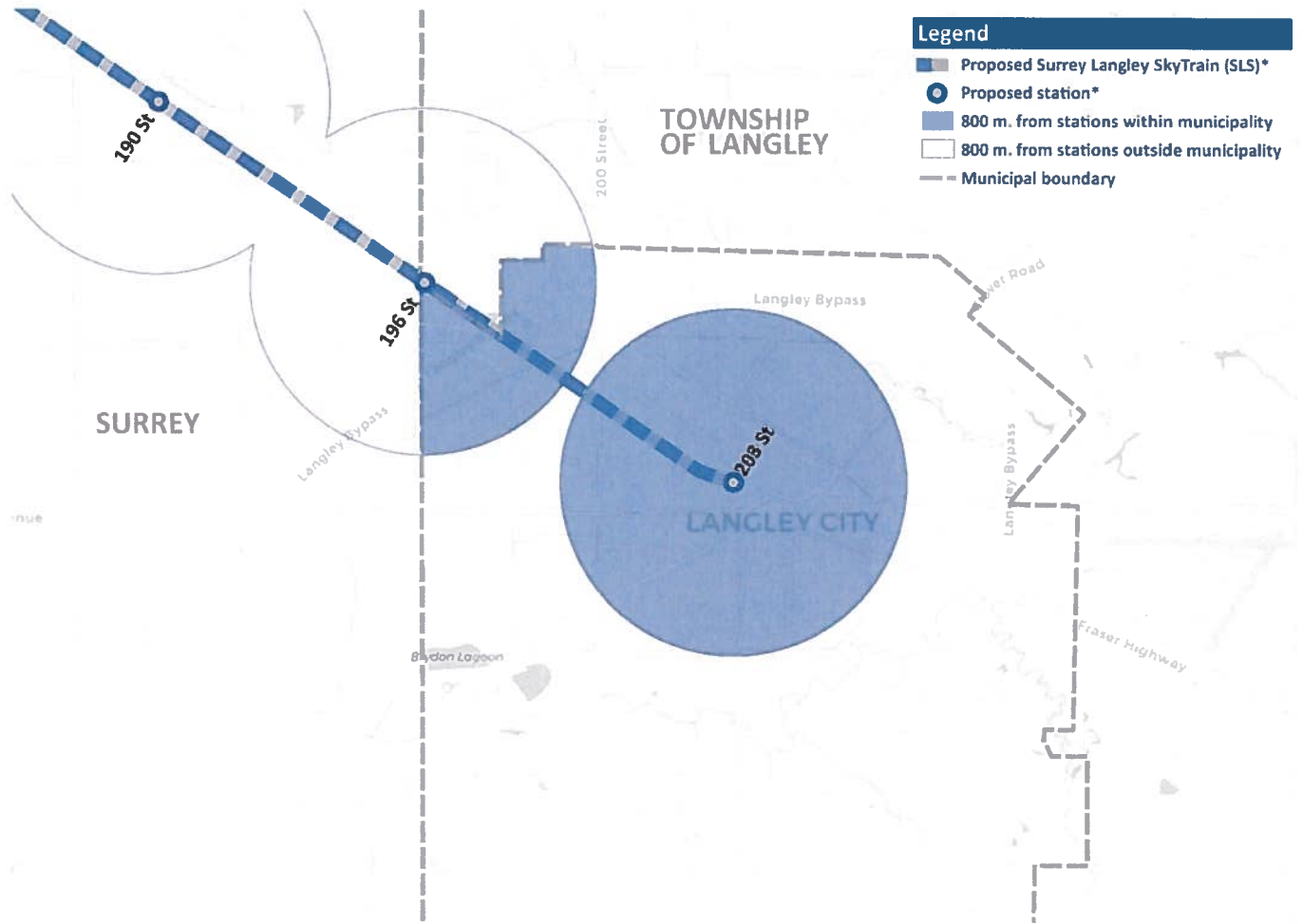
**CITY OF LANGLEY**, by its authorized signatories

  
\_\_\_\_\_  
Val van den Broek  
Mayor

  
\_\_\_\_\_  
Kelly Kenney  
Corporate Officer

**SCHEDULE A:  
MAP OF SLS CORRIDOR WITHIN CITY OF LANGLEY**

See attached.



*Note: Final SLS alignment to be confirmed.*

**SCHEDULE B:**

**Population and Employment Projections To Be Exceeded in the Planned Growth for the SLS Corridor Within the City of Langley**

Further to section 5.1(a), the following are the population and employment projections that the City commits to exceed in the planned growth for the SLS Corridor within the City of Langley boundaries:

	Population		Employment	
	2035	2050	2035	2050
<b>GEOGRAPHY</b>				
SLS Corridor – <i>Within City of Langley</i>	12,680	16,890	12,590	14,250

The above figures are derived from a broader set of population and employment projections provided by Metro Vancouver, which are used to develop the Project ridership forecast in the SLS Business Case, as well as the transportation-related benefits as described in the SLS Business Case.