

From: **"Mochrie, Paul"** <Paul.Mochrie@vancouver.ca>

To: **"Direct to Mayor and Council - DL"**

Date: 11/25/2021 3:51:20 PM

Subject: [Broadway Subway Project Supportive Policies Agreement 2020 Annual Report](#)

Attachments: [Broadway SPA Annual Report - report to TL Board 2021-12-02 Watermarked.pdf](#)
[Memo to Mayor and Council - Broadway Subway Project Supportive Policies Agreement 2020 Annual Report.pdf](#)

Dear Mayor and Council,

Please see the attached memo from Theresa O'Donnell and Lon LaClaire. A short summary of the memo is as follows:

- ☐ In 2018, the City of Vancouver and TransLink executed the Broadway Subway Project Supportive Policies Agreement (SPA) which identifies actions by the City and TransLink beyond the direct scope of the project that will contribute towards the project's success.
- ☐ The 2020 Annual Report will be presented to the TransLink Board and Mayors/Council next week and provides an update on SPA initiatives as well as providing updated data for indicators that can be tracked annually.
- ☐ All indicators (approvals of affordable housing, job space and cycling counts) are trending in a positive direction.

This email also includes the 2020 Annual Report and accompanying TransLink Board memo. If you have any questions, please feel free to contact Theresa O'Donnell at 604-673-8434 / theresa.o'donnell@vancouver.ca or Lon LaClaire at 604-873-7336 / lon.laclaire@vancouver.ca.

Best,
Paul

Paul Mochrie (he/him)
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətaʔ (Tsleil-Waututh) Nations.

TO: Board of Directors

FROM: Geoff Cross, Vice President, Transportation Planning and Policy

DATE: November 3, 2021

SUBJECT: Broadway Subway Supportive Policies Agreement – 2020 Annual Report

EXECUTIVE SUMMARY

The second annual Broadway Subway Supportive Policies Agreement (SPA) monitoring report documents that SPA commitments are on track, including ongoing collaboration on key plans and initiatives. SPA performance indicators for employment, housing and cycling in the Broadway corridor show positive growth, suggesting commitments in the SPA are already supporting the success of the Broadway Subway. SPA transit indicators were omitted from this year's report due to the cyberattack experienced by TransLink.

PURPOSE

The purpose of this report is to provide the Board with the Broadway Subway SPA 2020 Annual Report for information, consistent with monitoring and reporting related to progress on the commitments made in the SPA.

BACKGROUND

In 2018, TransLink and the City of Vancouver signed a Supportive Policies Agreements (SPA) for the Broadway Subway Project. SPAs are one part of the Partnership Agreements required for major projects; they include commitments for land use and transportation actions by the host municipality and TransLink, where those actions are outside the direct scope of the Project but have significant influence on the Project's success. SPA monitoring is focused on both (1) the initiatives and (2) the related outcomes, for which performance measures and indicators have been developed. Reporting to decision makers on the progress of the Broadway Subway SPA commitments is itself a SPA commitment.

In September 2020, the Mayors' Council and Board received the 2019 Broadway Subway SPA Annual Report, which was the first annual report produced. The first Annual Report highlighted that SPA commitments were on track with a few minor refinements, which were endorsed by the senior staff SPA Monitoring Committee (chaired by TransLink's VP of Transportation Planning and Policy).

DISCUSSION

2020 was an unprecedented year with many uncertainties. The COVID-19 pandemic resulted in some impacts to select SPA related commitments, and the cyberattack experienced by TransLink caused impacts to the monitoring of SPA indicators surrounding transit. Regardless of these impacts, the effective collaboration between the SPA partners resulted in an action plan that has largely kept the SPA commitments on track. Collaboration between SPA partners remains a key focus of SPA implementation and monitoring moving into 2022.

Overall, the 2020 data presented in this year's Annual Report illustrates a positive upwards trend in terms of employment, housing and cycling, as further discussed below.

Collaborating to implement the SPA

Collaboration between SPA partners remains a key focus of SPA implementation. SPA Partners continue to meet regularly to implement, review and monitor compliance with commitments set out in the SPA. SPA partners include staff from the City of Vancouver, TransLink, Metro Vancouver, and the Province. The senior staff SPA Monitoring Committee, comprised of representatives from those partners agencies, has approved the Broadway Subway 2020 Annual Report, included here as Attachment 1.

SPA commitments are largely on track, with the key change being that the projected 2022 completion for the City's Broadway Plan is one year off the original 2021 timing committed in the SPA. This shift is due to COVID-19 related impacts to the Plan's engagement process but otherwise, the Plan is advancing as expected. The "SPA Initiatives Tracker" as shown on page 9 of Attachment 1, provides detailed information on the SPA commitments.

The purpose of SPA monitoring is to identify if any SPA commitments or outcomes are tracking as expected and if not, alert SPA partners to potential actions might be considered. The 2020 Annual Report indicates that SPA commitments and outcomes are tracking as expected.

SPA Performance Indicators

The first SPA Annual Report confirmed which indicators were important and feasible to monitor to provide a reflection on SPA related outcomes, and identified that the geographic area for measuring those indicators is approximately 800 metres from the subway line (see Figure 2 of Attachment 1 for details on the SPA geography). This helped to set the baseline for consistent monitoring of SPA related outcomes.

Overall, the data for the 2020 SPA indicators demonstrated a positive result on employment, housing and cycling in the corridor.

Population & Employment: increases in approved job space through 2020

There are four SPA indicators under the population and employment performance measures (see page 15 of Attachment 1 for details on indicators). The number of people, number of jobs, and jobs by industry were included in last year's 2019 Annual Report and remain unchanged given they were derived from the most recent (2016) Census data. In terms of job space approved, over 1.6 million square feet of job space was approved in 2020 within the SPA geography. This indicates an approximate 110% increase over the amount of job space approved in 2019 (see Figure 3 of Attachment 1 for details on job space approved).

Housing Supply: near doubling of approved units in 2020

The Housing Supply performance measure includes various SPA indicators to measure the increase in affordable housing supply (see page 15 of Attachment 1 for details on indicators). In 2020, the City approved 948 housing units in the Broadway SPA Geography, nearly doubling the number of units approved in 2019. 87% of these approvals were purpose-built rental (577 units) or social/supportive housing (244 units) enabled under the Broadway Plan Interim Rezoning Policy in response to ongoing

housing affordability challenges. This proportion is a significant increase from 2019, when 30% of housing approvals were purpose-built rental or social/supportive housing (see Table 3 of Attachment 1 for further details on housing approvals by type).

Sustainable Transportation: limited transit data and increase in cycling

The sustainable transportation performance measure includes a host of indicators to measure the increase sustainable transportation modes within the SPA geography. The transit indicators were omitted from this year's report given that the cyberattack experienced by TransLink in December 2020 resulted in the inability to access transit data needed for the SPA transit indicators. The senior staff SPA Monitoring Committee confirmed that this year's report should proceed without the transit data. The SPA partners understand that if needed, TransLink could in the future provide them with the 2020 transit data upon request. The data would be limited to an 8-week period in the fall of 2020 (consistent with the 2020 Transit Service Performance Review approach), and due to COVID-related ridership impacts, would indicate ridership which is an exception from expected longer term trends.

Cycling counts, which are taken from four permanent bike counters (see Appendix C of Attachment 1 for specific locations), saw a positive increase where approximately 3.5 million cycling counts were reported from January 1 through December 31, 2020. This shows a 5% increase compared to 2019 cycling counts. The highest number of cycling counts were observed at the Burrard Street and Cornwall Avenue location and fewest counts observed at the Ontario Street and 11th Avenue location.

Future Monitoring

For future years, reporting to the Mayors' Council and TransLink Board on the progress of SPA related initiatives and the collaboration on those initiatives will continue on an annual basis. In recognition of the longer-term nature of outcomes-related trends, reporting of performance measures indicators will shift to target every 3 years, noting some intervals will be more in the 3-5 years range to align as much as possible with Census updates. And as discussed in the Annual Report, those reports provided in years when updated Census data is available (i.e. every 5 years) will be more comprehensive in terms of addressing that updated data and how SPA related indicators are progressing. The shift in indicators reporting frequency is also intended to recognize that key segments of the SPA data are Census based and not updated annually. Because the 2020 Annual Report (Attachment 1) does include metrics, this revised reporting schedule will be relayed in next year's 2021 Annual Report.

Upon completion and approval of the final Broadway Plan, SPA partners will review the performance metrics to ensure they provide a holistic picture of progress toward Plan objectives and desired outcomes. This review may include adjustments to existing indicators, removal of indicators and/or addition of new indicators, taking into account available data, ability to measure the effectiveness of partner plans and policies and resource implications for partners.

A report will be brought forward again to the Mayors' Council and TransLink Board in Fall 2022 on how SPA commitments are tracking and how collaboration is progressing.

ATTACHMENTS

Attachment 1 – Broadway Subway SPA 2020 Annual Report

Broadway Subway Supportive Policies Agreement

2020 Annual Report

September 28, 2021



Photo courtesy of the City of Vancouver



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Executive Summary

In 2014, the 10-Year Vision for Metro Vancouver Transit and Transportation called for the first time in the region's history for major projects to have a Partnership Agreement between TransLink and the project's host municipality. One key component of this agreement was aimed at actions beyond the direct scope of a project yet key to its success - in particular, actions related to land use planning.

In 2018, the City of Vancouver and TransLink executed the Broadway Subway Supportive Policies Agreement (SPA), which committed the City and TransLink to a range of specified actions related to land use, housing, transit, transportation demand management, cycling and walking. A key intent of the SPA was also to ensure collaboration between the City, TransLink, and other relevant agencies, to help achieve the best possible land use/transportation outcomes related to the project.

This is the second Annual Report for the Broadway Subway SPA and is intended to provide:

- Updates on the progress and status of each of the SPA commitments, including how the SPA partners are working together to collaborate where relevant;
- A comparison on the results for the 2019 and 2020 performance measures indicators, for those indicators that are updated annually; and
- The next steps for SPA implementation and monitoring moving forward.

While the COVID-19 pandemic has had notable impacts on multiple agency work programs, with staff needing to respond nimbly to rapidly changing conditions (e.g. public health measures, remote work, reprioritization of available resources, etc.), the SPA partners found new ways of successfully

working together to advance the various SPA related initiatives. Although the timing of the Broadway Plan was adjusted, following a pause in the public engagement process due to Provincial public health orders related to large gatherings in 2020, the scope for the core commitments as listed in the SPA are being advanced, with the SPA partners continuing to collaborate effectively.

In this one year snapshot, the SPA performance measures are trending positively overall, with increases in the amount of job space approved, number of housing units approved (including the affordable housing share of total approvals), and the number of cycling counts in the SPA Geography (see Table 1). Updated data for the transit performance indicators is not provided in this report as a result of ongoing impacts from the December 2020 cyberattack on TransLink, which impacted TransLink's access to key data sources and processing resources. As discussed with the SPA Working Group, the 2020 transit data could be made available in the future upon request to any of the SPA partner agencies interested. It is also worth mentioning that the data would be limited to an 8-week period in the fall of 2020 (consistent with the 2020 Transit Service Performance Review approach), and due to COVID-related ridership impacts, the data will indicate ridership which is an exception from expected longer term trends.

Measure	Indicator	Comparison (2020 vs. 2019)
Increase in population	Number of people	N/A (future Census update)
Increase in jobs	Number of jobs	N/A (future Census update)
	Jobs by industry	N/A (future Census update)
	Amount of job space approved	More space approved in 2020
Increase in affordable housing supply*	Number of purpose-built market rental units approved	More units approved in 2020
	Number of social and supportive housing units approved	More units approved in 2020
	Number of condo units approved	Fewer units approved in 2020
	Number of laneway housing units approved	More units approved in 2020
	Number of coach house units approved	Fewer units approved in 2020
	Number of townhouse units approved	No change
	Rates of car ownership	N/A (5-year indicator)
Increase in sustainable transportation	Total annual ridership for Broadway Subway extension	N/A (to be added once in service)
	Average daily boardings and alightings by station	Not available for 2020
	Average daily bus boardings and alightings	Not available for 2020
	Peak load factors by mode	Not available for 2020
	Cycling counts	More counts in 2020
	Pedestrian counts	N/A (2023 Ped Study update)
	Journey to work mode split	N/A (future Census update)
*For purposes of SPA monitoring, “affordable housing” includes purpose-built rental and social/supportive housing; more affordable housing units were approved in 2020, compared to 2019.		

Table 1: Performance Measures Indicators Comparison (2020 vs. 2019)

Background

Developed by the Mayors’ Council in 2014, the 10-Year Vision for Metro Vancouver Transit and Transportation (the **“10-Year Vision”**) identifies, as a regional priority, rapid transit between Commercial Drive and the University of British Columbia (UBC) along the Broadway Corridor. The 10-Year Vision includes delivery of the first phase of this rapid transit connection (Figure 1), an approximately 5.7 kilometre extension of the Millennium Line from its current terminus at VCC-Clark Station to a new western terminus at Arbutus Street (the **“Broadway Subway Project”**).

and monitoring process, which includes defining a structure for reporting to decision-makers (i.e. Mayors' Council, TransLink Board, City Council, and senior Provincial officials). Through these discussions and building off the direction in the SPA, it was agreed that the two key reporting deliverables would be the **"Annual Report"** and the **"5-Year Performance Report"**, which are described in Table 2.

<i>SPA Reporting to decision-makers every September, via Annual Report OR 5-Year Performance Report:</i>		
	ANNUAL REPORT	5-YEAR PERFORMANCE REPORT
Timing	Every Sept., except in 5-Year Performance Report years; first Annual Report in 2020	Sept. every five years; first 5-Year Performance Report in 2024 (pre-Subway opening) Timed to align with availability of updated Census data
SPA commitments tracking	Tracks progress on all SPA commitments	Tracks progress on all SPA commitments
SPA outcomes tracking	Provides most current data on all SPA performance measures (outcomes) collected on an annual basis	Provides most current data on all SPA performance measures (outcomes) collected on an annual basis, as well as updated Census data
Level of analysis	Provides base analysis of the outcomes monitored, intended as annual progress 'snapshot'	Provides comprehensive analysis of the outcomes monitored (based on Census update), and may recommend actions if outcomes not tracking as expected

Table 2: SPA Reporting Deliverables

As noted in the table above, SPA monitoring is focused on both the: (i) SPA commitments and (ii) associated outcomes, for which a performance measures framework has been established (the **"Broadway Subway SPA Performance Measures Framework"**).



Report Purpose & Structure

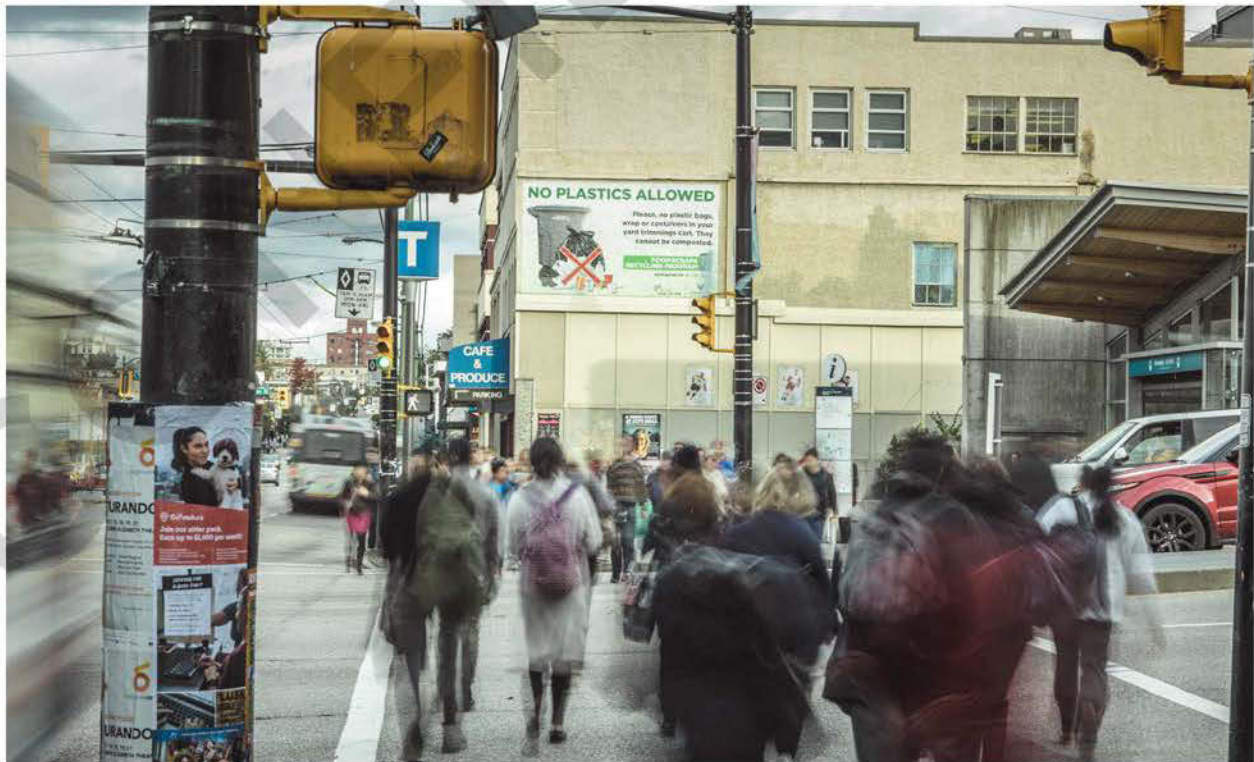
This is the second Annual Report for the Broadway Subway SPA and is intended to provide:

- Updates on the progress and status of each of the SPA commitments, including how the SPA partners are working together to collaborate where relevant;
- A comparison on the results for the 2019 and 2020 performance measures indicators, for those indicators that are updated annually; and
- The next steps for SPA implementation and monitoring moving forward.

This report is organized into three primary sections, addressing the objectives identified above.

- Monitoring SPA commitments – describes the status of both City-led and TransLink-led initiatives, providing an overview of the work completed to date, upcoming work and summarizing any refinements to scope and timing.

- Monitoring SPA related outcomes – describes the geographic scope of SPA monitoring, the approach to data collection and analysis and how the performance measures are tracking.
- Conclusion and next steps – provides an overview of how SPA commitments are tracking overall, discusses some of the key upcoming initiatives for the next year and describes the approach to future reporting.



Monitoring SPA Commitments

A number of City-led and TransLink-led initiatives were identified in the SPA, most with associated completion dates ranging from 2018 to Broadway Subway 'Opening Day' (currently planned for late 2025). The SPA states that monitoring and reporting on the implementation of SPA commitments and performance measures will continue until 20 years after the Broadway Subway Opening, or 2045, whichever is later. The SPA also speaks to the opportunity to review and assess the overall monitoring process based on the recognition of expected changes over time related to data availability, organizational structures, project planning and implementation, and other factors.

The Initiatives Tracker on the following pages provides an updated summary of the respective City- and TransLink-led initiatives committed to in the SPA. While the COVID-19 pandemic has had notable impacts on multiple work programs, with staff needing to respond nimbly to rapidly changing conditions (e.g. public health measures, remote work, reprioritization of available resources, etc.), the SPA partners have successfully found new ways of working together to advance the various SPA initiatives. While the timing of a limited number of initiatives has been refined, the collaboration between SPA partners and resulting progress that was made in 2020 is noteworthy given the circumstances.



Broadway Subway SPA Initiatives Tracker

On track (per either the SPA or Monitoring Committee endorsed adjustment)

Potential adjustment endorsement needed

City-Led Initiatives	SPA Section	Timing (end of)	Adjustment from SPA	Monitoring Committee	Progress
Prepare and adopt Vancouver Plan	5.1(a)(i)	2022	City committed to prepared City Core 2050 Plan in SPA, which has since been replaced by the Vancouver Plan	ENDORSED – July 14, 2020	In progress and on track per adjusted planning program – Currently in third phase of Plan process Collaboration through Regional Associates Roundtable and Broadway Subway SPA Working Group and Monitoring Committee
Prepare and adopt Broadway Plan	5.1(a)(ii)	2022	SPA referred to this initiative as “Broadway Planning” To be completed by end of 2022, as opposed to by end of 2021	ENDORSED – Dec 12, 2018 ENDORSED – Sep 20, 2021	In progress per adjusted timing – Currently in third phase of Plan process
Complete Vancouver Employment Lands and Economy Review (ELER)	5.1(a)(iii)	2020	SPA referred to this as the “Vancouver Employment Lands Study,” which was to be completed by end of 2019	ENDORSED – July 14, 2020	Completed in 2020 – ELER Phase 2 Report approved by City Council in October 2020
Collaboration between City, TransLink and Province on the development of Land Use Plans	5.1(c)	Per Plan timing			Ongoing – Collaboration through Broadway Subway SPA Working Group, Monitoring Committee, and respective partner agency stakeholder groups
City will monitor the progress of the land use plans through the Regional Context Statement process	5.2	Per Plan timing			Future initiation
Complete analysis of public land holdings (all levels of government and Crown corporations) for land use opportunities, and the estimated compensation required to each level of government for use of such opportunities	5.3	2022	Analysis to be completed as part of Broadway Plan, as opposed to by end of 2018 Analysis to be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – December 12, 2018 ENDORSED – Sep 20, 2021	Completed in 2019 – Inventory of public land holdings compiled In progress and on track per adjusted timing – Analysis to be completed as part of Broadway Plan
Parking Bylaw review and update	9.1	Timing not specified			Parking Bylaw update effective January 1, 2019

Broadway Plan <i>Initiatives to be addressed in the Plan</i>					
Develop forecasts for population, dwelling units and employment for years 2025, 2035, 2040 and 2045	5.1(b)	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Currently in third phase of Plan process
City will collaborate with TransLink and the Province on the development of the Affordable Housing Strategy (as part of Affordable Housing Strategy: purpose-built rental housing program/policy development, non-market housing needs analysis)	6.1(b)	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	Ongoing - Collaboration through SPA Intergovernmental Housing Workshops
Existing Affordable Housing Stock Analysis (Rental Housing Stock ODP review, approaches to preservation/ replacement of existing stock, mitigation of tenant displacement)	6.2	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Subway SPA Working Group & SPA Intergovernmental Housing Workshops
Provide opportunities for retail and entertainment uses at appropriate locations	6.5	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Subway SPA Working Group
Identify opportunities for office, institutional and industrial uses	6.6	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Subway SPA Working Group
Identify opportunities for community services and amenities	6.7	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Subway SPA Working Group
Street Connectivity and Major Road Network (MRN) review and analysis	7.2	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Plan Transportation Workshops Collaboration between City and TransLink on Broadway MRN Capacity Change
Develop a Cycling Strategy	7.3	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Plan Transportation Workshops
Develop a Pedestrian Strategy	7.4	2022	To be completed by end of 2022, per change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	In progress and on track per adjusted timing – Collaboration through Broadway Plan Transportation Workshops
Develop Urban Design Guidelines	8.1	2023	To be completed by end of 2023, given change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	Future initiation
Develop a Public Realm and Streetscape Plan (including Project station areas)	8.2	2023	To be completed by end of 2023, given change to timing for Broadway Plan	ENDORSED – Sep 20, 2021	Future initiation

TransLink-Led Initiatives	SPA Section	Timing (end of)	Adjustment from SPA	Monitoring Committee	Progress
Identify opportunities for washroom access, including at stations, as part of system-wide review of customer washroom facilities	6.7(b)(ii)	2018			Completed in 2018 – Customer Washrooms on Transit Policy adopted Completed in 2019 – Accommodations for customer accessible washrooms to be provided at Broadway – City Hall and Arbutus stations
Identify opportunities to maintain or enhance bus travel times and reliability	7.1(a)	2019	SPA referred to this as a consolidated “Bus Priority and Integration Plan”		Completed in 2019 – Bus Speed and Reliability Report completed, which provides technical findings and resources for bus priority
Prepare a Bus Network Integration Plan	7.1(a)	By Opening Day	SPA referred to this as a consolidated “Bus Priority and Integration Plan”	ENDORSED – July 14, 2020	Future initiation, informed by Area Transport Plan
Provide cost-sharing opportunities for transit priority measures based on approved regional transportation plans and funding	7.1(d)	Timing not specified			Cost-share opportunities provided through Bus Speed and Reliability municipal cost-share funding program
Use TravelSmart to encourage alternate modes during and immediately after Project construction	7.1(e)	During construction and at opening			In progress and on track – TransLink and City collaborating on TDM initiatives during project construction. More initiatives expected closer to opening day.
Update the Vancouver Area Transport Plan	7.1(f)	2023			Expected 2022 initiation
Monitoring and Reporting	SPA Section	Timing (end of)	Adjustment from SPA	Monitoring Committee (Adjustment)	Progress
The City and TransLink will establish a multi-stakeholder committee (the “Monitoring Committee”)	10.1	2018			Completed in 2018 – Inaugural meeting in December 2018
The Monitoring Committee will provide City Council, the Mayors’ Council, TransLink Board and officials from the Province with an annual dashboard outlining the progress of the Performance Measures and the commitments of each Party as set out in this SPA	10.3(e)	Timing not specified	Rename ‘Annual Dashboard’ to ‘Annual Report’	ENDORSED – July 14, 2020	Ongoing – Annual Reports released each fall
The City and TransLink will work jointly and cooperatively to prepare a comprehensive report every three to five year	11.1(a)	Timing not specified	Rename ‘Comprehensive Report’ to ‘5-Year Performance Report’	ENDORSED – July 14, 2020	5-Year Performance Report to be released in fall 2024
Data collection geographies (400m, 800m, Central Broadway, traffic zones)	5.1(b) and 11.3	N/A	Remove Central Broadway and replace traffic zones with block-level data Streamline data collection to 800m (snapped to city blocks)	ENDORSED – December 12, 2018 ENDORSED – July 14, 2020	Ongoing

Monitoring SPA Related Outcomes

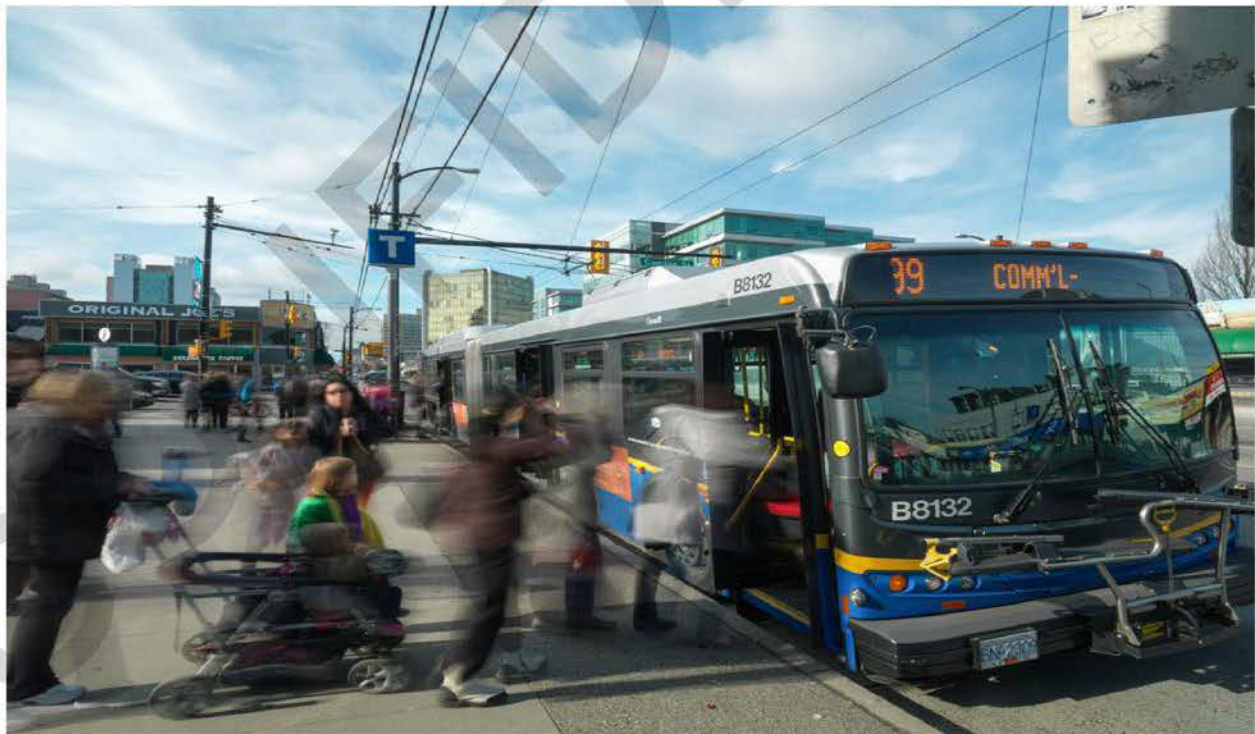
Performance Measures Framework

To track the performance of land use and transportation outcomes, in 2019 partner staff developed the Broadway Subway SPA Performance Measures Framework which identifies a number of indicators associated with the four key areas of SPA monitoring interest:

- Population;
- Employment;
- Housing supply; and
- Sustainable transportation.

For each of these four categories, the Performance Measures Framework shown on the following page identifies specific indicators which are being

tracked over time, beginning with last year's 2019 Annual Report². The Performance Measures Framework represents a refinement of what the SPA originally identified as "performance measures" and is the product of partner discussions and consensus by both the SPA Working Group and Monitoring Committee. A key responsibility of the Monitoring Committee is to define and refine, as and when needed, the performance measures. No changes to the performance measures or indicators have been made for this year's report. However, indicators will continue to be reviewed with successive reports, and may be updated or adjusted via the Monitoring Committee to improve relevance in future years.



² 2019 chosen in order to begin reporting in first full data year following Broadway Subway Project funding approval (June 2018).

Broadway Subway SPA Performance Measures Framework

Measure	Indicators	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)	•	
Increase in affordable housing supply¹	Number of purpose-built market rental units approved ²	•	
	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	•	
Increase in sustainable transportation	Rates of car ownership		•
	Total annual ridership for Broadway Subway extension	•	
	Average daily boardings, alightings (and line-to-line transfers) by station	•	
	Average daily bus boardings and alightings	•	
	Peak load factors by mode ³	•	
	Cycling counts	•	
	Pedestrian counts		•
	Journey to work mode split		•

Monitor for potential new metrics to be defined via:

City Parking Bylaw⁴

Broadway Plan's renter protection objectives⁵

Notes:

1. First (2019) Annual Report housing indicators include existing stock, with subsequent reporting to provide new units approved
2. Rental units will be reported by incomes served and outline the number of units secured at below-market rates
3. Modes include: buses and SkyTrain for Broadway Subway extension once operational
4. Changes to the City's Parking Bylaw to be reviewed with any feasible indicators to be added 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)
5. A key objective of the Broadway Plan is to mitigate displacement impacts and provide tenant protections and assistance to existing renters to supplement protections under the Provincial Residential Tenancy Act. Following completion of the Plan, additional information on renter protections and assistance could be included in future monitoring reports to supplement other housing measures.

Broadway Subway SPA Geography

To consistently track outcomes over time, a defined geography was established in 2019 for data collection and outcomes monitoring on the identified performance measures indicators (the **“Broadway Subway SPA Geography”**). The SPA Geography is delineated by city blocks and constitutes an approximate 800 metre walk, existing walking networks, from the Project stations (see Figure 2).

There are a number of blocks within an 800-metre radius of each station that are not included in the identified buffer such as:

- Blocks that are not within an 800-metre walk from the station due to existing physical barriers (i.e. rail yards in the False Creek Flats area);
- “Superblocks” in Southeast False Creek that have yet to be broken up by an internal street network and with most of the superblock located outside of the 800-metre radius; and
- Granville Island, which is outside the City’s jurisdiction.

Future changes to the walking network could bring additional areas within an 800-metre walk of the stations. When these changes happen, the Monitoring Committee will agree on whether or not to add or modify blocks to be included in the SPA Geography. If additional blocks are added at some point by the Monitoring Committee, the Annual Report or 5-Year Performance Report that followed that change would also contain updated data for the previous Annual or (if applicable) 5-Year Performance Report, based on the revised SPA Geography. This would allow for comparable monitoring over time.



Figure 2: Broadway Subway SPA Geography

Data Collection and Analysis

The City of Vancouver, TransLink and Metro Vancouver provide the data for annual monitoring and reporting. A full list of the data sources can be found in Appendix A. This report provides year over year comparisons for those performance measures indicators that pull from annually updated data, as defined in the Performance Measures Framework (p. 15), with the exception of the transit data which was not available at the customized SPA geography level due to ongoing impacts from the December 2020 cyberattack on TransLink, which

impacted TransLink's access to key data sources and processing resources. As discussed with the SPA Working Group, the 2020 transit data could be made available in the future upon request to any of the SPA partner agencies interested. It is worth noting that the data would be limited to an 8-week period in the fall of 2020 (consistent with the 2020 Transit Service Performance Review approach), and due to COVID-related ridership impacts, the data will indicate ridership which is an exception from expected longer term trends.

Performance Measures 1 & 2: Population & Employment

There are four indicators monitored under the population and employment categories:

- Number of people;
- Number of jobs;
- Jobs by industry; and
- Job space approved.

The number of people, number of jobs and jobs by industry were included in last year's Annual Report and remain unchanged, as they were derived from the most recent (2016) Census for which data is available. Through the Broadway Plan process, the City commits to preparing population and employment forecasts for set years³ which will be added to SPA monitoring once available.

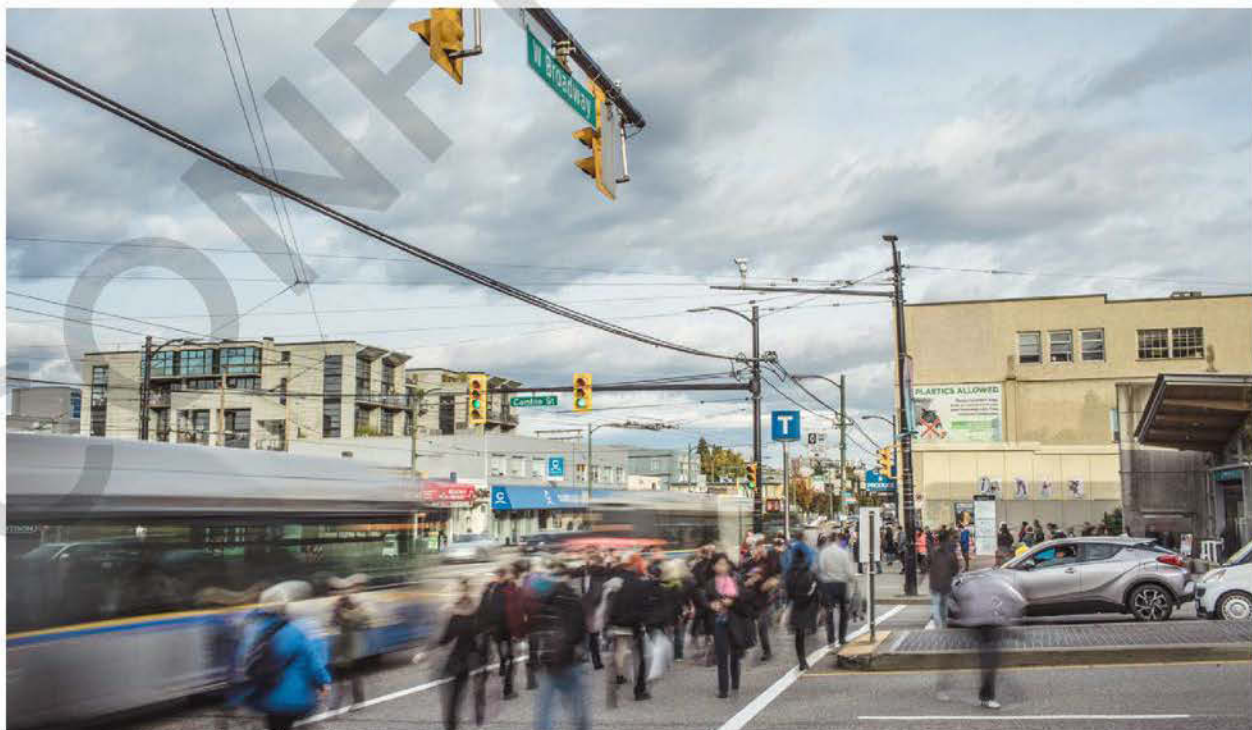


Figure 3 illustrates the year-over-year change (2019-2020) in the amount of job space approved⁴, by station area. Station areas are defined as an approximate 800-metre walk, using existing walking networks, from the various Broadway Subway stations.

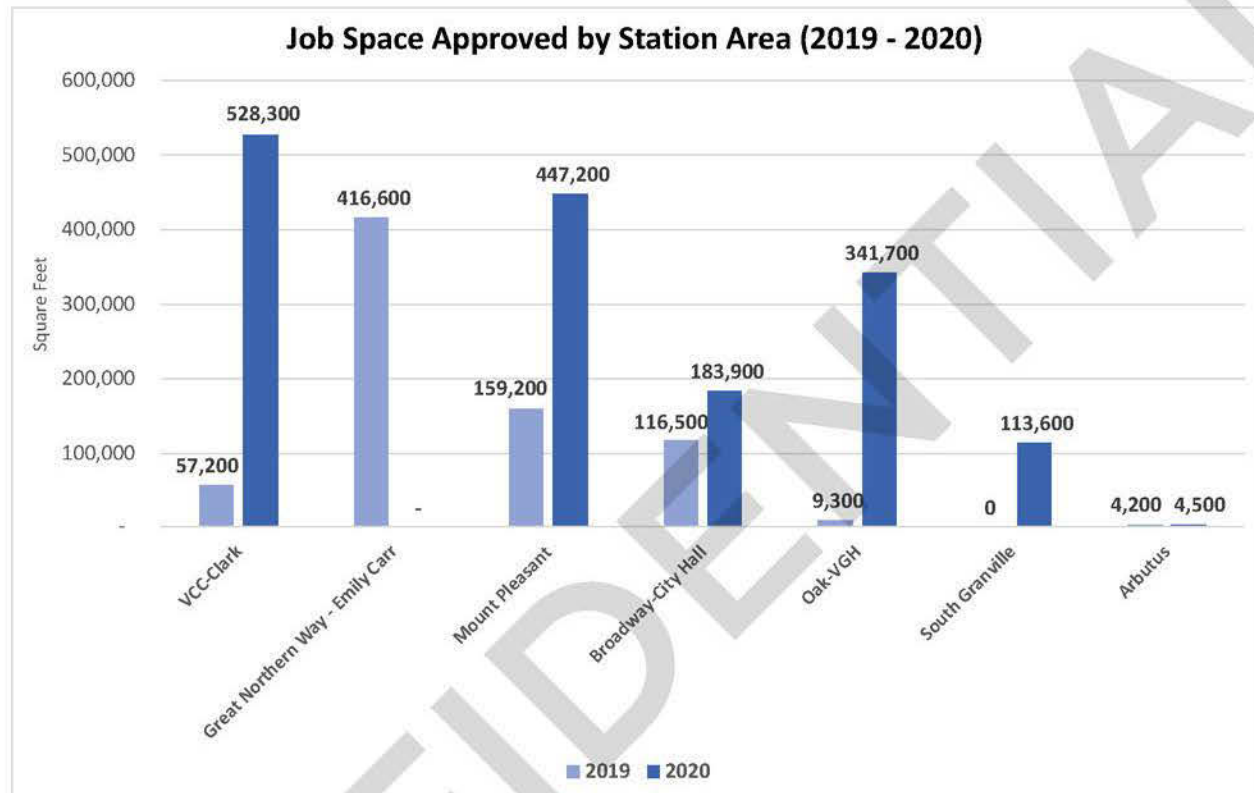


Figure 3: Job Space Approved by Station Area (2019-2020)

Over 1.6 million square feet of job space was approved in 2020 in the SPA Geography, compared to 763,000 in 2019.⁵ This represents an approximate 110% increase in the amount of job space approved. This creation of increased employment space not only supports economic

growth and vitality in this regionally significant corridor but will also support the focus of employment growth along this frequent transit corridor.

⁴ For projects enabled under a rezoning process 'approved' refers to when the project is approved at public hearing, and for projects enabled under a development permit process 'approved' refers to when the project has been issued a development permit.

⁵ Values for this station area are proportionally lower, so bars do not show up on graph



Photo courtesy of the City of Vancouver

Performance Measure 3: Housing Supply

Key housing related objectives of the SPA include both residential densities appropriate for SkyTrain as well as housing affordability, recognizing that reductions to a household's transportation costs lower that household's overall housing and transportation cost burden.⁶ Matching affordable housing supply with demand, particularly in transit-oriented locations such as the Broadway corridor, is an important component of the transit and affordable housing connection.

The housing supply category consists of six indicators that include both affordable and ownership tenures (see Appendix B for definitions of the various housing types):

- Purpose-built market rental units approved;
- Social and supportive housing units approved;
- Condo units approved;

- Laneway housing units approved;
- Coach house units approved; and
- Townhouse units approved.

To help clarify the understanding of 'affordable' housing for SPA reporting, the following section speaks to the connection between affordability and income level.

New Affordable Housing Units by Household Incomes Served

Housing affordability is a relative measure of a household's ability to pay for housing – it relates the price or cost of housing to household income. Housing is considered to be affordable when it comprises 30% or less of a household's total income before taxes. Households paying over 30% of their total income on housing costs are

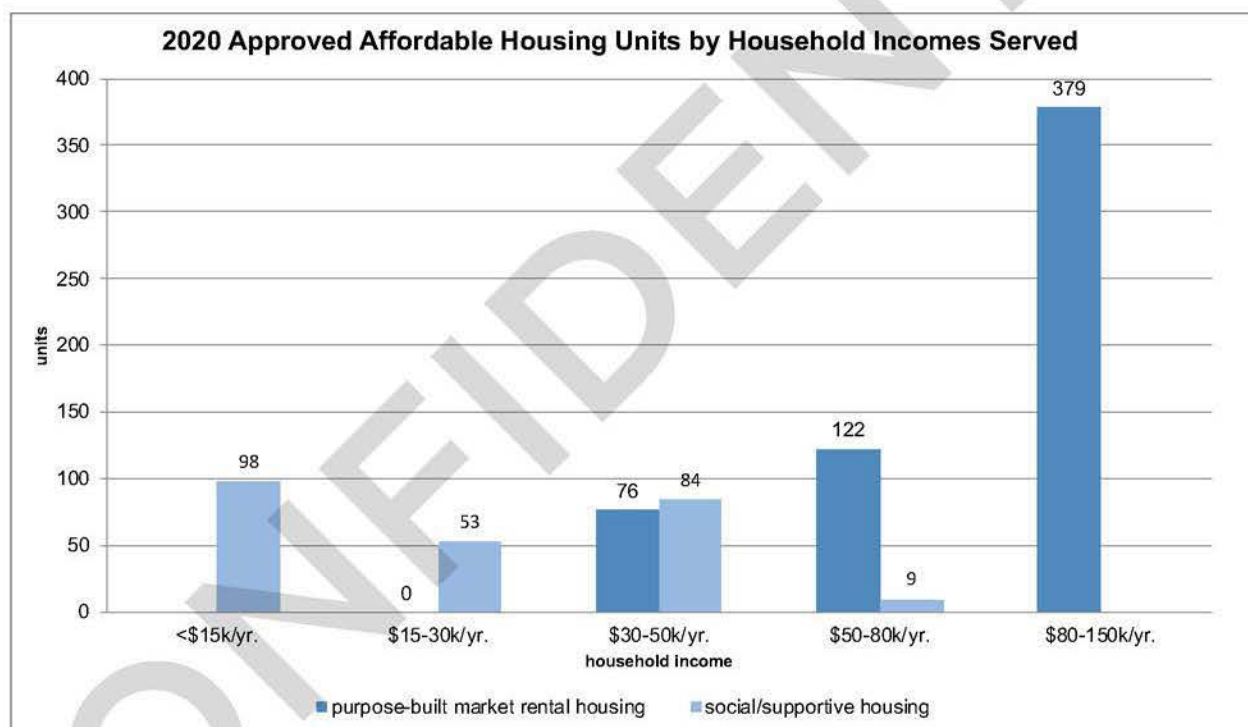
⁶ Metro Vancouver. (2015). The Metro Vancouver Housing and Transportation Cost Burden Study: A New Way of Looking at Affordability

considered to be ‘housing cost burdened.’

This is particularly relevant for low and moderate income households whose household expenses take a higher overall share of their monthly budgets, whereas higher-income households may be able to absorb higher housing costs. It is also worth noting the importance of the full affordability picture (i.e. the transportation and housing cost-burden). Proximity to frequent transportation alternatives lowers a household’s overall transportation–housing cost burden. Further, Phase 1 of Metro Vancouver’s Transit–Oriented Affordable Housing Study found that renter households, particularly

those with lower incomes, are more likely to use transit. Matching affordable housing supply with demand, particularly in transit-oriented locations such as the Broadway corridor, is an important component of the transit and affordable housing connection.

The following chart shows net new purpose-built market rental and social/supportive housing units by incomes served – how many units are affordable to a particular household income where that household pays no more than 30% of total income on rent.



The majority of new purpose-build market rental housing approved in 2020 were affordable to households earning over \$80k per year. The majority of new social/supportive housing approvals were affordable to households earning less than \$15k per year and between \$30k and \$50k per year.

As part of the Broadway Plan process, the City will outline affordable housing targets by location, housing type, target income and tenure.

These targets will be added to SPA monitoring. Consideration of policy direction for family-sized housing units will also be a part of the Broadway Planning process.

The following table (Table 3) provides data on the housing approvals in the Broadway Subway SPA Geography for both 2019 and 2020. Note that following approval, projects may take a number of years to construct before units are ready for occupancy.

Housing Type	Existing 2018		Approvals 2019		Approvals 2020		Total	
	# buildings	# units	# buildings	# units	# buildings	# units	# buildings	# units
<i>Affordable Housing Stock</i>								
Purpose-Built Market Rental Housing	1,486	20,463	3	72	3	577	1,492	21,112
Social/Supportive Housing	113	5,167	1	90	3	244	117	5,501
Total	1,599	25,630	4	162	6	821	1,609	26,613
<i>Other Housing Stock</i>								
Laneway Housing	14	14	2	2	4	4	20	20
Condominiums	2,041	26,616	6	361	3	121	<i>not available due to data collection methods (see notes below)</i>	
Coach Houses			10	10	2	2		
Townhouses			0	0	0	0		
Total	2,055	26,630	18	373	9	127		

Table 3: Housing Approvals in Broadway Subway SPA Geography

Notes:

- 'Existing 2018' refers to existing, approved and under construction buildings/units as of December 31, 2018. 'Approvals 2019/2020' refers to new buildings/units approved for the period January 1 to December 31 for the respective year. For projects which require a rezoning 'approved' refers to when the project is approved at public hearing, and for projects which do not require a rezoning and are enabled under existing zoning 'approved' refers to when the project has been issued a development permit.
- Data is drawn from City of Vancouver permit systems and Provincial BC Assessment data. Due to discrepancies between the Provincial historic data collection of strata ownership units and municipal tracking systems, 'Existing 2018' baseline building and unit numbers for strata ownership units are estimates and not able to be further broken down by housing type (e.g. townhouse). This is why for annual reporting, new approved condominium units, coach houses and townhouses are reported, but the baseline housing stock numbers are combined for all of those housing types.
- Condominium and townhouse approval numbers are gross rather than net unit counts due to data gaps in municipal tracking systems; purpose-built market rental housing, social/supportive housing, coach houses and laneway housing are net unit counts. Approvals numbers for condominiums, coach houses and townhouses cannot be added to 'Existing 2018' baseline numbers as this would not be an accurate total as the gross approval numbers do not account for units lost through redevelopment.
- For the purposes of the SPA reporting, affordable housing is considered to include purpose-built market rental as well as social and supportive housing units, recognizing that affordability is a relative measure of the price or cost of housing relative to household income. The social/supportive housing category includes co-operative housing units.

The City approved 948 housing units in the Broadway SPA Geography in 2020, nearly doubling the 2019 approval numbers. 87% of these approvals were purpose-built rental or social/supportive housing enabled under the Broadway Plan Interim Rezoning Policy⁷ in response to

ongoing housing affordability challenges being experienced by Vancouverites (see Figure 4). This is a significant increase from 2019, in which 30% of housing approvals were purpose-built rental or social/supportive housing.

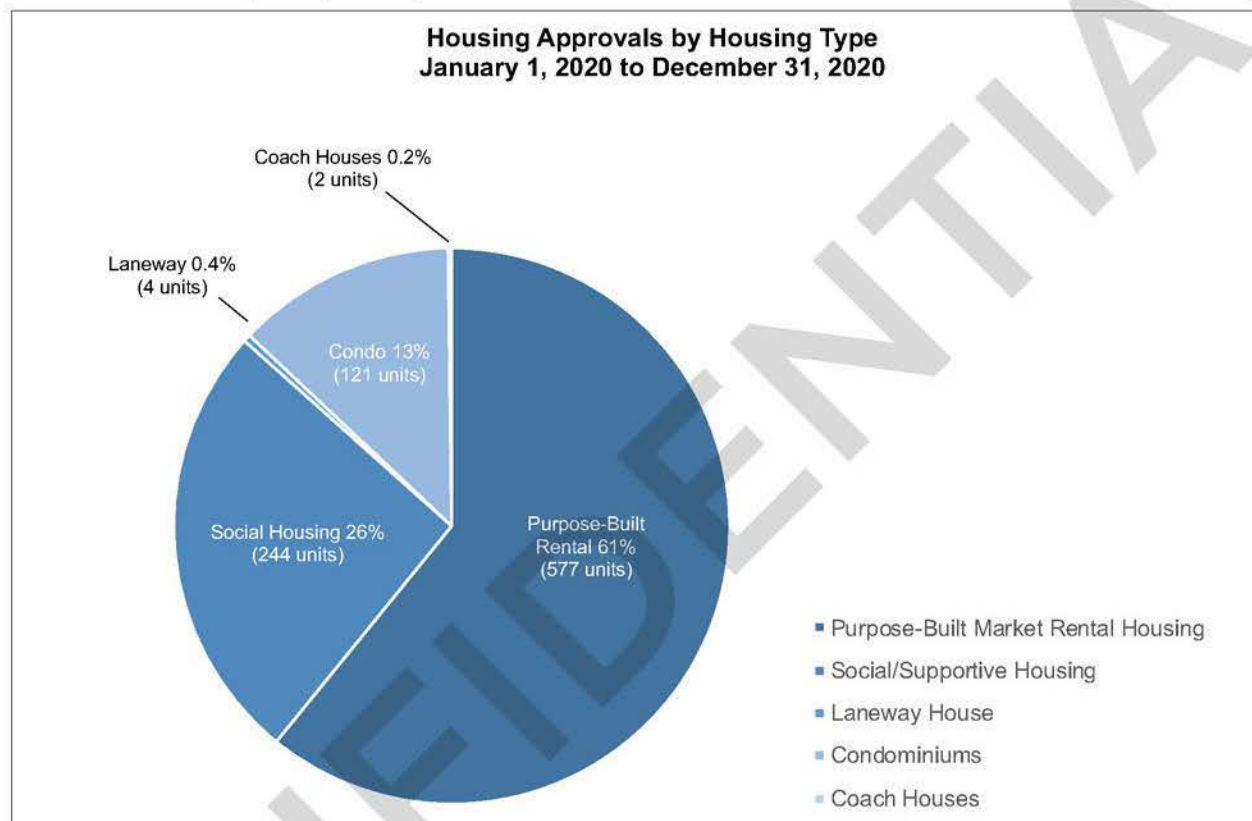


Figure 4: Housing Approvals by Housing Type (January 2020 – December 2020)

The 244 social and supportive housing units approved in the SPA Geography include 98 deeply affordable units for people experiencing homelessness, enabled through a partnership between the City of Vancouver and Government of British Columbia to develop temporary modular housing (TMH) throughout Vancouver. TMH buildings address the immediate and urgent housing needs of people experiencing

homelessness in Vancouver. All homes are self-contained dwellings with a private bathroom and kitchen and are operated by an experienced non-profit housing operator to provide customized resident supports and manage the building 24/7.

The 577 units of purpose-built market rental housing units approved include 120 units designated for low and moderate-income

⁷ The City's established practice is to limit the types of new rezoning applications which will be considered during a significant planning process so as to not pre-empt or divert the planning program. This practice continues for the Broadway Planning process. In recognition of ongoing housing affordability challenges that are creating significant hardship, in particular for people experiencing homelessness and low-income individuals and families, an interim rezoning policy was established. The policy outlines the circumstances under which new rezonings will be considered during the planning process. This includes projects involving 100% social/supportive housing and 100% below-market rental housing.

households earning incomes between \$30-\$80k per year. These units were enabled through the City's Moderate Income Rental Housing Pilot Program (97 units) and the Below-Market Rental Housing Policy for Rezoning (23 units). Data provided earlier in this section provides additional information on the SPA Geography's 2020 net new affordable housing (social and supportive and purpose-built market rental) by household income served.

Performance Measure 4: Sustainable Transportation

Sustainable transportation for the purposes of SPA monitoring includes walking, cycling, SkyTrain and bus in the SPA Geography, recognizing that these modes are part of the broader City and regional transportation network.

The Performance Measures Framework includes a total of seven transportation indicators which are updated either on an annual or 5-year basis (p. 15):

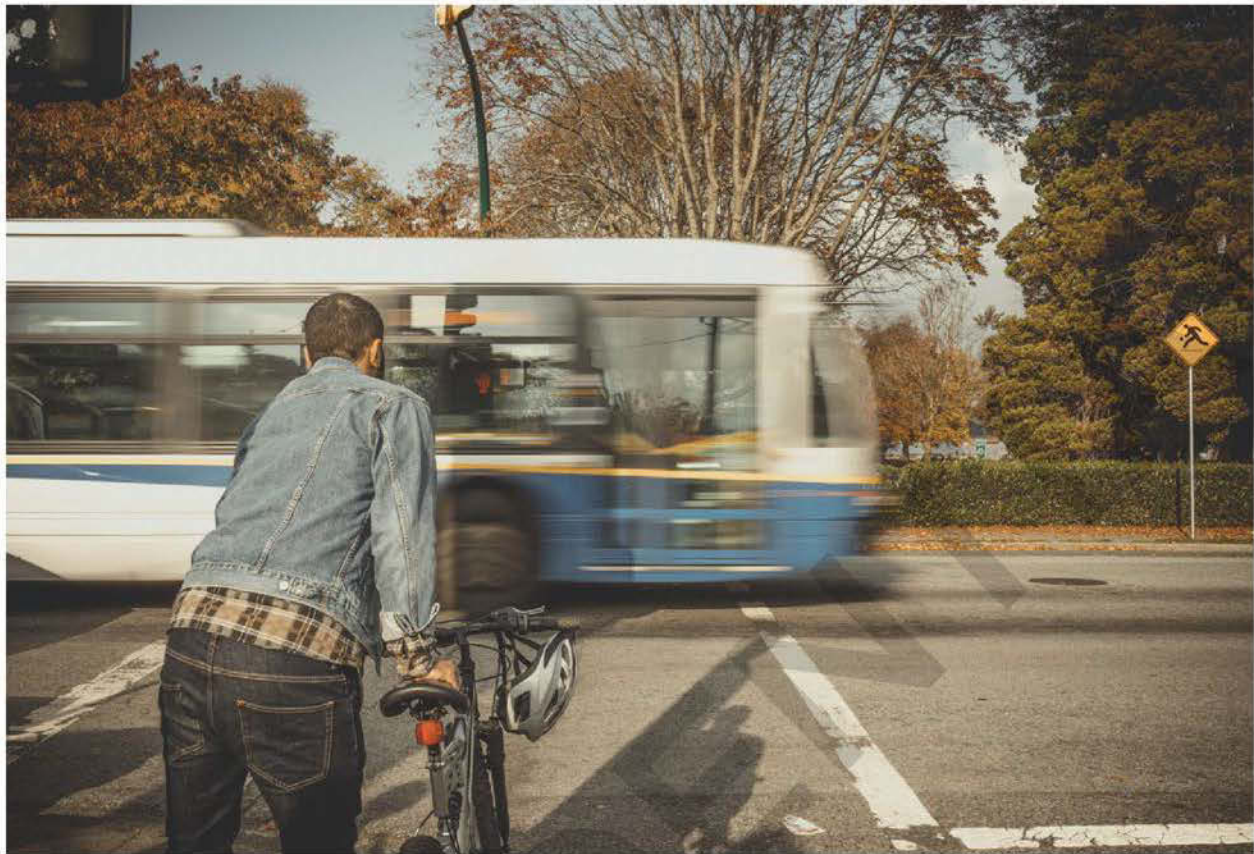
- Average daily boardings and alightings by station
- Average daily bus boardings and alightings
- Peak Load Factors by Mode
- Pedestrian Counts
- Cycling Counts
- Journey to Work Mode Split
- Rates of car ownership
- Total annual ridership for Broadway Subway extension (for future reporting, once in service)⁸

As noted earlier, this report does not include updated transit data for 2020 given ongoing challenges related to the cyberattack TransLink experienced in December 2020, which impacted TransLink's access to key data sources and

Phase 1 of Metro Vancouver's Transit-Oriented Affordable Housing Study found that renter households, particularly those with lower incomes, are more likely to use transit. Access to frequent transit lowers transportation costs and improves access to services and employment. This increase in supply of affordable housing in the Broadway corridor is both supportive of transit ridership objectives and shared transit-oriented affordable housing goals.

processing resources. As discussed with the SPA Working Group, the 2020 transit data could be made available in the future upon request to any of the SPA partner agencies interested. It is also worth mentioning that the data would be limited to an 8-week period in the fall of 2020 (consistent with the 2020 Transit Service Performance Review approach), and due to COVID-related ridership impacts, the data will indicate ridership which is an exception from expected longer term trends. It is also important to note that ridership in 2020 fluctuated greatly in response to rapidly evolving pandemic conditions – after the Provincial state of emergency was declared on March 18, 2020, there was no 'average day' in 2020 from a ridership perspective. As a result, ridership data averaged over 2020 does not offer meaningful insights for future service planning.

⁸ This indicator will be tracked once the Broadway Subway is operational.



Cycling Counts

As with walking, cycling will likewise be an important mode for customers accessing the Broadway Subway, and increased cycling activity over time will be an indication of the SPA Geography's continued evolution as a community designed to support the SkyTrain investment and sustainable transportation generally.

Approximately 3.5 million cycling counts were reported from January 1 through December 31, 2020, which is a 5% increase compared to 2019 cycling counts. Cycling counts are taken from four permanent bike counters (see Appendix C) located at:

- Burrard Street near Cornwall Avenue (closest to future Arbutus Station)
- E 10th Avenue near Clark Drive (closest to VCC–Clark Station)
- Ontario Street near 11th Avenue (closest to Broadway–City Hall Station)
- Seawall at Creekside Community Centre (closest to future Great Northern Way and Mount Pleasant stations)

As was the case in 2019, the highest number of cycling counts were observed at the Burrard and Cornwall location, with the fewest counts observed at the 11th at Ontario location (see Figure 5).

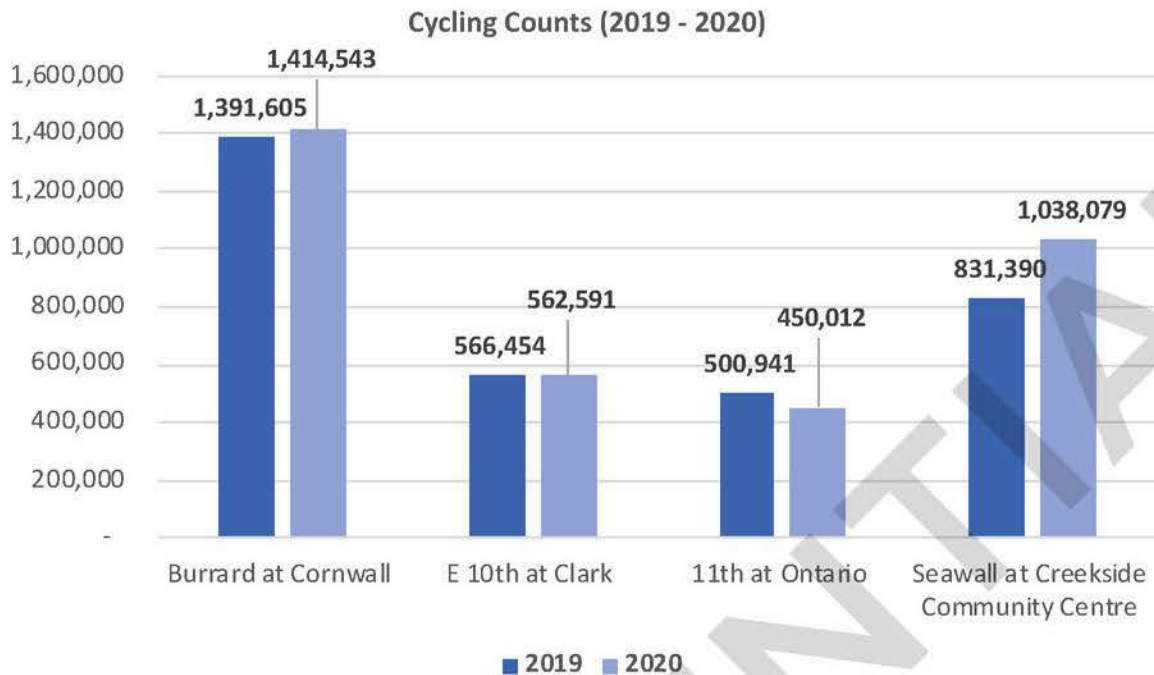


Figure 5: Cycling Counts (2019 – 2020)

Conclusion and Next Steps

2020 was an unprecedented year in many regards, with the COVID-19 pandemic having far-reaching impacts on multiple aspects of our daily lives from our travel patterns to where and how we work. Understandably, work programs, budgets and priorities had to be re-evaluated in the context of a rapidly evolving situation and in light of what will likely be a long road to recovery.

Given the Provincial Health Orders regarding physical distancing and large gatherings, the 2020 public engagement strategy for the Broadway Plan needed to be re-assessed and launched in a COVID-safe manner. This caused delays to the planning process, resulting in the need to adjust the anticipated completion date for the Plan from end of 2021 (as committed to in the SPA) to by the end of 2022. Despite this change in timing, the scope listed in the SPA under the Broadway Plan commitment continues to be advanced, with the SPA partners continuing to collaborate effectively through new ways of working together.

COVID-19 also had a notable impact on transit ridership, with physical distancing measures, public perceptions of risk and the rapid shift to remote work being among the key factors affecting transit use. Although TransLink maintained service at near-normal levels through most of 2020, the pandemic had a significant impact on operations. During this time, TransLink's focus was on keeping customers and employees safe, and providing service where it was needed most. While ridership data average over 2020 does not offer meaningful insights, future reporting will include updated transit data, which will be critical as we track transit ridership recovery.

A key focus for the SPA partners moving forward will be to continue to collaborate on the final planning stages of the Broadway Plan, to work together to advance transportation demand management initiatives in the Broadway Corridor during construction, and to work together to define the scope and launch the Vancouver Area Transport Plan process.

Glossary

10-Year Vision – The 10-Year Vision for Metro Vancouver Transit and Transportation, developed by the Mayors' Council in 2014.

Broadway Subway Project – An approximately 5.7 kilometre extension of the Millennium Line from its current terminus at VCC-Clark Station to a new western terminus at Arbutus Street.

Broadway Subway Supportive Policies Agreement (SPA) – The Supportive Policies Agreement for the Broadway Subway Project, executed by the City of Vancouver and TransLink in June 2018.

Monitoring Committee – A multi-stakeholder committee formed by TransLink and the City in December 2018 to: (i) review the performance of land use and transportation outcomes for the Broadway Subway Corridor and (ii) monitor compliance by each party with the commitments and responsibilities set out in the Broadway Subway SPA.

Working Group – A multi-stakeholder staff working group from the agencies represented on the Monitoring Committee that reports to the Monitoring Committee and supports its duties and responsibilities.

Broadway Subway SPA Implementation &

Monitoring Timeline – A timeline developed to track the progress of key SPA commitments and delineate when and how SPA reporting will occur.

Annual Report – One of the two primary SPA reporting deliverables; published on an annual basis to provide a high-level snapshot of progress on SPA commitments and outcomes.

5-Year Performance Report – One of the two primary SPA reporting deliverables; published on a 5-Year basis to provide a comprehensive analysis of progress on SPA commitments and outcomes, and may recommend actions if outcomes not tracking as expected.

Performance Measures Framework – A framework developed by partner staff to track the performance of land use and transportation outcomes associated with the four key areas of SPA monitoring interest (population, employment, housing supply and sustainable transportation).

Broadway Subway SPA Geography – A defined geography that will be used for data collection and outcomes monitoring; delineated by city blocks and constitutes an approximate 800 metre walk, using existing walking networks, from the Broadway Subway Project stations.

APPENDICES

APPENDIX A DATA SUMMARY TABLE

Indicator	Data Source	Data Year for this Report	Next Update of Data ¹	Partner Agency Obtaining Data
Number of People	Statistics Canada	2016	2021	Metro Vancouver
Number of Jobs	Statistics Canada	2016	2021	Metro Vancouver
Jobs by Industry	Statistics Canada	2016	2021	Metro Vancouver
Job Space	City of Vancouver	2020	2021	City of Vancouver
Number of purpose-built market rental units approved	City of Vancouver	2020	2021	City of Vancouver
Number of social and supportive housing units approved	City of Vancouver	2020	2021	City of Vancouver
Number of condo units approved	City of Vancouver	2020	2021	City of Vancouver
Number of laneway housing units approved	City of Vancouver	2020	2021	City of Vancouver
Number of coach house units approved	City of Vancouver	2020	2021	City of Vancouver
Number of townhouse units approved	City of Vancouver	2020	2021	City of Vancouver
Rates of car ownership	ICBC	2019	2024	City of Vancouver
Total annual ridership for Broadway Subway extension	TransLink	-	2025	TransLink
Average daily boardings and alightings by station ²	TransLink	2019	2021	TransLink
Average daily bus boardings and alightings ³	TransLink	2019	2021	TransLink
Peak Load Factors by Mode	TransLink	2019	2021	TransLink
Cycling Counts	City of Vancouver	2020	2021	City of Vancouver
Pedestrian Counts	City of Vancouver	2018	2023	City of Vancouver
Journey to Work Mode Split	Statistics Canada	2016	2021	Metro Vancouver

Notes:

1. Data collected through the Census is generally released one year following the collection year, with additional time needed for the custom Census data order required for SPA reporting.
2. For stations connected by the Broadway Subway Project.
3. For all routes operating in Broadway Subway SPA Geography.

APPENDIX B DEFINITIONS OF HOUSING TYPES FOR BROADWAY SUBWAY SPA MONITORING

Source: City of Vancouver Housing Vancouver Strategy & supporting documents

Purpose-Built Market Rental: Multi-family housing built with the intent to be rented in the private market. Includes rental housing secured by legal agreement (i.e. Secured market rental housing guaranteed through a legally binding covenant or housing agreement registered on title).

Social Housing: From City of Vancouver Zoning & Development By-Law which defines as rental housing:

- In which at least 30 per cent of the dwelling units are occupied by households with incomes below housing income limits, as set out in the current “Housing Income Limits” table published by BC Housing
- Which is owned by a non-profit corporation, by a non-profit co-operative association, or by or on behalf of the city, the Province of British Columbia, or Canada
- Is secured by a housing agreement or other legal commitment

Supportive Housing: Subsidized housing with supports that help individuals to maintain housing stability. Supports help tenants stabilized their lives, enhance their independent living skills, and reconnect with their communities. The services provided to tenants are flexible and vary from building to building. Some services are provided by on-site staff, and some services are delivered through outreach programs. There are several forms of supportive housing available:

Buildings where all of the units are supportive (dedicated)

Social housing buildings where some of the units are supportive (mixed)

In scattered market apartments with rent supplements

Condominium Apartment (“condo”): Units within apartment buildings that are separately strata-titled and can be owned and sold independently or may be rented to a non-owner household. Condominium buildings generally include common amenity areas which are jointly owned and maintained by the strata corporation.

Laneway House: A small, detached home built on a low-density lot at the lane. Laneway homes are permitted in addition to a secondary suite in the main house, and like secondary suites, are for rental or family occupancy only and cannot be strata titled.

Coach House: A small, detached home typically built at the rear of the site adjacent to the lane. The coach house may be strata-titled (sold separately from the main house) unlike laneway homes which are always rental.

Townhouse: Ground-oriented, multi-family homes which can be a combination of side-by-side and top-and-bottom (“stacked”) units or a single or double row of attached units with individual entrances from the street or courtyard. Private outdoor space is provided at the ground level and on roof decks.

APPENDIX C BIKE COUNTER LOCATIONS



MEMORANDUM

November 25, 2021

TO: Mayor and Council

CC: Paul Mochrie, City Manager
Karen Levitt, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Maria Pontikis, Civic Engagement and Communications Director
Katrina Leckovic, City Clerk
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Susan Haid, Deputy Director, Long Range & Strategic Planning
Chris Robertson, Assistant Director, City-Wide and Regional Planning
Matt Shillito, Acting Project Director, Special Projects
Dan Garrison, Assistant Director, Housing Policy
Paul Storer, Director Transportation
Steve Brown, Manager, Rapid Transit Office
Dale Bracewell, Manager, Transportation Planning
David Li, Lawyer, Legal Services

FROM: Theresa O'Donnell, General Manager, Planning, Urban Design & Sustainability
Lon LaClaire, General Manager, Engineering Services

SUBJECT: Broadway Subway Project Supportive Policies Agreement 2020 Annual Report

RTS #: N/A

In 2014, TransLink's Mayors' Council approved the 10-Year Vision for Metro Vancouver Transit and Transportation which, along with important transportation investments, called for major projects to have a Partnership Agreement between TransLink and the project's host municipality. One key component of this agreement is the Supportive Policies Agreement (SPA) aimed at actions by the municipality and TransLink beyond the direct scope of a project that will contribute towards its success.

In 2018, the City of Vancouver and TransLink entered into the Broadway Subway SPA, which identifies a range of initiatives by the City and TransLink related to land use, housing, transit, transportation demand management, cycling and walking. The SPA can be found [here](#). Currently there are two types of SPA reports:

- Annual Reports – provide updates on the progress and status of each SPA commitment including collaboration between SPA partners and indicators for data that

are collected annually.

- 5-Year Performance Reports - provide updates on the progress and status of each SPA commitment including collaboration between SPA partners and indicators for all data collected annually as well as on five year terms (e.g. census data). This report also provides recommendations for actions to be taken by SPA partners if indicators are not trending in the desired direction (anticipated in 2024).

The 2019 Annual Report on the SPA initiatives and outcomes was the first annual report provided to Vancouver City Council, the Mayors' Council and TransLink Board in fall 2020. Attached to this memo is the 2020 Annual Report prepared by TransLink and the City with feedback from partner agencies.

Overall, the data presented in the 2020 Annual Report illustrates a positive trend in the Broadway Subway area in terms of approved employment space and housing supply (including a significant shift towards more affordable housing types) as well as an increased number of cycling counts. This is in advance of Broadway Plan approval and implementation. The transit indicators were omitted from this year's report given that the cyberattack experienced by TransLink in December 2020 resulted in the inability to access transit data needed for the SPA transit indicators.

The TransLink memo accompanying the 2020 Annual Report also indicates a change to the Annual Reports. This is due to the multiple years of data collection required to observe a trend and changes to the Annual Reports being proposed. Beginning next year, the content of the existing Annual Reports will be divided into two separate reports:

- SPA Commitment Reports - provide annual updates on the progress and status of each SPA commitment including collaboration between SPA partners.
- Indicator Reports – provide updates for indicators every three years. This reporting frequency could be extended up to five years to coincide with census data.

TransLink will be presenting the 2020 Annual Report and an accompanying memo to the TransLink Board at their December 2 meeting and the Mayors' Council on December 3. The 2020 Annual Report and memo will be posted on TransLink's website in advance of one of these meetings (TransLink Board agenda packages can be found [here](#) while the Mayors' Council agenda packages can be found [here](#)). Until such time as TransLink posts the 2021 Annual Report to its website, it is considered confidential and should not be distributed. If you have any questions or concerns, please contact either one of us.



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