

**METRO VANCOUVER REGIONAL DISTRICT (MVRD)
BOARD OF DIRECTORS**

BOARD MEETING

Friday, June 28, 2024

9:00 am

28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia

Webstream available at <https://metrovancouver.org>

[Membership and Votes](#)

A G E N D A¹

A. ADOPTION OF THE AGENDA

1. June 28, 2024 Meeting Agenda

That the MVRD Board adopt the agenda for its meeting scheduled for June 28, 2024 as circulated.

B. ADOPTION OF THE MINUTES

1. May 31, 2024 Meeting Minutes

That the MVRD Board adopt the minutes for its special joint meeting held May 31, 2024 as circulated.

pg. 5

2. May 31, 2024 Meeting Minutes

That the MVRD Board adopt the minutes for its meeting held May 31, 2024 as circulated.

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C. DELEGATIONS

D. INVITED PRESENTATIONS

E. CONSENT AGENDA

Note: Directors may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

¹ Note: Recommendation is shown under each item, where applicable. All Directors vote unless otherwise noted.

1. CLIMATE ACTION COMMITTEE REPORTS

- 1.1 Air Quality Advisory Program and Preparedness for 2024** *pg. 32*
That the MVRD Board receive for information the report dated June 4, 2024, titled “Air Quality Advisory Program and Preparedness for 2024”.
- 1.2 Research Trial of Ocean Alkalinity Enhancement** *pg. 43*
That the MVRD Board receive for information the report dated May 14, 2024, titled “Research Trial of Ocean Alkalinity Enhancement”.

2. REGIONAL PLANNING COMMITTEE REPORTS

- 2.1 Metro 2050 Regional Context Statement – City of Delta** *pg. 46*
That MVRD Board accept the City of Delta Regional Context Statement as submitted to Metro Vancouver on April 24, 2024.

3. FINANCE COMMITTEE REPORTS

- 3.1 Greater Vancouver Regional Fund – 2023 Annual Report** *pg. 887*
That the MVRD Board receive for information the report dated May 31, 2024, titled “Greater Vancouver Regional Fund – 2023 Annual Report.”
- 3.2 2023 Statement of Financial Information** *pg. 900*
That the MVRD Board approve the Statement of Financial Information for the year ended December 31, 2023.
- 3.3 Metro Vancouver’s 2024 Financial Performance Report No. 1** *pg. 979*
That the MVRD Board receive for information the report dated June 12, 2024 titled “Metro Vancouver's 2024 Financial Performance Report No. 1”.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. CHIEF ADMINISTRATIVE OFFICER REPORTS

- 1.1 Regional Growth Strategy Amendment Bylaw No. 1380, 2024 – Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Error** *pg. 1018*
That the MVRD Board:
- a) receive for information the comments from the affected local governments and agencies as presented in the report dated June 3, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1380, 2024 - Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Error”; and
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.

1.2 Regional Growth Strategy Amendment Bylaw No. 1378, 2024 – Metro 2050 Type 3 *pg. 1058*
Proposed Amendment to Reflect the Electoral Area A Official Community Plan

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated June 15, 2024, titled “Regional Growth Strategy Amendment Bylaws No. 1378, 2024 and 1379, 2024 – Metro 2050 Proposed Amendment to Reflect the Electoral Area A Official Community Plan”;
- b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024*; and
- c) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024*.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. Metro Vancouver Board and Committee Member Travel Expenses – Written Report *pg. 1092*

Director Leonard and Director Johnstone provided the following Notice of Motion on May 31, 2024 for consideration at the June 28, 2024 MVRD Board Meeting:

Whereas Metro Vancouver Board and Committee member travel expenses have increased significantly this term and policy improvements can address issues of allocation, oversight, and reporting of such travel;

Whereas all Metro Vancouver Board and Committee members have an interest in the information and outcomes of member-attended conferences, events, study tours, and meetings;

Whereas transparent and equitable policies should be created for use of all Metro Vancouver resources applied to Metro Vancouver Board member representation at such functions;

Whereas the above is in service of good governance, transparency, and strong relationships between the Board, the member communities, and the public they serve in the disposition of limited resources;

BE IT RESOLVED: That international travel to attend conferences, events, study tours, and meetings on behalf of Metro Vancouver by Board or Committee members be subject to Board approval which includes a summary of the request to the Board in an open meeting including:

- name of the attendee(s) and relevant Board or Committee role(s);
- a statement of expected value to be derived because of attending the function from the attendee and staff;
- projected travel expenses;
- projected remuneration expenses; and,
- projected amount of other expenses expected to be incurred.

BE IT FURTHER RESOLVED: That any participation by Metro Vancouver Board or Committee representatives at conferences, events, study tours and meetings that would incur overnight accommodation outside of British Columbia shall require a written report of the function by the attendee(s) in May or October in each year. This report shall be provided at an open meeting of the Board, and include:

- a summary of the event and key activities;
- the value to Metro Vancouver derived because of the attendee's participation in the event; and,
- a summary of actual expenses incurred.

BE IT FURTHER RESOLVED: That staff be directed to bring back to the Board for consideration revised travel policies for Board and Committee members that are consistent with the above resolutions, set annual travel expense limits, and recognize the benefit of Board participation in exchange and learning while demonstrating fiscal responsibility that builds public trust; by the November 2024 regular meeting of the Board.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

pg. 1093

J. RESOLUTION TO CLOSE MEETING

Note: The Board must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

That the MVRD Board close its meeting scheduled for June 28, 2024 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

- 90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (c) labour relations or other employee relations.

K. ADJOURNMENT

That the MVRD Board adjourn its meeting of June 28, 2024.

**SPECIAL JOINT MEETING
MVRD, MVHC, GVWD, and GVS&DD BOARDS**

Minutes of the Special Joint Meeting of the Metro Vancouver Regional District (MVRD), Metro Vancouver Housing Corporation (MVHC), the Greater Vancouver Water District (GVWD), and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Boards of Directors held at 9:09 am on Friday, May 31, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Delta, Chair, Director George V. Harvie	Richmond, Director Chak Au
Anmore, Vice Chair, Director John McEwen	Richmond, Director Malcolm Brodie
Belcarra, Director Jamie Ross	Richmond, Director Bill McNulty
Bowen Island, Director Andrew Leonard	Surrey, Director Harry Bains*
Burnaby, Director Pietro Calendino	Surrey, Director Mike Bose
Burnaby, Director Sav Dhaliwal	Surrey, Director Gordon Hepner
Burnaby, Alternate Director Joe Keithley for Director Mike Hurley	Surrey, Director Pardeep Kooner
Coquitlam, Director Craig Hodge	Surrey, Director Brenda Locke
Coquitlam, Director Teri Towner	Surrey, Director Rob Stutt
Delta, Alternate Director Daniel Boisvert for Director Dylan Kruger	scəwáθən məsteyəx ^w (Tsawwassen First Nation), Alternate Director Bryce Williams for Director Laura Cassidy
Electoral Area A, Director Jen McCutcheon	Vancouver, Director Rebecca Bligh (arrived at 9:14 am)
Langley City, Director Paul Albrecht	Vancouver, Director Adriane Carr
Langley Township, Director Steve Ferguson	Vancouver, Director Lisa Dominato
Langley Township, Director Eric Woodward	Vancouver, Director Sarah Kirby-Yung (arrived at 9:21 am)
Lions Bay, Director Ken Berry	Vancouver, Director Mike Klassen
Maple Ridge, Director Dan Ruimy	Vancouver, Alternate Director Meiszner for Director Ken Sim
New Westminster, Director Patrick Johnstone	Vancouver, Director Lenny Zhou
North Vancouver City, Director Linda Buchanan	West Vancouver, Director Mark Sager
North Vancouver District, Director Lisa Muri	White Rock, Director Megan Knight
Pitt Meadows, Director Nicole MacDonald	
Port Coquitlam, Director Brad West (arrived at 9:15 am)	
Port Moody, Director Meghan Lahti*	

* denotes electronic meeting participation as authorized by the *Procedure Bylaw*

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Rapinder Khaira, Legislative Services Coordinator, Board and Information Services

A. ADOPTION OF THE AGENDA

1. May 31, 2024 Special Meeting Agenda

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adopt the agenda for their special meeting scheduled for May 31, 2024 as circulated.

CARRIED

B. REPORTS FROM COMMITTEE OR COMMISSIONER/CHIEF ADMINISTRATIVE OFFICER

1. May 31, 2024 Board Budget Workshop: 2025 Budget and 5-Year Financial Plan Scenarios for Consideration

Report dated May 23, 2024, from Jerry W. Dobrovolny, Chief Administrative Officer/Commissioner, presenting the MVRD/MVHC/GVS&DD/GVWD Boards further information for the consideration of the allocation and phasing options for the \$2.8B required to complete the North Shore Wastewater Treatment Plant Program for the 2025 budget and 2025 – 2029 Financial Plan.

The following was moved and seconded at the Special Joint Board meeting of the MVRD, MVHC, GVWD, and GVS&DD Boards held on May 17, 2024:

It was MOVED and SECONDED

That the MVRD/MVHC/GVS&DD/GVWD Boards direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program according to Option 6 from Table 6 and phasing the levy in according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

The motion was separated into distinct propositions.

It was MOVED and SECONDED

That the MVRD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan.

CARRIED

It was MOVED and SECONDED

That the MVHC Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan.

CARRIED

It was MOVED and SECONDED

That the GVWD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan.

CARRIED

Directors Buchanan, Muri, and Sager distributed a letter regarding the Special Joint Board Meeting of Friday May 31, 2024.

- 9:14 am Director Bligh arrived at the meeting.
- 9:15 am Director West arrived at the meeting.
- 9:21 am Director Kirby-Yung arrived at the meeting.

Directors considered regional cost sharing options for the North Shore Wastewater Treatment Plant (NSWWTP), noting the desire to work together as one regional body and to attain an equitable cost sharing allocation across the region.

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program according to Option 6 from Table 6 and phasing the levy in according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C		3
Bains. H		5
Bligh. R	5	
Boisvert. D		3
Bose. M		4
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Carr. A	4	
Dhaliwal. S		4
Dominato. L	5	
Ferguson. S		3
Harvie. G		3
Hepner. G		5
Hodge. C		4
Johnstone. P	4	
Keithley. J		5
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M		2
Kooner. P		5
Lahti. M	2	
Locke. B		5

MacDonald. N		1
McCutcheon. J	1	
McEwen. J		1
McNulty. W		4
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	59	82

DEFEATED

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program according to Option 5 from Table 6 and phasing the levy in according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C		3
Bains. H		5
Bligh. R	5	
Boisvert. D		3
Bose. M		4
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Carr. A	4	
Dhaliwal. S		4
Dominato. L	5	
Ferguson. S		3
Harvie. G		3
Hepner. G		5
Hodge. C		4

Johnstone. P	4	
Keithley. J		5
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M		2
Kooner. P		5
Lahti. M		2
Locke. B		5
MacDonald. N		1
McCutcheon. J	1	
McEwen. J		1
McNulty. W		4
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	57	84

DEFEATED

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program according to Option 3 from Table 6 and phasing the levy in according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

Recorded Vote

Name	For	Against
Albrecht. P		2
Au. C	3	
Bains. H		5
Bligh. R		5
Boisvert. D		3
Bose. M		4
Brodie. M	4	
Buchanan. L		3

Calendino. P	4	
Carr. A		4
Dhaliwal. S	4	
Dominato. L		5
Ferguson. S	3	
Harvie. G		3
Hepner. G		5
Hodge. C	4	
Johnstone. P		4
Keithley. J	5	
Kirby-Yung. S		5
Klassen. M		5
Knight. M	2	
Kooner. P		5
Lahti. M		2
Locke. B		5
MacDonald. N	1	
McCutcheon. J		1
McEwen. J		1
McNulty. W	4	
Meiszner. P		5
Muri. L		5
Ruimy. D		5
Sager. M		3
Stutt. R		5
Towner. T	4	
West. B	4	
Woodward. E	4	
Zhou. L		5
Total Votes	46	95

DEFEATED

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program according to Option 4 from Table 6 and phasing the levy in according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C		3
Bains. H		5
Bligh. R	5	
Boisvert. D	3	
Bose. M		4
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Carr. A	4	
Dhaliwal. S		4
Dominato. L	5	
Ferguson. S		3
Harvie. G	3	
Hepner. G		5
Hodge. C		4
Johnstone. P	4	
Keithley. J		5
Kirby-Yung. S		5
Klassen. M	5	
Knight. M		2
Kooner. P		5
Lahti. M	2	
Locke. B		5
MacDonald. N		1
McCutcheon. J	1	
McEwen. J	1	
McNulty. W		4
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	61	80

DEFEATED

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTTP Program according to Option 4 from Table 7 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C	3	
Bains. H	5	
Bligh. R	5	
Boisvert. D	3	
Bose. M	4	
Brodie. M	4	
Buchanan. L	3	
Calendino. P	4	
Carr. A	4	
Dhaliwal. S	4	
Dominato. L	5	
Ferguson. S	3	
Harvie. G	3	
Hepner. G	5	
Hodge. C	4	
Johnstone. P	4	
Keithley. J	5	
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P	5	
Lahti. M	2	
Locke. B	5	
MacDonald. N	1	
McCutcheon. J	1	
McEwen. J	1	
McNulty. W	4	
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R	5	
Towner. T	4	
West. B	4	

Woodward. E	4	
Zhou. L	5	
Total Votes	141	0

CARRIED

Directors explored alternative cost allocation options not outlined in Table 6.

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program with a \$25 additional Household Impact to the Vancouver Sewerage Area, Lulu Island Sewerage Area, and Fraser Sewerage Area.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C		3
Bains. H		5
Bligh. R	5	
Boisvert. D		3
Bose. M		4
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Carr. A	4	
Dhaliwal. S		4
Dominato. L	5	
Ferguson. S		3
Harvie. G	3	
Hepner. G		5
Hodge. C		4
Johnstone. P	4	
Keithley. J		5
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M		2
Kooner. P		5
Lahti. M	2	
Locke. B		5
MacDonald. N		1
McCutcheon. J	1	

McEwen. J	1	
McNulty. W		4
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	63	78

DEFEATED

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program with a \$15 additional Household Impact to the Vancouver Sewerage Area, Lulu Island Sewerage Area, and Fraser Sewerage Area.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C		3
Bains. H		5
Bligh. R	5	
Boisvert. D	3	
Bose. M		4
Brodie. M		4
Buchanan. L	3	
Calendino. P		4
Carr. A	4	
Dhaliwal. S		4
Dominato. L	5	
Ferguson. S		3
Harvie. G	3	
Hepner. G		5
Hodge. C		4
Johnstone. P	4	
Keithley. J		5
Kirby-Yung. S	5	

Klassen. M	5	
Knight. M		2
Kooner. P		5
Lahti. M	2	
Locke. B		5
MacDonald. N		1
McCutcheon. J	1	
McEwen. J	1	
McNulty. W		4
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T		4
West. B		4
Woodward. E		4
Zhou. L	5	
Total Votes	66	75

DEFEATED

10:35 am Director Bligh departed the meeting.

It was MOVED and SECONDED

That the GVS&DD Board direct staff to prepare the 2025 Budget and 2025-2029 Financial Plan by allocating the \$2.8B required to complete the NSWWTP Program according to Option 3 from Table 6 in the report dated May 10, 2024, titled “2025 Budget and 5-Year Financial Plan Scenarios for Consideration”.

Recorded Vote

Name	For	Against
Albrecht. P	2	
Au. C	3	
Bains. H	5	
Boisvert. D	3	
Bose. M	4	
Brodie. M	4	
Buchanan. L	3	
Calendino. P	4	
Carr. A	4	
Dhaliwal. S	4	

Dominato. L	5	
Ferguson. S	3	
Harvie. G	3	
Hepner. G		5
Hodge. C	4	
Johnstone. P	4	
Keithley. J	5	
Kirby-Yung. S	5	
Klassen. M	5	
Knight. M	2	
Kooner. P	5	
Lahti. M	2	
Locke. B		5
MacDonald. N	1	
McCutcheon. J	1	
McEwen. J	1	
McNulty. W	4	
Meiszner. P	5	
Muri. L	5	
Ruimy. D	5	
Sager. M	3	
Stutt. R		5
Towner. T	4	
West. B	4	
Woodward. E	4	
Zhou. L	5	
Total Votes	121	15

CARRIED

10:37 am Director Bligh re-joined the meeting.

C. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD, MVHC, GVWD, and GVS&DD Boards adjourn their special joint meeting of May 31, 2024.

CARRIED

(Time: 10:38 am)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

George V. Harvie, Chair

68370531

**METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 10:38 am on Friday, May 31, 2024, in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Delta, Chair, Director George V. Harvie	Port Moody, Director Meghan Lahti* (departed at 11:58 am)
Anmore, Vice Chair, Director John McEwen	Richmond, Director Chak Au
Belcarra, Director Jamie Ross	Richmond, Director Malcolm Brodie
Bowen Island, Director Andrew Leonard	Richmond, Director Bill McNulty
Burnaby, Director Pietro Calendino (departed at 10:41 am)	Surrey, Director Harry Bains*
Burnaby, Director Sav Dhaliwal	Surrey, Director Mike Bose
Burnaby, Alternate Director Joe Keithley for Director Mike Hurley	Surrey, Director Gordon Hepner
Coquitlam, Director Craig Hodge	Surrey, Director Pardeep Kooner
Coquitlam, Director Teri Towner	Surrey, Director Brenda Locke
Delta, Alternate Director Daniel Boisvert for Director Dylan Kruger	Surrey, Director Rob Stutt
Electoral Area A, Director Jen McCutcheon	scəwáθən məsteyəx ^w (Tsawwassen First Nation), Alternate Director Bryce Williams for Director Laura Cassidy
Langley City, Director Paul Albrecht	Vancouver, Director Rebecca Bligh
Langley Township, Director Steve Ferguson	Vancouver, Director Adriane Carr
Langley Township, Director Eric Woodward	Vancouver, Director Lisa Dominato
Lions Bay, Director Ken Berry	Vancouver, Director Sarah Kirby-Yung
Maple Ridge, Director Dan Ruimy	Vancouver, Director Mike Klassen
New Westminister, Director Patrick Johnstone	Vancouver, Alternate Director Meiszner for Director Ken Sim
North Vancouver City, Director Linda Buchanan	Vancouver, Director Lenny Zhou
North Vancouver District, Director Lisa Muri	West Vancouver, Director Mark Sager
Pitt Meadows, Director Nicole MacDonald (departed at 12:15 pm)	White Rock, Director Megan Knight
Port Coquitlam, Director Brad West	

* denotes electronic meeting participation as authorized by the *Procedure Bylaw*

STAFF PRESENT:

Jerry W. Dobrowolny, Chief Administrative Officer
Dorothy Shermer, Corporate Officer
Rapinder Khaira, Legislative Services Coordinator, Board and Information Services

A. ADOPTION OF THE AGENDA

1. May 31, 2024 Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board amend the agenda for its meeting scheduled for May 31, 2024 by adding the following delegations:

- C1 – Geoffrey K. Blair, MD; and
- C2 – Roderick Louis.

CARRIED

It was MOVED and SECONDED

That the MVRD Board adopt the agenda for its meeting scheduled for May 31, 2024 as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. April 17, 2024 Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its special joint meeting held April 17, 2024 as circulated.

CARRIED

2. April 26, 2024 Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its meeting held April 26, 2024 as circulated.

CARRIED

3. May 17, 2024 Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its special joint meeting held May 17, 2024 as circulated.

CARRIED

C. DELEGATIONS

1. Geoffrey K. Blair, MD

Geoffrey K. Blair provided a presentation titled “Gas-Powered Lawn Equipment: Effects on Air Quality and Health”, in relation to item E2.1. He requested that the Board consider banning the use of gas-powered lawn equipment.

10:41 am Director Calendino departed the meeting.

It was MOVED and SECONDED

That the MVRD Board refer Geoffrey K. Blair’s presentation titled “Gas-Powered Lawn Equipment: Effects on Air Quality and Health” to the Climate Action Committee.

CARRIED

2. Roderick Louis

Roderick Louis spoke about items G1.1 and G1.2. Due to inappropriate comments made by the delegation, continuation of the presentation was not permitted.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

At the request of the Directors, the following items were removed from the Consent Agenda for consideration under Section F:

- 1.1 Regional Parks 2023 Annual Report
- 2.3 Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings
- 3.1 Metro 2050 Climate Policy Enhancement Study – Recommendations
- 4.1 Alternative Funding Models for E911 and NG911
- 7.2 Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the May 31, 2024 MVRD Board Consent Agenda:

- 2.1 Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment
- 2.2 BC Utilities Commission Decisions and Local Government Interests in the Energy Transition
- 3.2 2024 Agriculture Awareness Grant Recommendations
- 3.3 Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning
- 5.1 Electoral Area A Community Wildfire Resiliency Plan
- 5.2 Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation
- 6.1 Regional Talent Accelerator: Workforce Development Needs Assessment and Opportunities
- 6.2 High-tech Sector in the Metro Vancouver Region
- 6.3 Investment Attraction Update
- 6.4 Global Promotion and Regional Collaboration
- 7.1 Metro Vancouver External Agency Activities Status Report – May 2024

CARRIED

The items and recommendations referred to above are as follows:

- 2.1 Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment**
Report dated April 14, 2024 from Marina Richter, Senior Air Quality Planner, Air Quality and Climate Action Services, and Laura Taylor, Senior Engagement Specialist, External Relations, seeking MVRD Board direction to proceed with engagement on options for a supportive framework and potential requirements to reduce health-harming emissions from small non-road equipment used in landscaping and light industrial applications.

Recommendation:

That the MVRD Board direct staff to engage with interested audiences on options for developing a supportive framework and potential requirements to reduce health-harming air contaminant emissions from small non-road equipment, as described in the report dated April 14, 2024, titled “Reducing Regional Air Contaminant Emissions from Small Non-Road Equipment”.

Adopted on Consent

- 2.2 BC Utilities Commission Decisions and Local Government Interests in the Energy Transition**

Report dated April 15, 2024 from Lise Townsend, Division Manager, Air Quality and Climate Action Policy, Air Quality and Climate Action Services, providing the MVRD Board the outcomes of three BC Utilities Commission Proceedings that Metro Vancouver participated in as an Intervener, and potential implications for local government policy goals to encourage alignment with regional policies for information.

Recommendation:

That the MVRD Board:

- a) receive for information the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition”; and
- b) direct staff to forward a copy of the report dated April 15, 2024, titled “BC Utilities Commission Decisions and Local Government Interests in the Energy Transition” to the Mayors and Council Members of each Metro Vancouver member jurisdiction.

Adopted on Consent

- 3.2 2024 Agriculture Awareness Grant Recommendations**

Report dated April 25, 2024 from Carla Stewart, Senior Planner, Regional Planning and Housing Services, presenting the MVRD Board with 16 non-profit organizations from the Metro Vancouver region recommended for the award of the agriculture awareness grants totaling \$55,000 for consideration.

Recommendation:

That the MVRD Board award the annual Agriculture Awareness Grants in the total amount of \$55,000, as presented in the report dated April 25, 2024, titled “2024 Agriculture Awareness Grant Recommendations”, to the following 16 non-profit organizations:

1. BC Agriculture in the Classroom, for “Take a Bite of BC” in the amount of \$4,725;
2. BC Agriculture Council, for “Speak Up Training” in the amount of \$3,000;
3. Delta Farmland and Wildlife Trust, for “Day at the Farm” in the amount of \$2,000;
4. Earthwise Society, for “Tomato Festival” in the amount of \$2,500;
5. Environmental Youth Alliance, for “Plant Gifts for Community Project” in the amount of \$4,725;
6. Farm Folk / City Folk, for “Days on the Farm” in the amount of \$4,725;
7. Fraser North Farmers Market Society, for “The Farmers Who Feed You” in the amount of \$3,400;
8. Growing Chef’s Society, for “Classroom Gardening & Cooking Program” in the amount of \$3,000;
9. Hives for Humanity, for “Knowing Our Soils” in the amount of \$5,500;
10. KPU Foundation, for “Productive Agroforestry Demonstrations Serving Metro Vancouver” in the amount of \$2,500;
11. Langley Environmental Partners Society, for “Langley Eats Local” in the amount of \$3,000;
12. BC Chicken Growers, for “Poultry in Motion School and PNE Attendance” in the amount of \$3,500;
13. Public Health Association of BC, for “Farm to School BC Celebration Farm Field Trips” in the amount of \$1,375;
14. The Sharing Farm, for “14th Annual Garlic Fest” in the amount of \$3,000;
15. Trinity Grace, for “Farm-to-Plate Marketplace” in the amount of \$5,050; and
16. UBC Centre for Sustainable Food Systems, for “Agriculture, Food Systems and Food Justice: A Leadership Program for Youth” in the amount of \$3,000.

Adopted on Consent

3.3 Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning

Report dated April 22, 2024 from Victor Cheung, Regional Planner, Regional Planning and Housing Services, providing the MVRD Board the Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning for consideration and endorsement.

Recommendation:

That the MVRD Board endorse the *Metro 2050* Implementation Guideline – Regional Liquid Waste Services Planning as presented in the report dated April 22, 2024, titled “Metro 2050 Implementation Guideline – Regional Liquid Waste Services Planning”.

Adopted on Consent

5.1 Electoral Area A Community Wildfire Resiliency Plan

Report dated April 30, 2024 from Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services, providing the MVRD Board the Electoral Area A Community Wildfire Resiliency Plan for consideration of endorsement, and seeking direction to apply for grant funding to assist with the implementation of wildfire resiliency recommendations.

Recommendation:

That the MVRD Board:

- a) endorse the Electoral Area A Community Wildfire Resiliency Plan as the plan for community wildfire risk reduction for Electoral Area A (excluding UBC and the University Endowment Lands) for the purposes of *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*;
- b) direct staff to apply for a FireSmart Community Funding and Support grant to help implement the Electoral Area A Community Wildfire Resiliency Plan, and to confirm Metro Vancouver will provide overall grant management; and
- c) direct staff to prioritize the proposed recommendations and action items in the Electoral Area A Community Wildfire Resiliency Plan, and to bring an implementation plan back to the Electoral Area Committee and MVRD Board for consideration.

Adopted on Consent

5.2 Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation

Report dated April 30, 2024 from Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services, providing the MVRD Board with amendments to the *Greater Vancouver Regional District Electoral Area A Zoning Bylaw No. 1144, 2011* to align with the provincial housing legislation for consideration.

Recommendation:

That the MVRD Board direct staff to prepare a bylaw as described in the report titled “Electoral Area A Zoning Bylaw Amendment – Provincial Housing Legislation”, dated April 30, 2024, and give notice that a public hearing will not be held in accordance with section 464(2) of the *Local Government Act*.

Adopted on Consent

6.1 Regional Talent Accelerator: Workforce Development Needs Assessment and Opportunities

Report dated April 19, 2024 from Jacquie Griffiths, President, Invest Vancouver, and Sue Mah, Vice President, Collaboration, Invest Vancouver, seeking MVRD Board approval to develop a business plan, and an outreach and engagement strategy for a regional talent accelerator (workforce development initiative) as part of the region’s economic development strategy to be globally competitive by maintaining and enhancing the region’s talent supply.

Recommendation:

That the MVRD Board:

- a) direct staff to develop a business plan for a regional talent accelerator with the support of additional resources contingent through the budget process; and
- b) direct staff to develop an outreach and engagement strategy to secure external support and identify a sustainable funding model for the regional talent accelerator.

Adopted on Consent

6.2 High-tech Sector in the Metro Vancouver Region

Report dated April 22, 2024 from Lejla Uzicanin, Vice President, Data, Research and Policy, Invest Vancouver, providing the Invest Vancouver Management Board and the MVRD Board with the findings of the “Metro Vancouver Region’s High-tech Engine: Boosting the Economic Landscape” report.

Recommendation:

That the MVRD Board receive for information the report dated April 22, 2024 titled “High-tech Sector in the Metro Vancouver Region”.

Adopted on Consent

6.3 Investment Attraction Update

Report dated April 22, 2024 from Bryan Bugey, Executive Vice President, Invest Vancouver, providing the Invest Vancouver Management Board and the MVRD Board with a review of investment attraction activities and results for the first three months of 2024.

Recommendation:

That the MVRD Board receive for information the report dated April 22, 2024 titled “Investment Attraction Update”.

Adopted on Consent

6.4 Global Promotion and Regional Collaboration

Report dated April 19, 2024 from Sue Mah, Vice President, Collaboration, and Peyton Winslade, Marketing and Partnership Advisor, Invest Vancouver, providing the Invest Vancouver Management Board and MVRD Board with an update on Invest Vancouver’s global promotion and regional collaboration activities, including key metrics from 2023 and 2024 .

Recommendation:

That the MVRD Board receive for information the report dated April 19, 2024 titled “Global Promotion and Regional Collaboration”.

Adopted on Consent

7.1 Metro Vancouver External Agency Activities Status Report – May 2024

Report dated May 21, 2024, from Jacque Killawee, Deputy Corporate Officer, providing the MVRD Board with updates from Metro Vancouver representatives to external agencies for information.

Recommendation:

That the MVRD Board receive for information the following submissions from Metro Vancouver representatives to external organizations:

- a) Agricultural Advisory Committee;
- b) Delta Heritage Airpark Management Committee;
- c) Fraser Valley Regional Library Board;
- d) Ocean Watch Action Committee;
- e) íćăý (Katzie First Nation) Treaty Negotiation Table
- f) Lower Mainland Local Government Association;
- g) Municipal Finance Authority of BC;
- h) National Zero Waste Council;
- i) Metro Vancouver Regional Parks Foundation;
- j) Sasamat Volunteer Fire Department Board of Trustees;
- k) Solid Waste and Recycling Industry Advisory Committee;
- l) Solid Waste Management Plan Public/Technical Advisory Committee;
- m) Union of BC Municipalities – Indigenous Relations Committee;
- n) Union of BC Municipalities;
- o) Western Transportation Advisory Council (WESTAC); and
- p) Zero Emissions Innovation Centre (ZEIC);

as provided in the report dated May 31, 2024, titled “Metro Vancouver External Agency Activities Status Report – May 2024”.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

Items removed from the Consent Agenda for consideration under Section F were considered in numerical order.

1.1 Regional Parks 2023 Annual Report

Report dated April 16, 2024 from Mike Redpath, Director, Regional Parks, and Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, providing the MVRD Board with the *Regional Parks 2023 Annual Report* for information.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated April 16, 2024, titled “Regional Parks 2023 Annual Report”.

CARRIED

2.3 Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings

Report dated April 16, 2024, from Morgan Braglewicz, Air Quality Planner, and Erik Blair, Senior Planner, Air Quality and Climate Action Services, providing the MVRD Board an opportunity for feedback on an alternative approach to supporting existing large buildings via energy and emissions benchmarking and reporting programs.

It was MOVED and SECONDED

That the MVRD Board refer the report titled “Best Practices in Energy and Emissions Benchmarking and Reporting for Existing Large Buildings” to the September MVRD Board meeting.

CARRIED

3.1 Metro 2050 Climate Policy Enhancement Study - Recommendations

Report dated May 10, 2024 from the Regional Planning Committee, and report dated March 13, 2023 from Edward Nichol, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with recommendations to strengthen climate change policies in *Metro 2050*.

It was MOVED and SECONDED

That the MVRD Board direct staff to prepare a bylaw to amend *Metro 2050* for consideration based on the following recommendations and as described in Table 2 of the report dated March 13, 2024, titled “Metro 2050 Climate Policy Enhancement Study – Recommendations” to:

- a) develop a revised definition for the regional Rural land use designation;
- d) encourage the development of local hazard and risk data that meets key requirements;
- e) add new climate-related performance monitoring metrics; and
- f) increase intersection density and permeability of the urban street grid.

CARRIED

4.1 Alternative Funding Models for E911 and NG911

Report dated April 26, 2024 from Bill Duvall, Director, Corporate Safety, Security and Emergency Management, requesting MVRD Board direction to explore alternate funding models for E911 and NG911.

It was MOVED and SECONDED

That the MVRD Board direct staff to work with the Union of British Columbia Municipalities to explore alternative funding models for E911 and NG911 services including but not limited to a cell phone levy.

CARRIED

- 7.2 Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024**
Report dated May 7, 2024 from Jacque Killawee, Deputy Corporate Officer, seeking MVRD Board approval for a new certification date for the Alternative Approval Process for *Metro Vancouver Regional District Loan Authorization Bylaw No. 1381, 2024*, along with the revised Elector Response Form.

It was MOVED and SECONDED

That the MVRD Board:

- a) re-establish the deadline for receiving elector responses for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* as 4:30pm, July 12, 2024; and
- b) establish that the electoral response form for the alternate approval process for *MVRD Loan Authorization Bylaw No. 1381, 2024* is to be in the form set out in Attachment 2 of the report dated May 7, 2024, titled "Alternative Approval Process for MVRD Loan Authorization Bylaw No. 1381, 2024".

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 MVRD Regional Parks Regulation Amendment Bylaw No. 1384, 2024 – Amends Bylaw No. 1177, 2012

Report dates April 19, 2024 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, presenting the MVRD Board with *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024* for consideration of three readings and adoption.

It was MOVED and SECONDED

That the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*.

CARRIED

Director Dhaliwal voted in the negative.

It was MOVED and SECONDED

That the MVRD Board adopt *Metro Vancouver Regional District Regional Parks Regulation Amendment Bylaw No. 1384, 2024*.

CARRIED

Director Dhaliwal voted in the negative.

1.2 MVRD Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024

Report dated April 16, 2024 from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, presenting the MVRD Board with *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* for consideration of three readings and adoption.

It was MOVED and SECONDED

That the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*.

CARRIED

Directors Au, Dhaliwal, and Locke voted in the negative.

It was MOVED and SECONDED

That the MVRD Board adopt *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024*.

CARRIED

Directors Au, Dhaliwal, and Locke voted in the negative.

11:58 am Director Lahti departed the meeting.

2.1 Metro Vancouver Regional District Remuneration Bylaw Update

Report dated May 6, 2024 from Dorothy Shermer, Director, Board and Information Services, presenting the MVRD Board with *Metro Vancouver Regional District Remuneration Bylaw No. 1383, 2024* for consideration of three readings and adoption.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated March 7, 2024, titled “Metro Vancouver Regional District Remuneration Bylaw Update”.

CARRIED

3.1 Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)

Report dated April 18, 2024 from Dorothy Shermer, Corporate Officer, and Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, providing the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies; and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024*.

It was MOVED and SECONDED

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated April 18, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1376, 2024 – City of Maple Ridge (Yennadon Lands)”;
- and
- b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1376, 2024*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. Director Buchanan provided the following Notice of Motion on May 17, 2024 for consideration at the May 31, 2024 MVRD Board Meeting:

12:15 pm Director MacDonald departed the meeting.

It was MOVED and SECONDED

That the MVRD Board direct staff to:

- a) create a substantive budget engagement process that includes:
 1. newspaper ads
 2. direct mailers
 3. online submissions portal
 4. a comprehensive budget information page on Metro Vancouver’s website
 5. community stakeholder and resident sessions on the budget for all areas served by Metro Vancouver, as well as
 6. community stakeholder and resident sessions explaining the budget impacts of the WWTP to those most heavily impacted, and
- b) before completion of the budget, report back to the Board with a summary of the engagement activities and feedback by sewer region, including how public engagement changed and improved the budget, Metro’s workplan, and budget allocations.

Directors noted further information is required to pursue a comprehensive approach to public engagement.

It was MOVED and SECONDED

That the MVRD Board direct staff to report back on the Notice of Motion submitted by Director Linda Buchanan on May 17, 2024.

CARRIED

Director Buchanan voted in the negative.

I. OTHER BUSINESS

1. **MVRD Board Committee Information Items and Delegation Summaries**
2. **Notice of Motion from Director Leonard and Director Johnstone**

Director Leonard and Director Johnstone provided the following Notice of Motion for consideration at the June 28, 2024 MVRD Board Meeting:

Whereas Metro Vancouver Board and Committee member travel expenses have increased significantly this term and policy improvements can address issues of allocation, oversight, and reporting of such travel;

Whereas all Metro Vancouver Board and Committee members have an interest in the information and outcomes of member-attended conferences, events, study tours, and meetings;

Whereas transparent and equitable policies should be created for use of all Metro Vancouver resources applied to Metro Vancouver Board member representation at such functions;

Whereas the above is in service of good governance, transparency, and strong relationships between the Board, the member communities, and the public they serve in the disposition of limited resources;

BE IT RESOLVED: That international travel to attend conferences, events, study tours, and meetings on behalf of Metro Vancouver by Board or Committee members be subject to Board approval which includes a summary of the request to the Board in an open meeting including:

- name of the attendee(s) and relevant Board or Committee role(s);
- a statement of expected value to be derived because of attending the function from the attendee and staff;
- projected travel expenses;
- projected remuneration expenses; and,
- projected amount of other expenses expected to be incurred.

BE IT FURTHER RESOLVED: That any participation by Metro Vancouver Board or Committee representatives at conferences, events, study tours and meetings that would incur overnight accommodation outside of British Columbia shall require a written report of the function by the attendee(s) in May or October in each year. This report shall be provided at an open meeting of the Board, and include:

- a summary of the event and key activities;
- the value to Metro Vancouver derived because of the attendee's participation in the event; and,
- a summary of actual expenses incurred.

BE IT FURTHER RESOLVED: That staff be directed to bring back to the Board for consideration revised travel policies for Board and Committee members that are consistent with the above resolutions, set annual travel expense limits, and recognize the benefit of Board participation in exchange and learning while demonstrating fiscal responsibility that builds public trust; by the November 2024 regular meeting of the Board.

J. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the MVRD Board close its meeting scheduled for May 31, 2024 pursuant to section 226 (1) (a) of the *Local Government Act* and the *Community Charter* provisions as follows:

- 90 (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality; and
 - (c) labour relations or other employee relations.

CARRIED

K. ADJOURNMENT

It was MOVED and SECONDED

That the MVRD Board adjourn its meeting of May 31, 2024.

CARRIED

(Time: 12:24 pm)

CERTIFIED CORRECT

Dorothy Shermer, Corporate Officer

George V. Harvie, Chair

68362134

To: Climate Action Committee

From: Amy Thai, Senior Policy Analyst, and Geoff Doerksen, Air Quality Planner,
Air Quality and Climate Action Services

Date: June 4, 2024 Meeting Date: June 13, 2024

Subject: **Air Quality Advisory Program and Preparedness for 2024**

RECOMMENDATION

That the MVRD Board receive for information the report dated June 4, 2024, titled “Air Quality Advisory Program and Preparedness for 2024”.

EXECUTIVE SUMMARY

For over 50 years, the Metro Vancouver Regional District has had delegated authority under the *Environmental Management Act* to regulate the discharge of air contaminants in the region and protect air quality, and has been operating an air quality advisory program for more than 30 years. Metro Vancouver issues air quality advisories and bulletins for the Lower Fraser Valley to protect public health and safety when regional air quality degrades. Staff work closely with health authorities and other partners to deliver and continuously improve the program to ensure it meets residents’ needs. This year, staff modified the format and language of the air quality advisory to improve both clarity and accessibility.

The 2023 wildfire season was the most destructive in BC’s recorded history due to warmer and drier conditions. For 2024, forecasts suggest an active spring wildfire season is likely, and spring and summer could be warmer and drier than normal. Metro Vancouver is experiencing the impacts of a changing climate now, with wildfire smoke degrading regional air quality in seven of the last nine summers. This demonstrates the need to reduce greenhouse gas emissions, and the importance of a robust air quality advisory program to protect residents’ health.

PURPOSE

To provide information about Metro Vancouver’s air quality advisory program, wildfire smoke preparedness, and advisory planning activities for the 2024 advisory season.

BACKGROUND

The Climate Action Committee 2024 Work Plan includes a priority to provide a report on the air quality advisory program and preparedness for the 2024 season. This air quality advisory program began in 1993 and is operated through Metro Vancouver’s delegated authority to manage air quality in the Metro Vancouver region and through a shared service agreement for the Fraser Valley Regional District (FVRD).

RECAP OF THE 2023 AIR QUALITY ADVISORY SEASON

According to the BC Wildfire Service, the 2023 wildfire season was the most destructive in BC’s recorded history (Reference 1). Wildfires burned over 2.84 million hectares of land, which is ten

times the 20-year average annual area burned. A warmer and drier than usual fall and spring led to an early start to the wildfire season in May. Summer was hot and dry, with record-breaking temperatures in many parts of the province in August, and warm and dry conditions persisted through September. In 2023, Metro Vancouver issued five air quality advisories, which were in effect for a total of ten days. On May 15, 2023, Metro Vancouver issued its earliest ozone advisory since the air quality advisory program began in 1993.

AIR QUALITY AND HEALTH IMPACTS

Health-harming air contaminants that Metro Vancouver residents breathe directly impact their health and lifespan, and also have costs to society, including increased medical treatments and lost productivity. Using data from Health Canada, staff assessed the health benefits of the air quality actions in Metro Vancouver's *Clean Air Plan*, and found that the potential regional health benefits between 2020 and 2030 could be up to \$1.6 billion.

Health Canada estimates that air pollution from human sources and wildfires contributes to 1,900 premature deaths per year in British Columbia (Reference 2), and recent research on the health effects of wildfire smoke exposure has demonstrated that relatively low smoke concentrations can still lead to an increase in asthma-related physician visits (Reference 3).

METRO VANCOUVER AIR QUALITY ADVISORY PROGRAM

Metro Vancouver operates one of the most comprehensive air quality advisory programs in Canada. Air quality advisories are issued by Metro Vancouver for the entire Lower Fraser Valley airshed, including Metro Vancouver and the FVRD, when air quality is degraded or expected to degrade. The advisory program is operated through Metro Vancouver's delegated authority to manage air quality in the Metro Vancouver region and through a shared service agreement for the FVRD. The program is delivered in collaboration with Environment and Climate Change Canada (ECCC), the BC Ministry of Environment and Climate Change Strategy, FVRD, Vancouver Coastal Health, Fraser Health Authority, First Nations Health Authority, and the BC Centre for Disease Control (BC CDC).

Data from Metro Vancouver's network of air quality monitoring stations is available in real time on Metro Vancouver's website at [AirMap.ca](https://airmap.ca) (Reference 4) and informs the air quality advisory program. Contaminants of primary concern for Metro Vancouver's air quality advisory program are those with greatest potential to reach levels in the region that may be harmful to human health: ground-level ozone (produced by a chemical reaction between nitrogen oxides and volatile organic compounds on hot and sunny days) and fine particulate matter (from sources including wildfire smoke, residential wood smoke, vehicle exhaust, industrial processes, and chemical reactions). These contaminants are measured against Metro Vancouver's ambient air quality objectives, which are benchmarks for acceptable air quality.

Metro Vancouver staff provide on-call coverage seven days a week from June to mid-September, when air quality has historically been degraded. The coverage is extended when needed. Staff use tools, such as data from the air quality monitoring network, air quality and wildfire smoke forecasts, and satellite imagery, to guide decisions about issuing an advisory, and regularly consult with advisory program partners. Although wildfire smoke or extreme heat typically impacts air quality in the Metro Vancouver region for only a few months of the year, staff work closely with partners

year-round to refine the air quality advisory program and are prepared to communicate health risks to residents due to degraded air quality at any time of year.

Communicating Air Quality Advisories and Enhancements for 2024

When air quality is deteriorating or degraded, staff post summaries of conditions on Metro Vancouver's website (Reference 5) and email the summaries to a public subscription list (Reference 6). The summaries inform the public, municipalities, and emergency managers that Metro Vancouver is considering issuing an air quality advisory, which may help guide actions to protect public health, such as opening clean air spaces. This year, staff expanded the distribution of these summaries to Climate Action Committee members, the Board and Vice Chair, and the Corporate Planning Committee when the advisory outlook level is "high", indicating that an advisory is being considered.

Staff issue air quality advisories when regional air quality exceeds or is predicted to exceed thresholds defined by Metro Vancouver's air quality objectives. Air quality advisories are intended to reflect regional conditions and not localized air quality issues such as a small structure fire. When staff decide to issue an advisory, they notify Climate Action Committee members, the Board and Vice Chair, and other internal staff in advance by email. Staff then email the air quality advisory to media outlets, a public subscription list, health authorities, and other government agencies, and post the advisory on Metro Vancouver's website, AirMap.ca, and provincial and federal websites. ECCC amplifies the reach of the air quality advisory through a "special air quality statement" posted on their weather webpages.

Another tool staff use to inform the public of air quality conditions are air quality bulletins. Bulletins are issued when air quality may degrade in localized areas, whereas air quality advisories are issued for regional conditions. Air quality bulletins are typically issued during the cooler times of year (fall or winter) when weather conditions prevent dispersion of air pollutants. Historically, air quality bulletins have been issued due to the buildup of fine particulate matter associated with residential wood burning. However, an air quality bulletin was issued on January 21, 2024 in response to the incident at the Burnaby Refinery, operated by Parkland. Subsequent air quality bulletins were issued on January 22 and 24, 2024.

Air Quality and Health Messaging

This year, staff worked closely with local health authorities to make the language in the air quality advisory easier to understand, resulting in more effective communication of key messages to a broader audience. Attachment 1 shows the new advisory format, using an advisory that was issued in 2023 as an example. The advisory contains information about the reason for the advisory being issued, where it is in effect, important information such as checking the Air Quality Health Index (AQHI) regularly, and other actions that residents can take to protect their health.

The AQHI is designed to help people understand how air quality can affect their health, and how they can protect themselves when air quality is degraded. It uses a scale of 1-10+ to indicate potential health risk and ratings are accompanied by health messages to guide decisions on outdoor activities. Air quality conditions can change quickly, and the AQHI is updated every hour on

AirMap.ca to reflect current air quality conditions based on data from the air quality monitoring network.

Metro Vancouver may also post information on social media before and during an advisory. Posts may include updates about current conditions, health advice, how to receive advisory notices, where to find information on local air quality conditions, and other resources. For more information about the health impacts of wildfire smoke and ways to reduce exposure, such as using air filtration, residents can visit the BC CDC website (Reference 7).

OUTLOOK FOR THE 2024 SEASON

According to the BC Wildfire Service Spring 2024 Seasonal Outlook (Reference 8), most of the province was under drought conditions last fall. An exception was the Coastal Fire Centre, where the Metro Vancouver region is located, which received more rain than drought areas. Long-range forecasts suggest a high potential for an active spring wildfire season. At time of writing, in northeast BC the Parker Lake wildfire near Fort Nelson has already damaged a number of properties and has caused close to 5,000 people being placed on evacuation order.

Low snowpack can limit drought recovery heading into the summer. As of May 15, the snowpack across the province was below normal, averaging about 57 percent of normal levels (Reference 9). In Metro Vancouver, as of June 1, the snowpack levels in the watersheds were about 36 percent of normal levels. At this time last year, snowpack levels were 63 percent of normal.

Long-range weather forecasts are suggesting a warmer and drier than average spring and summer. Summer wildfire conditions across the province will depend on the amount of rain that falls in May and June, as the amount and duration of rain during these months influence the length and intensity of the wildfire season.

Holdover wildfires, which smolder under snow or the ground during the winter and are common in BC, can resurface in the spring when vegetation dries out. At the time of this report, there are several holdover fires throughout the province.

CLIMATE CHANGE IMPACTS ON AIR QUALITY

With a changing climate, the region can expect warmer, drier summers, and longer periods of drought in the Metro Vancouver region, which can lead to more frequent and severe wildfire smoke impacts and elevated levels of ground-level ozone. These impacts are occurring now, with the region experiencing widespread wildfire smoke impacts in seven of the last nine summers.

The summer heat dome in 2021 saw a return to ground-level ozone levels not experienced since the 1980s, and on May 15, 2023, Metro Vancouver issued its earliest ozone advisory since the air quality advisory program began in 1993. Metro Vancouver's *Regional Ground-Level Ozone Strategy*, adopted in 2014 by the Metro Vancouver and Fraser Valley Regional District Boards, focused on managing emissions within the airshed that contribute to ground-level ozone. However, extreme temperatures and new sources of emissions, including wildfires, have necessitated an update to the Strategy, which is part of the Climate Action Committee's 2024 Work Plan.

Metro Vancouver's *Climate 2050* strategy has identified actions to help residents adapt to climate-related impacts on regional air quality, such as accelerating the use of electric heat pumps to cool homes while also reducing greenhouse gas emissions. The *Clean Air Plan* outlines strategies for continuous improvement in regional air quality, including actions to: provide better protection against wildfire smoke (such as public clean air spaces), develop resources to help residents and businesses manage indoor air quality, and provide high quality information to the public during air quality advisories.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Staff time for the air quality advisory program is included in annual operating budgets, including overtime for evening and weekend work. Increased resource levels may be needed as wildfire activity continues to increase in the future and have been considered in long term financial planning.

CONCLUSION

Metro Vancouver staff work closely with health authorities and other partners to continuously improve the air quality advisory program to protect public health. Forecasts are suggesting a warmer and drier than average spring and summer, and an active spring wildfire season. The region is experiencing the impacts of a changing climate now, with wildfire smoke degrading regional air quality in seven of the last nine summers. It is essential that Metro Vancouver continues to accelerate actions to reduce greenhouse gas emissions, adapt to a changing climate, and improve regional air quality.

ATTACHMENTS

1. Example of Air Quality Advisory Format: Metro Vancouver Advisory issued on August 19, 2023.
2. Presentation re: Air Quality Advisory Program and Preparedness for 2024, dated June 13, 2024.

REFERENCES

1. [BC Wildfire Service – 2023 Wildfire Season Summary](#)
2. [Health Impacts of Air Pollution in Canada: Estimates of morbidity and premature mortality outcomes – 2021 Report – Health Canada](#)
3. [The public health paradox of wildfire smoke – British Columbia Medical Journal](#)
4. [Metro Vancouver's Current Air Quality - AirMap](#)
5. [Metro Vancouver's Air Quality Data and Advisories webpage](#)
6. [Metro Vancouver Air Quality and Climate Action Mailing List – subscription link](#)
7. [BC Centre for Disease Control – Wildfire Smoke](#)
8. [BC Wildfire Service Spring 2024 Seasonal Outlook](#)
9. [BC Ministry of Water, Land and Resource Stewardship – Snow Survey and Water Supply Bulletin – May 15, 2024](#)

Air Quality Advisory in Effect

(August 19, 2023) Metro Vancouver Regional District has issued an Air Quality Advisory due to elevated **fine particulate matter** (air pollution particles) that is expected to last until there is a change in the weather. The Central and Eastern Fraser Valley are experiencing elevated concentrations of fine particulate matter. In Metro Vancouver, fine particulate matter concentrations are expected to become elevated this evening and into tomorrow (August 20) morning. This advisory will remain in effect until further notice.

Cause: The fine particulate matter is primarily due to smoke from wildfires burning throughout BC.

Smoke concentrations may vary widely across the region as winds, temperatures, and wildfire behaviour changes.

Air Quality Advisory in effect for:

- Metro Vancouver – Northwest
- Metro Vancouver – Southwest
- Metro Vancouver – Northeast
- Metro Vancouver – Southeast
- Central Fraser Valley
- Eastern Fraser Valley

Important information:

- **Outdoor Activities:** Consider postponing or limiting outdoor activities, especially for people at risk, including those with lung and heart conditions, diabetes, pregnant people, infants, children, and older adults. Take it easy and take frequent breaks if outdoor activities cannot be avoided.
- **Find Cleaner Air:** Use a portable HEPA air cleaner in one or more rooms at home. Keep windows and doors closed but ensure the space does not get too hot. If your home is too smoky or hot, spend time in community spaces that have air conditioning since they also tend to have better air quality. These can include community centres, libraries, and shopping malls.
- **Heat Safety:** Heat and air pollution can happen together. Heat is a bigger health concern for most people. Stay cool, drink plenty of water and spend time in spaces with air conditioning. Check with your municipality to see if cooling centres are available near you.
- **Monitor Your Symptoms:** Seek medical care for symptoms like chest discomfort, shortness of breath, severe coughing or wheezing, and dizziness. Check on family, friends, and neighbours often, and call 9-1-1 in the case of an emergency.
- **Check Air Quality Regularly:** Monitor the Air Quality Health Index (AQHI) rating nearest you at airmap.ca and gov.bc.ca/airqualitymap. Use the current health messages accompanying the rating to make decisions about your outdoor activities. Air quality can change throughout the day and by location so check the AQHI often. Sign up for Air Quality Advisory alerts and updates at metrovancover.org/services/air-quality-climate-action/mailling-list.

Other Actions to Protect your Health:

- Take it easy and limit outdoor exercise, because the harder you breathe, the more air pollution you inhale.

- Run [portable air cleaners](#), such as those with HEPA filters or [do-it-yourself air cleaners](#), to reduce air pollution in your home. Make sure that the air cleaners are the right size for the spaces you are using them in, and to change filters regularly.
- Continue to manage pre-existing chronic health conditions such as asthma, COPD or other lung diseases, heart disease, and diabetes. Use symptom-management medications, such as inhalers, as needed. Seek medical attention if symptoms continue to be bothersome.
- Drink plenty of water. Staying hydrated can alleviate some respiratory symptoms.
- Special measures to protect outdoor workers and people who are unhoused are recommended. If possible, find alternate duties indoors or provide fitted masks and frequent breaks for outdoor workers. Support workers to monitor for symptoms and discontinue outdoor work if needed. Community spaces are encouraged to relax policies and allow unhoused people to shelter inside for as long as possible.
- Reduce indoor sources of air pollution such as smoking and vacuuming.
- If outdoor activities cannot be avoided, consider wearing a well-fitted mask labeled with letters and numbers like N95, KB95, or KF94. This can help reduce the amount of small particles in wildfire smoke that you breathe in. A cloth mask with three layers or a disposable medical mask can also give some protection. Masks with only one layer, along with bandanas, scarves, or t-shirts, won't protect you from small particles. Wearing a mask can make breathing more difficult, so always pay attention to how you are feeling and reduce or stop your activities if you feel unwell.
- Having a smoke readiness plan for buildings can help protect occupants. Plans may include actions to limit smoke entry into buildings and upgrading or adding supplemental air filtration during smoky periods.

Background

- **Fine Particulate Matter:** Small airborne pollution particles, often referred to as PM2.5. These particles can come from many sources, including wildfire smoke, vehicle exhaust, industrial processes, and burning of materials. PM2.5 can enter the lungs and impact respiratory health. More information on the health effects of wildfire smoke and ways to reduce exposures, such as using air filtration, can be found at bccdc.ca/health-info/prevention-public-health/wildfire-smoke.
- Under provincial legislation, Metro Vancouver is responsible for monitoring air quality; controlling industrial, commercial, and some residential emissions; creating long-term plans; and conducting emission inventories for the Metro Vancouver region.
- To reduce air emissions throughout the Lower Mainland, Metro Vancouver works cooperatively with Fraser Valley Regional District, BC Ministry of Environment and Climate Change Strategy, Environment and Climate Change Canada, and other agencies to develop and implement emission-reduction programs for businesses and local residents, and to monitor and report out on air quality. Further information is found on Metro Vancouver's [website](#).

Contacts:

General Information:

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604-432-6200

Media Inquiries:

[Metro Vancouver Media Relations](#)
604-451-6107



Air Quality Advisory Program and Preparedness for 2024

Geoff Doerksen, M.Sc.

Air Quality Planner, Air Quality and Climate Action Services

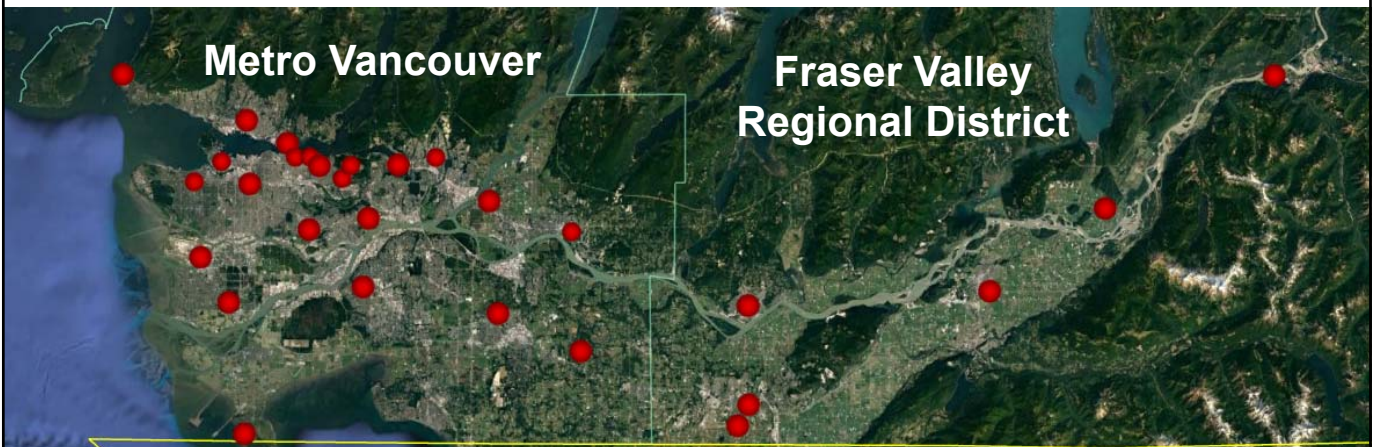
Climate Action Committee Meeting
June 13, 2024

Ken Reid, M.Sc.

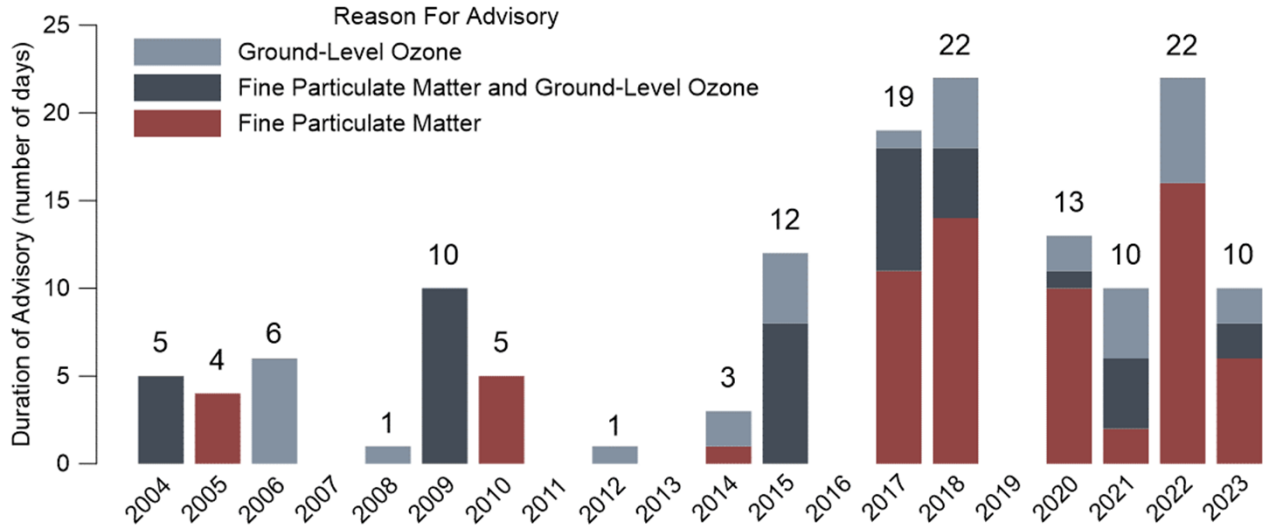
Superintendent, Environmental Sampling and Monitoring, Air Quality and Climate Action Services



METRO VANCOUVER AIR QUALITY ADVISORY PROGRAM



AIR QUALITY ADVISORIES 2004-2023



KEY ENHANCEMENTS FOR 2024

- Modified the format and language of the air quality advisory notice:
 - Simplified language to make it more accessible to a broader audience
 - Listed the protective actions more clearly

Air Quality Advisory in Effect

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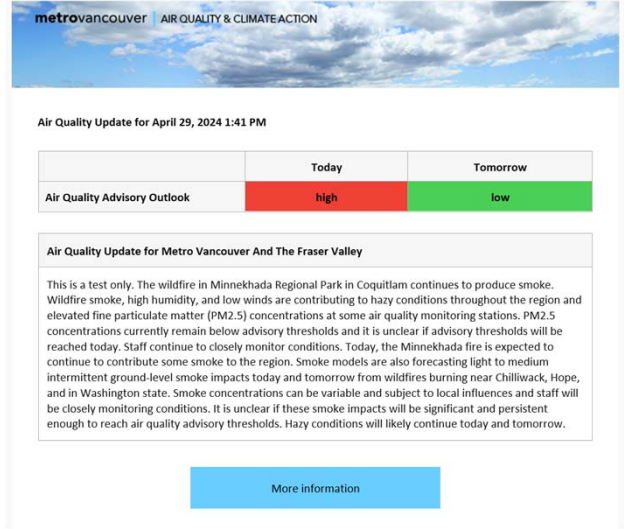
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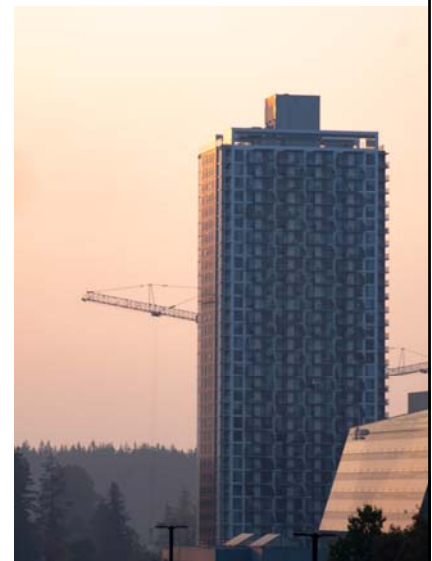
KEY ENHANCEMENTS FOR 2024

- Updated the format of the air quality updates and expanded distribution



OUTLOOK FOR 2024 SEASON

- Forecasts suggest a warmer and drier than normal spring and summer
- Low snowpack can limit drought recovery heading into the summer
- 7 of 9 recent summers had widespread wildfire smoke
- Changing climate will increase frequency and severity of wildfire smoke and heat waves





Around Hawthorne Park, Surrey (2022)

Questions?

metrovancouver
Together we make our region strong

7

To: Climate Action Committee

From: Lillian Zaremba, Program Manager, Liquid Waste Services

Date: May 14, 2024 Meeting Date: June 13, 2024

Subject: **Research Trial of Ocean Alkalinity Enhancement**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 14, 2024, titled “Research Trial of Ocean Alkalinity Enhancement”.

EXECUTIVE SUMMARY

Rising levels of carbon dioxide (CO₂) in the atmosphere are pushing more CO₂ into the ocean, causing ocean acidification. Ocean alkalinity enhancement uses natural minerals to remove the CO₂ in seawater. A research trial using the Lions Gate Wastewater Treatment Plant outfall will evaluate the potential of ocean alkalinity enhancement to remove CO₂ from the water in Burrard Inlet, helping to combat both climate change and ocean acidification. The trial will be undertaken at no cost to Metro Vancouver; staff will support planning for the research and operation of the trial and will report back through Committees to the Board.

PURPOSE

To inform the Climate Action Committee and MVRD Board of a planned research trial of ocean alkalinity enhancement using the Lions Gate Wastewater Treatment Plant (WWTP) outfall.

BACKGROUND

The research trial supports actions identified in *Climate 2050*, which was endorsed by the MVRD Board in 2019 and is intended to guide climate change policy and action toward a carbon neutral and resilient region over the next 30 years. Under this strategy, ten roadmaps organized by issue area present pathways to reduce greenhouse gas (GHG) emissions and respond to the changing climate. The *Climate 2050 Nature & Ecosystems Roadmap* recognizes the potential benefits of carbon removal as a supplemental solution for reducing GHG emissions. Ocean carbon removal offers a solution that can support Metro Vancouver’s transition to a carbon neutral future while addressing the impacts of climate change in coastal and marine ecosystems.

OCEAN CARBON DIOXIDE REMOVAL

Carbon dioxide (CO₂) levels in the atmosphere are rising due to fossil fuel combustion, deforestation and other human activities. The CO₂ in the air transfers into the ocean, making it more acidic, which impacts the ability of shellfish and other marine life to build their shells and skeletons. Scientists are considering ways to remove CO₂ from the ocean, to combat climate change and ocean acidification.

The Ocean Alkalinity Enhancement Process

Ocean alkalinity enhancement (OAE) uses finely-ground, slow-dissolving minerals that react with CO₂ in the ocean and convert it to other forms that sequester the carbon for hundreds of thousands

of years. This allows the ocean to draw more CO₂ from the atmosphere, while also counteracting acidification. OAE mimics the natural weathering process by which rivers erode rock and add alkaline minerals to the ocean, but OAE does this on a timescale of months rather than the millennia of geologic cycles. Research trials are needed to determine the potential benefits and impacts of OAE, and evaluate whether full-scale implementation might be feasible.

Research Trial at Lions Gate Wastewater Treatment Plant

Planetary Technologies Inc. (Planetary) approached Metro Vancouver to conduct an OAE trial by using the Lions Gate WWTP outfall to add alkalinity to the ocean in a controlled manner. During the trial, alkaline minerals will be added to the treated effluent before it is discharged from the wastewater treatment plant. The research will explore whether this reduces the CO₂ in the surrounding seawater. A short trial is planned for spring 2025.

Planetary will lead the research trial. They will actively test and monitor the surrounding area, with independent validation and research by academic partners:

- Ocean Networks Canada will provide regional water property data through its data management system, Oceans 3.0, and provide scientific advice for the research trial.
- Oceanography researchers from the University of British Columbia (UBC) will monitor the water and sediment in Burrard Inlet before, during, and after the alkalinity dosing, and will model the circulation of the alkalinity and calculate the CO₂ removal.
- Social scientists from UBC's Institute of Resources, Environment and Sustainability will explore public support for potential longer-term deployment of OAE in the region.

Planetary is currently identifying a source of alkalinity, which will be lime (calcium hydroxide) or magnesium hydroxide; both are benign minerals. Before the trial begins, Planetary will test the safety of the specific alkalinity source to ensure there will be no negative impact on marine life. No regulatory approvals are required, as this is a process modification under the plant's Operational Certificate. Staff have informed the Ministry of Environment and Climate Change Strategy, the regulator of the Lions Gate WWTP, of the planned trial.

Future Potential

The trial will help Planetary and Metro Vancouver evaluate whether longer-term, scaled-up OAE in the region has the potential to reduce climate change and ocean acidification. Future full-scale deployment would generate carbon credits and offer local employment opportunities.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The research trial will be conducted at no cost to Metro Vancouver apart from staff time for reviewing preparatory materials, providing data, coordinating access to Lions Gate WWTP, and reviewing results. This work can be accommodated within the Liquid Waste Services departmental work plan. The trial is partially funded by the BC Center for Innovation and Clean Energy.

OTHER IMPLICATIONS

Metro Vancouver will lead engagement with First Nations, while Planetary will lead public engagement. Social acceptance of OAE may be mixed due to concerns about perceived environmental impacts in the ocean and in mining the alkaline minerals. Open and transparent engagement can address those concerns. Ensuring the safety of marine life and minimizing the lifecycle impacts of OAE will be paramount during the trial. This will be the third OAE trial undertaken by Planetary, after previous ones in Cornwall, UK and Halifax, NS.

While the primary purpose of this trial is to validate the safety and efficacy of OAE, it is expected to achieve a small amount of net carbon removal. Planetary will own any carbon credits that result from the trial.

CONCLUSION

Ocean alkalinity enhancement is a method for removing carbon dioxide from the ocean, to combat climate change and ocean acidification. This is an information report about a proposed research trial that will use the Lions Gate WWTP outfall to add alkalinity to Burrard Inlet. Independent researchers will monitor the trial and validate the results, which will help Metro Vancouver evaluate the long-term potential of ocean alkalinity enhancement in the region.

66524851

To: Regional Planning Committee

From: Marcin Pachcinski, Division Manager, and Victor Cheung, Regional Planner, Electoral Area and Implementation Services, Regional Planning and Housing Services

Date: May 16, 2024 Meeting Date: June 14, 2024

Subject: **Metro 2050 Regional Context Statement – City of Delta**

RECOMMENDATION

That MVRD Board accept the City of Delta Regional Context Statement as submitted to Metro Vancouver on April 24, 2024.

EXECUTIVE SUMMARY

The City of Delta has updated its OCP in response to recent provincial legislation and a ministerial order related to increasing the housing supply in British Columbia. The Delta Regional Context Statement, which is part of the OCP, was also updated to reflect recent changes and to show how the OCP is generally consistent with *Metro 2050*. The MVRD Board considers acceptance of Regional Context Statements to ensure that local aspirations, as laid out in Official Community Plans, align with the regional federation's goals and strategies as expressed in *Metro 2050*.

Staff recommend that the Board accept Delta's Regional Context Statement as generally consistent with the goals, strategies, and maps in *Metro 2050*. Through the evaluation of the Regional Context Statement, staff identified a few areas where additional information is required, however these areas are technical in nature, and staff at the City of Delta have confirmed that they will update the Regional Context Statement with this information, and submit it for the Board's consideration by early 2025.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the City of Delta's Regional Context Statement.

BACKGROUND

On February 24, 2023, the MVRD Board adopted *Metro 2050*. Pursuant to Section 866 of the *Local Government Act*, each local government must submit a Regional Context Statement within two years of the adoption of the new regional growth strategy. Provincial legislation introduced in November 2023 stipulates that local governments must designate transit-oriented areas (TOAs), by bylaw, by June 30, 2024 and update their OCPs by December 31, 2025. As such, member jurisdictions have been updating their OCPs and Regional Context Statements in response.

The City of Delta's Regional Context Statement was received by Metro Vancouver on April 24, 2024, for consideration of acceptance by the MVRD Board (Attachment 1, OCP page 109 of 305). As per *Local Government Act* Section 866(5) and (6), Metro Vancouver must either accept or not accept within 120 days of receipt of the Regional Context Statement or it is deemed to have accepted the

Regional Context Statement as submitted. Pending acceptance by the Board, the municipality can then give final reading to adopt the OCP bylaw, which includes the Regional Context Statement.

REVIEWING REGIONAL CONTEXT STATEMENTS

As per the *Local Government Act*, a Regional Context Statement identifies the alignment between the municipality's OCP and the regional growth strategy and, if applicable, explains how the OCP is consistent or will be made consistent with the regional growth strategy over time.

REGIONAL CONTEXT STATEMENT ANALYSIS

Staff have undertaken a review of the City of Delta's Regional Context Statement relative to *Metro 2050's* goals, strategies and policy actions. A summary of the analysis organized by *Metro 2050* goal areas is provided below.

***Metro 2050* Targets**

The City of Delta's Regional Context Statement outlines relevant OCP policies and supplementary information that demonstrates how the Regional Context Statement will meet the regional targets set out in *Metro 2050*. Specifically:

- In alignment with *Metro 2050* Policy 1.1.9 b), which targets 98% of residential growth inside the Urban Containment Boundary, the City of Delta projects 99.5% of growth will occur within the Urban Containment Boundary.
- *Metro 2050* Policy 1.2.24 a) provides regional growth targets by location. In alignment with this target, the Ladner Municipal Town Centre and Scott Road Corridor Frequent Transit Development Area combined, are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth.
- *Metro 2050* Policy 3.2.7 a) establishes a regional target for increasing the area of lands protected for nature from 40% to 50% by the year 2050, understanding that each member jurisdiction's individual contribution toward this overall regional target will be different. The City of Delta contribution is 22%, which is protected for nature through the City's Conservation and Leisure OCP designation. In addition, 50% of Delta's land area is designated Agricultural and within the Agricultural Land Reserve, which provides further natural area benefits.
- *Metro 2050* Policy 3.2.7 a) establishes a target to increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. The City of Delta's 40% city-wide tree canopy target matches the overall regional target.
- *Metro 2050* Policy 3.3.7 a) targets greenhouse gas emissions reductions of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050, the City of Delta's OCP includes equivalent policies that aim to reduce community-wide emissions by 45% below 2007 levels by 2030 and to zero net emissions by 2050.
- The City of Delta OCP includes policies that are in alignment with *Metro 2050* Policy 4.2.7 a), which states that a minimum of 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined be affordable rental housing units.

Goal 1: Create a Compact Urban Area

Goal 1 is intended to contain growth within the Urban Containment Boundary and to direct that growth to Urban Centres, and along transit corridors, within which are a variety of complete communities with access to a range of housing choices, employment opportunities, amenities and

services. The City of Delta's Regional Context Statement outlines the City's commitment to meeting the targets and regional aspirations set out in *Metro 2050*. Specifically, the City of Delta's Regional Context Statement:

- Has projected growth to be within 99.5% within the Urban Containment Boundary.
- Includes the Ladner Municipal Town Centre and Scott Road Corridor Frequent Transit Development Area, which combined, are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth. The Scott Road Corridor Frequent Transit Development Area is an effective implementation of *Metro 2050* policies related to major transit growth corridors and frequent transit development areas.
- Supports compact, mixed use, transit, walking, cycling and rolling-oriented communities through a range of OCP policies and the implementation of Delta's Cycling Master Plan.
- Supports the protection of rural lands from urban development through the City's Agricultural and Conservation and Leisure land use designation.

Goal 2: Support a Sustainable Economy

Goal 2 is intended to protect and optimize the land use and transportation systems required to ensure the viability of business sectors by supporting regional employment and economic growth. In this context, *Metro 2050* is committed to the long-term protection of Industrial, Employment, and Agricultural land. The City of Delta's Regional Context Statement focuses on supporting and enhancing industrial uses of existing industrial areas in a sustainable manner, while promoting more opportunities for commercial and office development close to residential development and transit. The City of Delta's Regional Context Statement outlines the City's commitment to meeting the targets and regional aspirations set out in *Metro 2050*. Specifically, the City of Delta's Regional Context Statement:

- Identifies the Ladner Municipal Town Centre and Scott Road Frequent Transit Development Area as key locations for commercial and office uses.
- Recognizes the importance of agriculture for Delta's economy and includes a range of policies aimed at protecting agricultural lands and enhancing economic viability of the agricultural industry.
- Acknowledges significant employment growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which form a crucial part of the regional industrial land supply.
- Supports and protects the supply of industrial uses through the City's Industrial land use designation.
- Indicates an ongoing commitment to protecting its agricultural lands, including by proposing to increase residential densities in strategic areas that may reduce strain on residential demand on agricultural land.
- Supports and protects the supply of agricultural uses through the City's Agricultural land use designation.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 recognizes that the region's vital ecosystems provide essential services for all life. Goal 3 includes strategies to protect Conservation and Recreation lands, and to promote a connected

network of ecosystems and other green spaces to enhance physical and mental health, supports biodiversity, and increases community resilience. The City of Delta's Regional Context Statement outlines the city's commitment to meeting the regional aspirations set out in *Metro 2050*.

Specifically, the City of Delta's Regional Context Statement:

- Allocates 22% of the City-wide land base for nature through the City's Conservation and Leisure Designation.
Notes the OCP's 40% city-wide tree canopy target.
- Includes policies to reduce community-wide emissions by 45% below 2007 levels by 2030 and to zero net emissions by 2050 through land use designations that increase the development potential in core urban areas. It also includes policies related to active transportation and advocating for transit service to reduce the number of trips by automobile. Includes flood proofing and extreme weather protection policies that minimize risks associated with climate change and natural hazards.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 envisions a region with a diverse and affordable range of housing choices suitable for residents at any stage of their lives, including a variety of unit types, sizes, tenures prices, and locations, with a focus on increasing the supply of purpose-built rental housing in proximity to transit. The City of Delta's Regional Context Statement outlines the City's commitment to meeting the regional aspirations set out in *Metro 2050*. Specifically, the City of Delta's Regional Context Statement:

- Includes policies that contribute to the *Metro 2050* target of at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units. This includes the Scott Road Corridor land use designation, which applies to the Scott Road Frequent Transit Development Area where rental and non-market housing contributions are sought for developments above six storeys.
- Amendments to single-detached residential area designations align with *Metro 2050* policies and actions that strive for increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods.
- Includes policies for protecting existing purpose-built rental housing and tenants and for increasing the development of rental and non-market housing, including housing for groups with specific needs.
- References and supports the City's Housing Needs Assessment and Action Plan.

Goal 5: Support Sustainable Transportation Choices

Goal 5 promotes compact, transit-oriented urban forms supported by a range of sustainable transportation choices. This pattern of development expands the opportunities for active transportation, facilitates GHG emissions reduction, and leads to improved air quality. The City of Delta's Regional Context Statement outlines the City's commitment to meeting the regional aspirations set out in *Metro 2050*. Specifically, the City of Delta's Regional Context Statement:

- Includes policies that support *Metro 2050* policies which encourage a greater share of trips by transit, shared mobility options, cycling, walking, and rolling.

- Identifies routes for safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings.

Comments to be Addressed in Submission of an Updated Regional Context Statement

Through the evaluation of the City of Delta’s Regional Context Statement, Metro Vancouver staff have identified a few areas where additional information is required. The list below shows some specific points that the City of Delta is asked to address. Staff at the City of Delta have confirmed they will update the accepted Regional Context Statement, and submit it for the Board’s consideration no later than early 2025 to address the areas listed below. Normally these details would be worked out before a Regional Context Statement is submitted to the MVRD Board for acceptance, but given the tight timelines to comply with recent provincial legislation regarding TOAs and housing targets, staff are recommending accepting the submitted Regional Context Statement, and working with the City of Delta to address these outstanding matters.

- Updated City of Delta-specific population, dwelling unit, and employment projections (with reference to guidelines contained in Tables 1 and 2 [Urban Centres and Frequent Transit Development Areas] of *Metro 2050*) be provided.
- The Growth Targets section should clearly express residential and employment growth in the Ladner Urban Centre as a share of total municipal growth as it pertains to the regional shares of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 of *Metro 2050*.
- The regional land use designation “Mixed Employment” has been changed to “Employment” in *Metro 2050*. All references to be updated accordingly.
- A list of any proposed regional land use designation changes, by parcel, is requested once a revised Regional Context Statement is available.
- Mapping inconsistencies identified by Metro Vancouver staff.

PUBLIC COMMENTS

Staff received several public comments regarding the City of Delta’s OCP. These comments are provided in Attachment 2 for information. Staff note that the submission and review of a member jurisdiction’s Regional Context Statement is a legislated process used to determine consistency between a member jurisdiction’s OCP and the regional growth strategy. It is not a process that allows for reconsideration by the MVRD Board of local OCP policy choices that are within the purview of local councils. For this reason, staff’s assessment is solely based on a bylaw-to-bylaw policy review.

ALTERNATIVES

1. That MVRD Board accept the City of Delta Regional Context Statement as submitted to Metro Vancouver on April 24, 2024.
2. That the MVRD Board not accept the City of Delta’s Regional Context Statement as submitted to Metro Vancouver on April 24, 2024, indicating the provisions to which the Board objects and the reasons for objection, and request the City or Delta amend its Regional Context Statement and re-submit the revised Regional Context Statement to the Board for consideration.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, Metro Vancouver would accept the City's Regional Context Statement as proposed. If the Board chooses Alternative 2, as per *Local Government Act* section 866 (5), the Board would need to indicate the provisions to which it objects and the reasons for objection, and request that the City amend its Regional Context Statement and re-submit it to the Board for consideration. This course of action may lead to a dispute resolution process. The cost for this dispute resolution would depend on the process and is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the costs.

CONCLUSION

The City of Delta has amended its Regional Context Statement and submitted it to Metro Vancouver. Metro Vancouver has conducted a review of the Regional Context Statement and recommends acceptance based on it being generally consistent with *Metro 2050*. However, additional information is requested to be submitted to better demonstrate alignment between the OCP and *Metro 2050*. City staff have committed to updating the Regional Context Statement and submitting it in late 2024 or early 2025. Staff recommend Alternative 1.

ATTACHMENTS

1. City of Delta Council Report dated March 27, 2024, titled "Official Community Plan 2024 – Housing Our Future", File No. P22-01A, Bylaw No. 8400
2. Public email correspondence regarding City of Delta Official Community Plan

REFERENCES

1. [Local Government Act, section 866](#)
2. [Ministerial Order M279 \(Housing Supply Act\), dated October 1, 2023](#)
3. [New Provincial Legislation](#)

68028863



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Mayor and Council** File No.: **P22-01A**
 From: **Development Department** Bylaw No.: **8400**
 Date: **March 27, 2024**

Official Community Plan 2024 – Housing Our Future

The following report has been reviewed and endorsed by the City Manager.

▪ **RECOMMENDATIONS:**

- A. THAT Council receive the consultation process summary as outlined in this report and consider the feedback received during the public consultation process included in Attachments B and C.
- B. THAT first and second readings be given to City of Delta Official Community Plan 2024: Housing Our Future Bylaw No. 8400.
- C. THAT Bylaw No. 8400 be confirmed as being consistent with the Current Financial Plan and the Liquid and Solid Waste Management Plans, as required by the *Local Government Act*.
- D. THAT Bylaw No. 8400 be referred to the Agricultural Land Commission for comment to confirm compliance with the Agricultural Land Commission Act.
- E. THAT Bylaw No. 8400 be referred to a Public Hearing to be scheduled on April 22, 2024 at 3:00 pm at Delta City Hall, 4500 Clarence Taylor Crescent.

▪ **PURPOSE:**

The purpose of this report is to present for Council's consideration Delta's new housing-focused Official Community Plan (OCP).

▪ **BACKGROUND:**

Provincial Requirements

In October 2023, the Province issued a Ministerial Order to the City of Delta under Section 2 of the *Housing Supply Act*. This Order requires Delta to meet a five year target of 3,607 net new housing units to be completed starting October 1, 2023. This number represents 75 percent of the estimated five-year housing need for Delta.

In November 2023, the Province introduced several other pieces of legislation aimed at increasing housing supply, which apply to municipalities across British Columbia (BC):

- Bill 44, the *Housing Statutes (Residential Development) Amendment Act*, requires municipalities to allow increased density in areas currently zoned for single detached and duplex homes.
- The *Housing Statutes (Residential Development) Amendment Act* also requires municipalities to identify areas for residential development to meet anticipated housing needs for the next 20 years.
- Bill 47, the *Housing Statutes (Transit-Oriented Areas) Amendment Act* requires Delta to designate minimum densities within a Transit Oriented Development Area (TOD Area) extending 400 metres from Scottsdale Exchange in Surrey.

In response to both the Ministerial Order and the introduction of new Provincial legislation, a housing-focused update to the OCP has been developed to help achieve increased housing supply and to better reflect the current housing needs of the community.

This OCP update also incorporates revisions to the Regional Context Statement, which is required by the *Local Government Act*. The Regional Context Statement describes how the policies in the OCP align with and support the regional vision for growth expressed in Metro Vancouver's Regional Growth Strategy. The latest Regional Growth Strategy, *Metro2050*, was adopted in February 2023. The *Local Government Act* stipulates that member jurisdictions have two years after the adoption of a Regional Growth Strategy to develop and submit a Regional Context Statement.

Consultation

At the February 12, 2024 Regular Meeting, Council received and endorsed a Communications and Consultation Plan outlining an engagement process to support these OCP updates. The engagement process consisted of three phases and is described in detail in the Discussion section below.

▪ DISCUSSION:

The current OCP, originally adopted in 1985 and amended over the years, is no longer reflective of the housing pressures facing Delta. The proposed new OCP will help Delta meet provincial mandates and modernize land use to meet the housing needs of the community. It also aligns with key objectives identified in Delta's 2021 Housing Action Plan. Specific provincial mandates addressed by this update include:

- Providing growth capacity to create the opportunity to achieve the Ministerial Housing Target of 3,607 net new units in the next five years.
- Creating the policy framework to enable small-scale multi-unit housing in areas currently zoned for single detached and duplex homes.
- Identifying areas for residential development in the OCP that meet the 20 years of housing need.
- Designating a Transit-Oriented Area within 400 metres of Scottsdale Exchange in Surrey.

The updates are largely structured around three big changes: enabling more opportunities for townhouses and apartments; enabling small scale multi-unit housing; and, simplifying land use designations. These three big moves and additional changes between the 1985 OCP and proposed 2024 OCP are described in more detail below.

Big Change #1: Enabling More Townhouse and Apartment Opportunities

The first set of proposed changes will create greater opportunities for townhouses, apartments, and mixed-use residential developments in strategic areas within the urban centres and major corridors of each community. These locations offer proximity to daily needs including grocery stores, offices, child care, schools, community centres, and transit. These areas also have existing or planned servicing capacity to support growth. In the current OCP, there are limited areas for townhouse or apartment developments. This makes the process to construct these forms of housing more difficult, as each project requires a lengthy process to apply for an amendment to the OCP.

In Tsawwassen, there has historically been limited redevelopment, with the exception of two master-planned communities, largely due to the lack of opportunities for more diverse housing forms. Changes proposed in Tsawwassen focus growth around the Urban Centre at 56 Street and 12 Avenue, where there are new opportunities for mixed-use apartment buildings and increased heights. Extending out from the Urban Centre area, there are new opportunities for townhouses proposed around facilities and along key corridors such as 12 Avenue, 53A Street, and 56 Street, as well as expanded apartment opportunities fronting 56 Street.

In North Delta, along Scott Road, there has historically been more opportunity for apartments, which is reinforced and modestly expanded in this proposed update. This will reflect Scott Road's importance as a transit corridor and the proposed changes provide for better transitions between high densities and Small Scale Residential housing. Additional changes are proposed along 84 Avenue to enable more townhouses and apartments, leading to an Urban Centre with increased height potential at Nordel Social Heart, including density transitions outwards towards Small Scale Residential.

In Ladner, changes are focused along Ladner Trunk Road, where more opportunities for apartments are proposed, and around Ladner Village, where greater opportunities for townhouses are proposed. Additional opportunities for townhouses are proposed north of the Urban Centre area and around Delta Secondary School/Memorial Park. Within Ladner Village, the urban centre for this community, heights are maintained as outlined in the 2021 Ladner Village Revitalization OCP Update.

These proposed changes will enable more diverse housing opportunities to help meet Delta's anticipated 20 year housing need and Housing Target Order. The changes can be reviewed in more detail in Attachment A.

Big Change #2: Small-Scale Multi-Unit Housing

The second proposed big change is to enable small-scale multi-unit housing. This will allow up to 4 units per single-detached or duplex lot, as required by Bill 44. The proposed update includes policies that support new forms of small-scale multi-unit

housing, like garden suites and coach homes, as well as greater opportunities for multi-unit forms like duplexes with suites where they were previously not permitted. Additional changes are required to the Zoning Bylaw, which must be completed prior to the provincial deadline of June 30, 2024.

Big Change #3: Simplifying Land Use Designations

The final proposed big change simplifies the land use designations. The current OCP has more than 75 distinct land use designations, some of which are highly specific and only apply to a couple of properties. The proposed 2024 OCP offers 10 land use designations, which are more generalized and provide a high level, long-term vision for land uses.

Existing designations for parks, green space, environmentally sensitive areas, and more have been combined into one **Conservation and Leisure** designation. Recreation, institutional, civic, school, and more have been combined into one **Civic and Institutional** designation. **Industrial** and **Agricultural** designations remain largely the same.

Residential and commercial areas have been divided into 5 designations:

- **Small Scale Residential** is used for areas that allow single-detached and duplexes in the current OCP. This proposed designation will permit up to 4 units per lot, as required by the Province and also allow for limited, small, local commercial uses such as corner stores or small child care facilities.
- **Mixed Residential** is proposed to enable townhouse opportunities along key corridors and around urban centres. With a 3 storey high limit this designation will help create transitions between higher and lower densities. Limited, small commercial uses will also be permitted in this proposed designation.
- **Neighbourhood Centre and Corridor** permits up to 6 storeys along key corridors and in smaller neighbourhood centres. This proposed designation will support mixed use and residential buildings that contribute to engaging pedestrian experiences.
- **Urban Centre** is used for expanded centres in each community. Urban Centres are envisioned as the local hub for each community, where shops, services, and employment opportunities are located together to create lively, safe, and inviting destinations. This proposed designation will emphasize active storefronts at street level that contribute to engaging pedestrian experiences. This designation is proposed to generally be 6 storeys, with opportunities for up to 24 storeys where a significant community contribution is provided. Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 18 storeys or higher.
- **Scott Road Corridor** is a standalone designation for the area along 120 Street stretching from 96 Avenue to 68 Avenue. This proposed designation offers opportunities for the highest density in the City fronting Scott Road, with transitional heights moving westward. Scott Road Corridor will primarily allow for mixed-use buildings, providing shops, services, and employment opportunities with active storefronts at street level that contribute to engaging pedestrian and transit experiences. This designation is proposed to generally be 6 storeys, with opportunities for up to 32 storeys where a significant community contribution is provided. Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings

that are 18 storeys or higher. More specific guidance on heights within the Scott Road Corridor is provided in the proposed height map included as Map 3 in Attachment A.

The final proposed designation, **Marine Mixed Use**, applies to a small number of properties with unique combinations of residential and marine industrial due to their riverfront locations.

The proposed land use designations are illustrated on the following pages (Figure 1A and 1B).

Figure 1A. Proposed Land Use Designations for OCP 2024 (continued on next page).



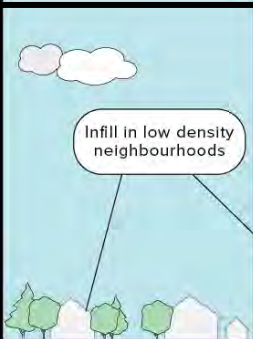
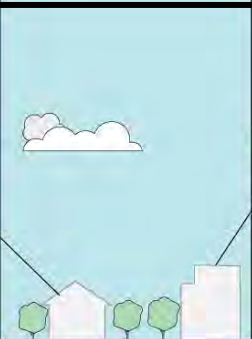

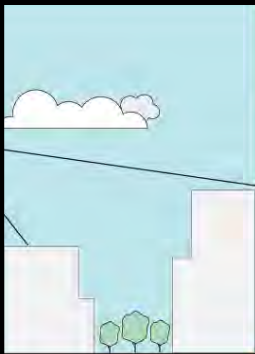



				
Conservation & Leisure	Agricultural	Small Scale Residential	Mixed Residential	Neighbourhood Centres & Corridors
Green space, passive parks	Agriculture and farm residential	Lower density residential including small scale, multi-unit housing	“Missing middle” including townhomes and ground oriented developments	Low-rise apartments and mixed use buildings
Building Types and Height				
<ul style="list-style-type: none"> • Accessory buildings only. 	<ul style="list-style-type: none"> • Farm and agricultural buildings, farm houses, and migrant farm worker housing. 	<ul style="list-style-type: none"> • Single-detached houses, duplexes, houseplexes, accessory dwelling units like secondary suites, garden suites and coach homes, and some corner stores/cafes. • Maximum height 2.5 storeys • Maximum 4 units per lot, or 6 within 400 m of RapidBus stops in North Delta. 	<ul style="list-style-type: none"> • Townhouses with potential for some houseplexes and corner stores/cafes. • Maximum height 3 storeys. 	<ul style="list-style-type: none"> • Low-rise apartment buildings, commercial or mixed-use buildings with retail mostly on ground floor, some townhouses. • Maximum height 6 storeys.

Figure 2B. Proposed Land Use Designations for OCP 2024, continued.

			
Urban Centres	Scott Road Corridor	Industrial Civic / Institutional	Marine Mixed Use
Up to mid-rise apartments and mixed use buildings	Up to high-rise apartments and mixed use buildings	Industrial / institutional buildings, civic facilities, active / programmed parks	Marine mixed use and water related industries along waterfront
Building Types and Height			
<ul style="list-style-type: none"> • Low to mid-rise residential and mixed-use buildings with commercial and civic uses on ground floors that contribute to lively, inviting, and safe pedestrian spaces. • 6 storeys with some opportunities for up to 24 storeys where a significant community contribution, generally including rental/non-market housing, is provided. • Ladner Village Height Map applies. 	<ul style="list-style-type: none"> • Mid to high-rise residential and mixed-use buildings with commercial and civic uses on ground floors that contribute to lively, inviting, and safe pedestrian spaces. • 6 storeys up to 32 storeys where a significant community contribution, generally including rental/non-market housing, is provided. • Scott Road Height Map applies. 	<ul style="list-style-type: none"> • Building types and heights will be specified in the Zoning Bylaw. 	<ul style="list-style-type: none"> • Mix of building types with limited residential, including existing float homes. • Maximum residential height 3 storeys.

Other Changes

Policy Updates

While this update focuses on housing, the OCP contains other policy sections (Figure 3).

Figure 3. OCP 2024 policy sections



These policy sections were updated by incorporating and referring to recent policy work and approved plans and strategies, such as:

- Accessibility Plan 2023
- Agricultural Plan 2023
- Child Care Strategy and Action Plan 2020
- Community Energy and Emissions Plan (underway)
- Cycling Master Plan 2023
- Housing Action Plan 2021
- Metro Vancouver’s Regional Growth Strategy, *Metro2050* (2023)
- Social Action Plan 2023

These plans were developed with significant public engagement processes and are a critical input to this OCP update as a part of the long-term vision for Delta.

In addition, the area plans from the current OCP have been removed from the proposed 2024 OCP. The area plans contained many policies that only applied to specific areas of the City. This update proposes to take a more cohesive approach, generalizing applicable policies to the City as a whole and retaining specific policies

where necessary by inserting them into the relevant policy sections. These changes shift Delta to a City-wide approach based on common community goals, while allowing more detailed policies, plans, and strategies to be developed as needed. This approach is similar to other municipalities and helps ensure that the many overarching responsibilities of the City (transportation, utilities, parks, community services, agriculture, natural environment, etc.) can be addressed and regularly updated by respective City departments with appropriate community engagement programs.

Land Use Regulation Updates

The proposed 2024 OCP also contains some changes related to land use regulations, in the form of Development Permit Areas, Temporary Use Permits, and Heritage Conservation Areas.

Existing Development Permit Area (DPA) guidelines have been retained, and a new DPA has been proposed for Tsawwassen Urban Centre, which supercedes the existing DPA for the area designated Urban Centre. The proposed Tsawwassen Urban Centre DPA guidelines establish the objectives for the development of commercial, multi-unit residential, and mixed use buildings. It envisions the Tsawwassen Urban Centre as a walkable, complete community where current and future residents can live, work, shop, play, and feel part of a well-connect and integrated community. This DPA is being proposed to provide additional clarity to address some of the questions and comments received during the public consultation process. The remaining DPAs will be reviewed in the near future as part of ongoing work to ensure they accurately reflect the form of development envisioned by the OCP.

The existing Heritage Conservation Areas are proposed to be relocated to their own Appendix, and will incorporate changes to accommodate the requirements of small-scale multi-unit housing.

Temporary Use Permits have been removed from the proposed new OCP, and will be brought forward by staff in the near future as a proposed amendment to the Zoning Bylaw. At this time, staff do not anticipate proposing changes to the Temporary Use Permit regulations, with the exception of language changes for grammar and clarity. Temporary Use Permits that have previously been issued remain valid up to their date of expiry.

Finally, the Regional Context Statement has been updated, which is required by the *Local Government Act* to align with Metro Vancouver's 2023 Regional Growth Strategy, *Metro2050*. Updates to the Regional Context Statement illustrate how the proposed OCP will help manage growth to support complete, connect, and resilient communities, while protecting natural, agricultural, and employment lands and supporting the efficient provision of urban infrastructure.

Consultation Process and Summary

Section 475 of the *Local Government Act* outlines consultation requirements during the repeal and development of an OCP, specifying that a municipality must consider how they will consult the public, organizations, and agencies.

Agencies

Referrals were sent via email and letter on February 15 and March 8. Staff met with agencies and exchanged information via email upon request to facilitate their reviews. Responses were received from most; some had no comment and some provided formal letters.

In general, agencies were supportive of Delta's proposed OCP updates, noting the environmental, public health, and emissions reductions benefits of focusing development in centres and corridors while protecting agricultural lands and natural areas. Agencies also noted the opportunities created for more diverse housing forms and related ability to facilitate more rental and non-market housing for a range of socio-economic groups.

A summary of feedback received from agencies and a description of how feedback was considered is included in Attachment B. Two formal letters were received; one from Delta Police and one from Fraser Health. The Delta School District has indicated that, with efficient enrollment planning, they anticipate the expected increase in enrollment enabled through the updated OCP could be accommodated.

General Public

The City undertook an engagement program aimed at maximizing awareness and opportunities for involvement in accordance with the project timeline. It followed the "consult" level of participation with the aim to obtain public feedback on analysis, alternatives, and/or decisions and commits to inform participants, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

The engagement program involved four phases, which are described below. Phases 1 and 2 have been completed.

Phase 1: Raise Awareness and Build Understanding (February 2024)

Recognizing that awareness of the need for housing and an OCP update may be low, the first phase of the engagement program increased awareness of the City's efforts to meet the provincial mandate and provide context for upcoming changes. Key activities included:

- Project page on Let's Talk Delta (letstalk.delta.ca/HousingOurFuture) visited by 10,700
- City-wide mail out to 44,000 homes and businesses
- Full page newspaper advertisements
- Social media campaign including 48 posts
- Public correspondence via the DeltaOCUpdate@delta.ca email

Phase 2: Review Direction and Gather Feedback (March 2024)

Building on Phase 1, Phase 2 shared draft land use designation maps and OCP policy directions. The community was invited to review what was being considered and share their feedback through online forms and in-person discussions. Key activities included:

- City-wide mail out to 44,000 homes and businesses
- Full page newspaper advertisements
- Four open houses attended by 1,200 community members
- Three online information sessions (including one in Punjabi and one for the business community)
- Community group and advisory committee outreach
- Online and paper feedback survey form that received 1,034 submissions

Feedback gathered through this phase has been considered in developing the proposed 2024 OCP.

Phase 3: Final Draft, Public Hearing (Proposed April 2024)

Phase 3 will provide the community and interested parties with the opportunity to view the proposed OCP and understand how their interests have been considered. This phase will also include the statutory requirement for a public hearing. Should Council give First and Second Reading to OCP Bylaw No. 8400, key activities would include:

- City-wide mail out to 44,000 homes and businesses
- Full page newspaper advertisements
- Statutory Notice of Public Hearing
- Two open houses from 6:00 – 8:00 pm on April 17 (Ladner Community Centre) and April 18 (North Delta Recreation Centre) to allow residents to ask questions about the OCP in advance of the Public Hearing
- Public Hearing proposed for April 22 at 3:00 pm at Delta City Hall

Phase 4: Statutory Reviews and Adoption (May 2024)

As per *Local Government Act* requirements, should Council wish to proceed following First and Second Readings, the OCP will be shared with the Agricultural Land Commission for comment to confirm compliance with the Agricultural Land Commission Act. Following the Public Hearing, should Council wish to proceed, the OCP will be referred to Metro Vancouver for formal review and consideration of the Regional Context Statement. Once these statutory reviews are complete, the OCP will be presented to Council for final consideration and adoption.

Feedback

The feedback gathered through the engagement program was analyzed to: understand the community's perspective on the approach to managing growth; identify suggestions for the Land Use Designation Map; and, identify suggestions for policies to include in the OCP. Results were reviewed by staff and considered in developing the proposed 2024 OCP. Generally, feedback was considered based on the following themes:

Support for Growth

Delta is a community that is deeply invested in the future of their neighbourhoods, reflecting hopes for a balanced and thoughtful approach to development. They understand the need for growth and recognize that greater density is necessary. While there is some support and some opposition to the proposed plans to manage growth, most are cautious.

How it was addressed:

- Areas to support new growth were identified and chosen given their proximity to services, transportation and daily needs.
- The proposed OCP changes will allow for greater development opportunities in all urban areas of Delta, for new homes to be built.

Infrastructure

Participants agree that growth should be focused in areas where infrastructure, such as water, sewer, and roads, can be easily expanded or are already in place. They want to feel confident that these services will remain reliable for all residents and would like more information about planned and future investments including funding.

How it was addressed:

- Utilities capacities (e.g., water, sewer) were a key consideration in identifying areas for growth. All areas identified in the Land Use Designation Map for new townhouse or apartment opportunities are supported by existing infrastructure or have the ability to support capacity with future capital program upgrades.
- Policies have been incorporated to undertake neighbourhood-level servicing plans to identify sewer and water system upgrades required to support development, while considering climate change impacts.

Traffic and Transportation

Participants indicated that traffic and congestion are an issue already and want to understand how these issues will be alleviated or managed with further growth. There is a strong desire for improved transit and traffic management solutions to reduce congestion, improve safety, and support a more active, mobile, and accessible community.

How it was addressed:

- The OCP identifies a need to undertake neighbourhood servicing plans to support growth and improve vehicular circulation considering development and the unique context of Delta's communities.
- The OCP strongly supports improving active transportation infrastructure and linkages across the City, while also reinforcing the Cycling Master Plan.
- The OCP contains a policy related to working with TransLink to improve transit service. Access to transit was a key consideration in identifying areas for growth. Areas identified in the Land Use Designation Map for new townhouse or apartment opportunities have good proximity to transit.
- Outside of the OCP, the City assesses the traffic impacts of new developments on an ongoing basis by requiring detailed traffic impact assessment as part of major development applications. The City also advocates to TransLink for transit improvements.

Public Services and Amenities

Participants believe government services are strained and want to understand how Provincial and Regional services, such as health care, education, and City services – especially recreational amenities – will keep pace with growth.

How it was addressed:

- New OCP policies supporting child care and updated policies regarding collaboration with Delta School District.
- Updated policies have been incorporated regarding the provision of parks, recreation, and cultural facilities to support growth.
- While services like health care and schools are beyond the City's jurisdiction, staff consulted and shared growth projections with the Delta School District and Fraser Health in developing the OCP. The Delta School District has indicated that, with efficient enrollment planning, they anticipate the expected increase in enrollment enabled through the updated OCP could be accommodated. Additionally, outside of the OCP, the City works with the Delta School District to assess the school enrollment impacts of new developments on an ongoing basis as part of development applications.

Housing Options

Participants hope for a range of housing options that accommodate the diverse needs of young families, seniors, and all residents, fostering a vibrant and inclusive community. They want to understand how the OCP will support affordability.

How it was addressed:

- The OCP integrates work and community feedback provided as part of the Housing Action Plan. These actions focus on increasing housing diversity and achieving needed forms of housing including rental, non-market, housing for families, housing for seniors, and housing for people with mobility, accessibility, and other needs.
- The OCP introduces a policy to explore rental tenure zoning to secure rental housing.
- The Land Use Designation Map allows for increased townhouse and apartment opportunities, and enables small-scale multi-unit housing in traditionally single-detached neighbourhoods. This will help more diverse housing forms and greater supply to be developed, which is an important component of making housing more attainable.
- A new policy to achieve rental and non-market housing was added: rental and non-market housing contributions will be encouraged in all projects within Urban Centre or Scott Road Corridor designations for buildings over 6 storeys and will be expected for projects that include buildings that are 18 storeys or higher.

Environmental and Natural Spaces

Participants value the natural environment highly and want to see the preservation of parks and green spaces, recognizing the importance of the natural environment for the well-being and identity of the community.

How it was addressed:

- The OCP contains updated policies for protecting natural and environmental spaces, including areas where they interface with development.
- The Conservation and Leisure designation combines environmentally sensitive areas, natural parks, and other green spaces for preservation.
- New policies have been incorporated related to:
 - Natural infrastructure corridor¹ creation and restoration.
 - Birds and biodiversity.
 - Discouraging development in areas subject to unmitigated natural hazards.

Community Character and New Development

Participants want to see development that respects and maintains the unique character and small-town feel of neighbourhoods. They believe the Provincial Housing Target Order can be achieved with current proposals and without additional high rises. They also want to ensure growth enhances community livability. This is especially true in Tsawwassen where many participants want to see reduced heights in the Tsawwassen Urban Centre.

How it was addressed:

- The updated Land Use Designations propose new opportunities for commercial and mixed uses throughout the City, which will help support lively and livable neighbourhoods and urban centres where people can interact in safe and inviting spaces.
- Given the five-year timeframe, the Provincial Housing Target Order cannot be achieved with current proposals alone. The Provincial Housing Target Order is based on achieving occupancy and while some projects in the development approvals process may reach occupancy over the next five years, many will not. To meet the Provincial Housing Target Order, Delta must undertake a variety of initiatives such as a secondary suite program, allowing small-scale multi-unit residential, and increasing opportunities for townhomes and apartments. Delta will be evaluated not only on meeting the number of occupancy permits required, but also more broadly on all initiatives undertaken to improve housing diversity and increase supply.
- The OCP contains new Development Permit Area Guidelines for Tsawwassen Urban Centre that establish the objectives for the development of commercial, multi-unit residential, and mixed use buildings. They envision the Tsawwassen

¹ Natural spaces that link ecosystems, landscapes and species habitats, e.g., watershed, escarpment and ravine systems.

Urban Centre as a walkable, complete community where current and future residents can live, work, shop, play, and feel part of a well-connect and integrated community.

Community Involvement

Participants want to ensure that resident input is carefully considered and many have commented about the pace of the process. Their experience with engagement is mostly with development proposals and many expressed concerns about past applications and want to ensure their continued involvement in future proposals.

How it was addressed:

- Residents will still have the opportunity to engage in public consultation for major development rezoning applications, as is the case today. Consistent with our current practices, major development applications will undergo community consultation where public feedback will be sought. For projects that require an OCP amendment, a Public Hearing will also be required.

Specific Properties

Participants had questions about what was proposed for their specific properties. Many are enthusiastic about adding suites or other housing options while others are concerned about how their neighbourhoods will be affected.

How it was addressed:

- Staff reviewed and considered all comments received about the draft Land Use Designation Map.
- For residential/mixed use areas, edits were incorporated where requested changes aligned with the approach to increasing townhouse and apartment opportunities in proximity to daily needs and transit. Some areas were not changed at this time, but staff will monitor development progress and consider additional areas to be designated for townhouse and apartment opportunities as part of future updates to the OCP. Coordinated responses were received from residents in the following areas:
 - Camaro Drive (request to change land use on the south side from Mixed Residential to Small Scale Residential)
 - 12 Avenue is a priority corridor for Tsawwassen and the south side of Camaro Drive is captured within this corridor. This area is in close proximity to the Tsawwassen Urban Centre, and has good access to transportation options along 12 Avenue, 52 Street, and 56 Street. The proposed land use for this area was not changed.
 - Annieville (petition to change land use from Small Scale Residential to Mixed Residential)
 - This area is not near many existing shops and services and requires further evaluation of infrastructure upgrades required to support additional density, as well as the level of support from area residents. The proposed land use for this area was not changed.

- Woodlynn Court (petition to change land use from Mixed Residential to Small Scale Residential)
 - The petition received involved all land owners in the specified area. The proposed land use for the properties that signed the petition was changed from Mixed Residential to Small Scale Residential. 64 Avenue is a lower priority corridor at this time and has limited access to a variety of facilities and services.
- Many parks and small green spaces were added to the Civic and Institutional or Conservation and Leisure designations to ensure their preservation as parks and green spaces. Some of these parks and greenspaces are designated as residential in the current OCP and this has been updated to better reflect their existing and desired future use. Existing golf courses were added to the Conservation and Leisure designation, with a statement noting that new golf courses would not be permitted in these areas.

Lobby Senior Governments

Participants identified opportunities for Council to consider lobbying other levels of government on behalf of residents for projects and initiatives such as: advancing the tunnel replacement project and crossing at River Road, allowing more housing on farmland for families, allowing more than one suite in a home in the BC Building Code, addressing doctor shortages, advancing plans for transit, and providing long term water lot leases.

How it was addressed:

- While these are outside the scope of the OCP, these are important pieces of feedback ascertained by this project and have been shared with relevant departments for additional consideration.

A complete Engagement Summary is provided as Attachment C for Council to receive and consider.

Next Steps

Looking forward, the new OCP is intended to be a living document that can grow and change according to dynamic needs of the community. There are changes that will be undertaken in the short and long-term, including streamlining existing Development Permit Areas and introducing new form-based guidelines, regular updates to account for ongoing policy work, and supporting the priorities of other City departments in the development of master plans and strategies. Moving forward, under Bill 44, Delta is required to update the OCP every 5 years to reflect the housing needs on a 20-year horizon. Delta is also required to adopt changes to its Zoning Bylaw by June 30, 2024 for small-scale multi-unit housing, which will mean that rezoning will not be required on an individual lot basis in future, provided proposals comply with the new zoning regulations. Pre-zoning is not being undertaken for other land use designations at this time and future rezoning applications will be required.

Delta has reached out to Tsawwassen First Nation and Musqueam regarding the OCP work as part of a longer-term process of strengthening relationships with the local host Nations. At this time a page with preliminary content has been provided as a placeholder to introduce an amendment, when all parties are ready, to reflect the ongoing ties and relationship with the local host Nations.

- **Implications**

Financial Implications – As Delta develops over time, infrastructure investment in utilities, transportation, parks, recreation, and other community services will be considered in Delta’s financial planning process. Staff will explore a range of development financing tools to help fund the costs associated with necessary expanded infrastructure and amenities. For project-specific requirements, developments will continue to provide the needed upgrades to support their proposals overall.

Interdepartmental Implications – All City departments collaborated on the preparation of this proposed OCP update and will continue to collaborate for future updates.

Intergovernmental Implications – Should Council give Bylaw No. 8400 first and second Readings, the full document will be shared with the Agricultural Land Commission for formal comment to confirm compliance with the *Agricultural Land Commission Act*. Should Council wish to proceed through Public Hearing and give Bylaw No. 8400 third reading, the full document will be referred to Metro Vancouver for formal review and consideration of the Regional Context Statement.

- **CONCLUSION:**

This report outlines the proposed OCP update to help Delta meet the provincially mandated housing target and enable the development of more housing in Delta to meet the current and future needs of the community.

It is recommended that Bylaw No. 8400 be given first and second readings and be referred to a Public Hearing on April 22 at 3:00 pm at Delta City Hall.



Doreann Mayhew, P.Eng
General Manager, Development

Department submission prepared by: Emily Paterson, Planner; Emily Gray, Acting Senior Community Planner; Jeremy Keating, Acting Senior Community Planner; JoAnne Kleb, Manager of Engagement
EP/EG/JKe/JKI/wl

This report has been prepared in consultation with the following listed departments.

Concurring Departments		
Department	Name	Signature
Corporate Services	Mike Brotherston	MB
Engineering	Steven Lan	SL
Fire & Emergency Services	Guy McKintuck	GM
Parks, Recreation & Culture	Trent Reid	DC for Trent Reid
Communications	Deanie Wong	DW
Finance	Navin Chand	NC

ATTACHMENTS:

- A. OCP 2024: Housing Our Future (Bylaw No. 8400)
- B. Agency OCP Feedback
- C. Engagement Summary Report

G:\Current Development\P FILES\P22\P22-01 OCP Updates\P22-01A OCP Update\Council\April 8, 2024 Council Report\OCP report to council April 8.docx - Thursday, April 04, 2024, 4:39:23 PM

CITY OF DELTA

BYLAW NO. 8400

A Bylaw to adopt a new Official Community Plan for the City of Delta

WHEREAS under the provisions of Part 14, Division 4 of the Local Government Act, the Council may adopt one or more official community plans for one or more areas;

AND WHEREAS Council has considered providing consultation opportunities in accordance with Sections 475 and 476 of the Local Government Act, and has provided the opportunities it considers appropriate;

AND WHEREAS if the official community plan applies to land in an agricultural land reserve established under the Agricultural Land Commission Act, after first reading of the bylaw Council shall refer the official community plan to the Provincial Agricultural Land Commission for comment;

NOW THEREFORE the Council of the City of Delta, in open meeting assembled, ENACTS AS FOLLOWS:

- 1.1 This Bylaw may be cited for all purposes as **“City of Delta Official Community Plan 2024: Housing Our Future Bylaw No. 8400, 2024”**.
- 1.2 That “City of Delta Official Community Plan 2024: Housing Our Future” attached hereto as Schedule 8400-1 and forming part of this bylaw is adopted as the Official Community Plan of the City of Delta and applies to all areas of the City.
- 1.3 That if any statement, section, sub-section, clause, sub-clause or phrase of this bylaw or the official community plan adopted by this bylaw is for any reason held to be invalid by a decision of a court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of the bylaw and official community plan.
- 1.4 THAT notwithstanding any provisions and land use designations in **“City of Delta Official Community Plan 2024: Housing Our Future Bylaw No. 8400, 2024”** the provisions and land use designations in “The Corporation of Delta Official Community Plan Bylaw 3950, 1985” shall be applied to the lands described in the following bylaws upon adoption:
 - (a) “The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Regional Context Statement Amendment for MK Delta Lands Group – LU007445) Bylaw No. 7505, 2016” and “The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Official

Community Plan Amendment for MK Delta Lands Group – LU007445) Bylaw No. 7506, 2016” for the property at 7969 Highway 91 Connector, legally described as PID: 000-915-025, Lot 4 District Lot 437 Group 2, New Westminster District Plan 1180 Except Plan EPP375; and

(b) “The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Regional Context Statement Amendment for Tsawwassen Golf & Country Club Ltd. – LU007923) Bylaw No. 7651, 2017” for portions of the properties legally described as PID: 013-123-149, Lot A Section 10 Township 5, New Westminster District Plan 78593 and PID: 028-012-241, Lot 1, Section 10 & 15, Township 5, New Westminster District Plan BCP41748, Except Plan EPP42884 and “The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Tsawwassen Golf & Country Club Ltd. – LU007923) Bylaw No. 7652, 2017” for the property legally described as PID: 013-123-149, Lot A Section 10 Township 5, New Westminster District Plan 78593.

1.5 That “The Corporation of Delta Official Community Plan Bylaw 3950, 1985” and all amendments thereto are hereby repealed, except as noted in section 1.4 of this Bylaw.

READ A FIRST time the day of , 2024.

READ A SECOND time the day of , 2024.

PUBLIC HEARING held the day of , 2024.

READ A THIRD time the day of , 2024.

REGIONAL CONTEXT STATEMENT ACCEPTED BY METRO VANCOUVER REGIONAL DISTRICT BOARD the day of , 2024.

FINALLY CONSIDERED AND ADOPTED the day of , 2024.

George V. Harvie
Mayor

Michelle Jansson, CMC
City Clerk

Bylaw No. 8400

- 3 -

This is Schedule 8400-1 to
**“City of Delta Official Community Plan 2024:
Housing Our Future Bylaw No. 8400, 2024”**



Delta Official Community Plan 2024

Housing Our Future

Delta

Bylaw No. 8400, 2024



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1.0 About Delta's OCP 2024

Delta OCP 2024 addresses the following key priorities:

- Achieve Delta's provincially mandated housing target;
- Increase housing opportunities near services and transit, and provide more housing opportunities for everyone in Delta;
- Provide the jobs, services, transportation network and recreation opportunities to grow sustainably; and,
- Create an inclusive, safe, and vibrant community.

1.1 Background

Delta OCP 2024 consolidates and updates previous policies and land use designations, providing a refreshed growth framework that responds to Delta's housing needs and new provincial legislation. This provincial legislation includes:

- Delta's mandated housing target of 3,607 net new units over five years, extending to September 30, 2028;
- Requirements to allow for small-scale multi-unit housing throughout Delta on lots previously designated single-family; and,
- New provisions for transit-oriented areas.

Policies and land use designations in the OCP guide development over the long term and help Delta to make decisions regarding housing, development, services, amenities, and infrastructure. Based on provincial legislation, Delta's OCP will need to be updated every five years to reflect the City's housing needs over a 20-year horizon. The OCP may also be changed from time to time to reflect other land use needs that emerge.

Delta's OCP is intended to function as a living document that is updated and adjusted over time to respond to the needs of the community.

1.2 Community Profile

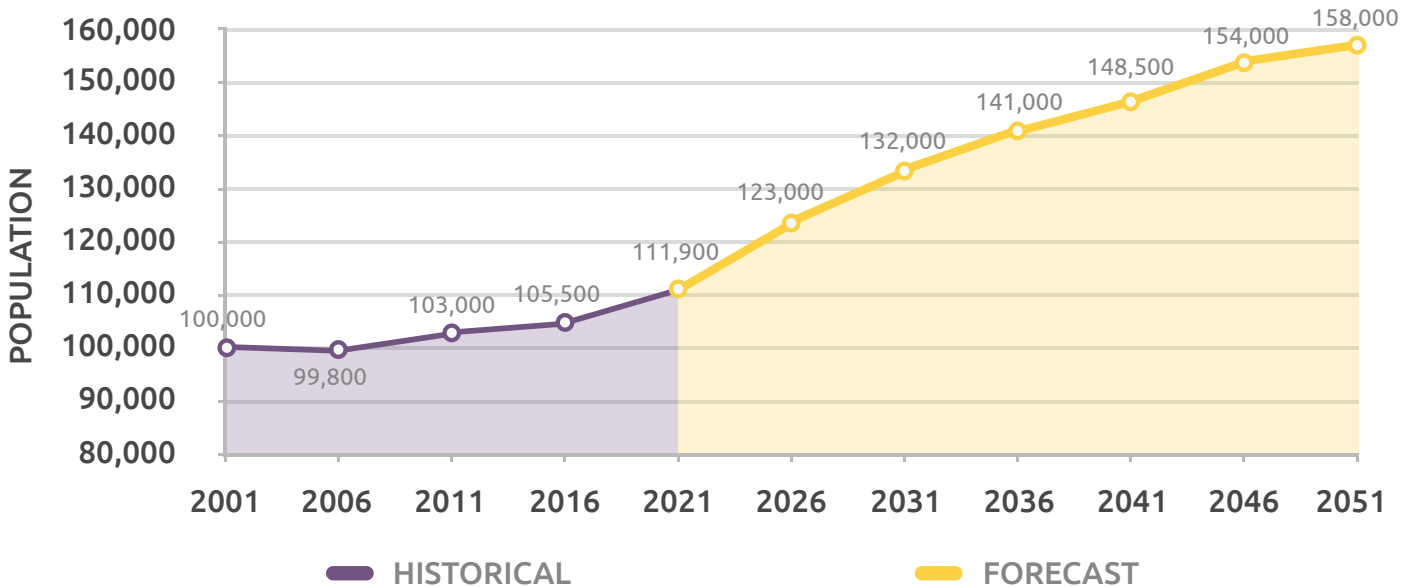
1.2.1 Population

Delta is growing. After a period of slower growth between 2001 and 2016, the population grew by 6,400 people between 2016 and 2021, when the last Census was completed. This represents a 6% increase between Censuses, which is noticeably higher than the 0% to 3% increases experienced previously.

Based on the provincial data used to generate Delta's housing target order, growth is projected to increase over the next five years. The housing target required Delta to achieve 3,607 net new homes between 2023 and 2028, which the Province has indicated represents 75% of the housing needs. This projected housing target correlates with a 10% population increase between 2021 and 2026. After the housing target period passes, growth is projected to slow but still continue to steadily increase over time.



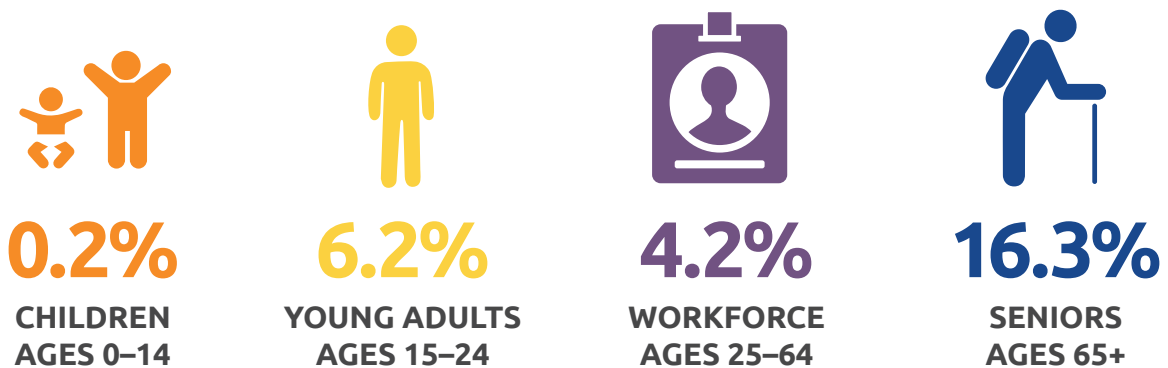
Figure 1 Delta Population, 2001 to 2051



Source: Custom projections prepared by Watson Land Economists Ltd. using B.C. stats

Like much of Canada, Delta’s population is aging. At the same time, between the last two Census periods, there was a slight increase in the number of children and a substantial increase in the number of young adults (Figure 2). Delta’s household size is relatively large (2.8 people per household), but could decrease over the long term as the population ages.

Figure 2 Relative Increases in Age Groups, 2016 to 2021

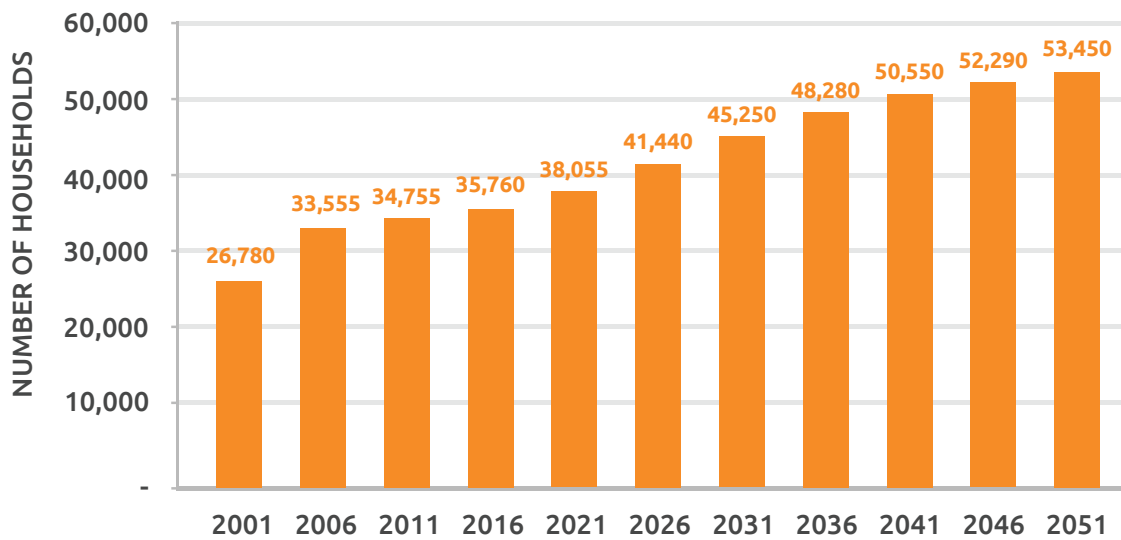


Source: Statistics Canada Census 2026 and 2021

1.2.2 Housing

The number of households in Delta increased slowly – around 3% – each Census period between 2006 and 2016. This was a stark contrast to prior growth, which saw an increase of more than 30% between the 2001 and 2006 Censuses. Between 2016 and 2021, growth rates started to increase (6%) and are projected to continue increasing as Delta works towards achieving the provincial housing target (Figure 3).

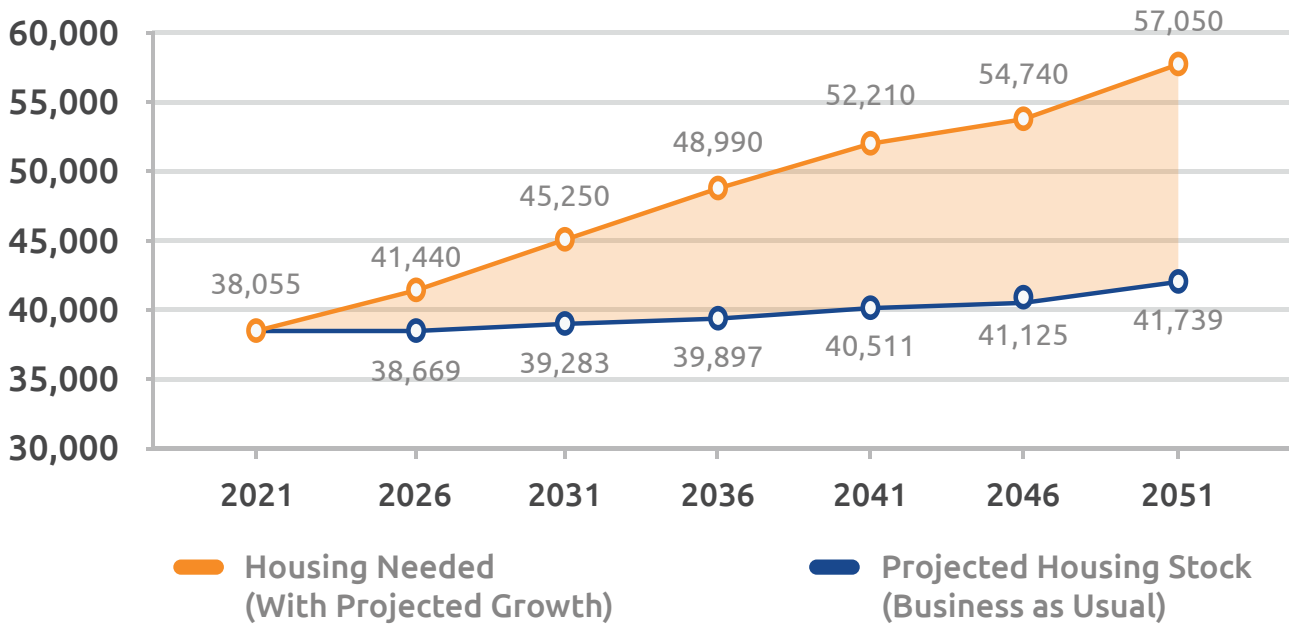
Figure 3 Number of Households, Historical and Projected, 2001 to 2051



Source: Custom projections prepared by Watson Land Economists Ltd. using B.C. stats

With this increase in households, it will be important for housing development to keep pace. Figure 4 illustrates the discrepancy between projected household growth and housing development in Delta, if housing development was to continue as experienced the past five years.

Figure 4 Housing Need and Housing Stock, 2021 to 2051

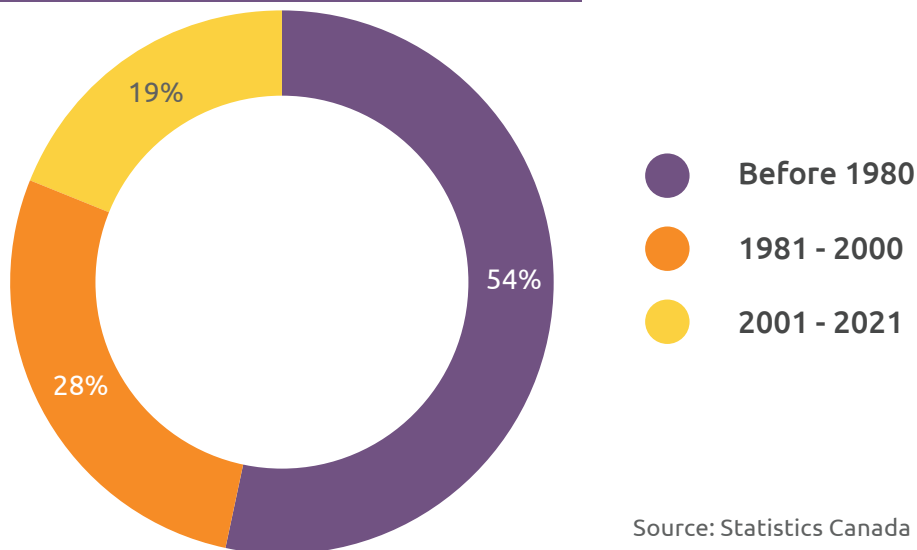


Source: Custom projections prepared by Watson Land Economists Ltd. using B.C. stats and building permit data from City of Delta

Most homes in Delta are single-detached (56% of housing stock), with apartments in buildings with five or more storeys comprising just 2%. Missing middle forms, like low-rise apartments and townhouses comprise about 23% and the remaining 19% are duplexes or suites.

The majority of homes in Delta were built prior to 1980 (54%), or between 1981 and 2000 (28%), with the remaining 19% built between 2001 and 2021 (Figure 5). As the housing stock continues to age, it will be important to maintain and replace housing to provide enough homes for the growing population.

Figure 5 Age of Homes in Delta

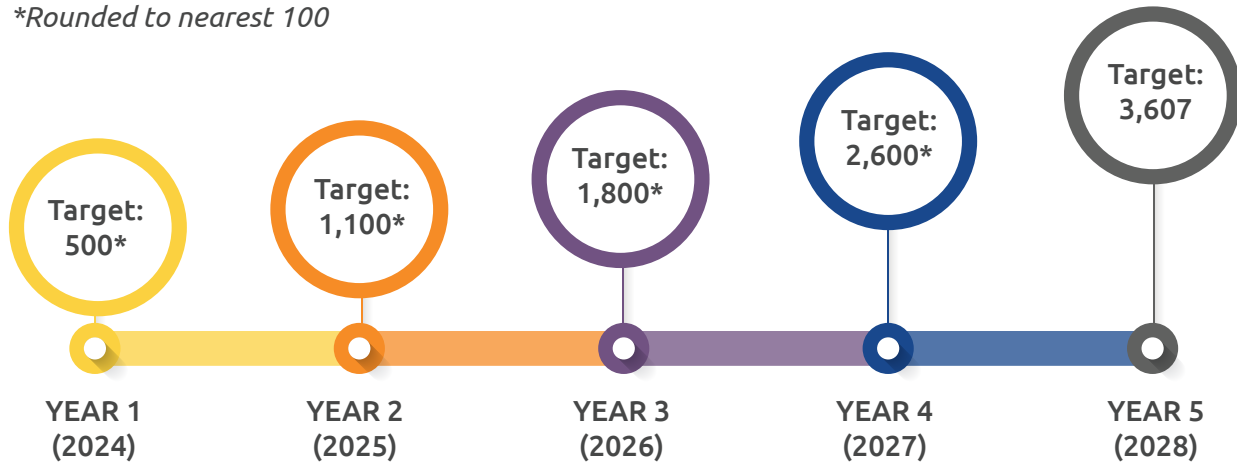


Source: Statistics Canada Census 2021

Delta’s Housing Needs Assessment provides more detailed data and analysis on Delta’s population and housing needs. The Housing Needs Assessment must be updated every five years and this OCP will be updated to reflect changes. While the Assessment includes an estimate of the number of housing units needed in the future, this is superseded by the Provincially-mandated housing target (Figure 6).

Figure 6 New Housing Targets

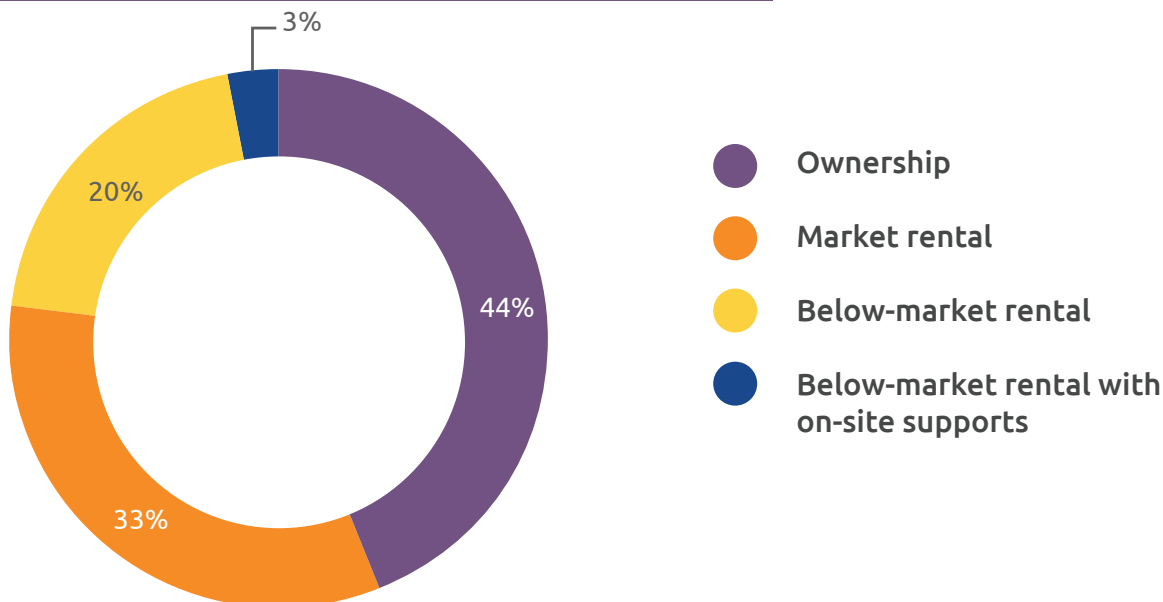
**Rounded to nearest 100*



Source: BC Ministry of Housing 2023

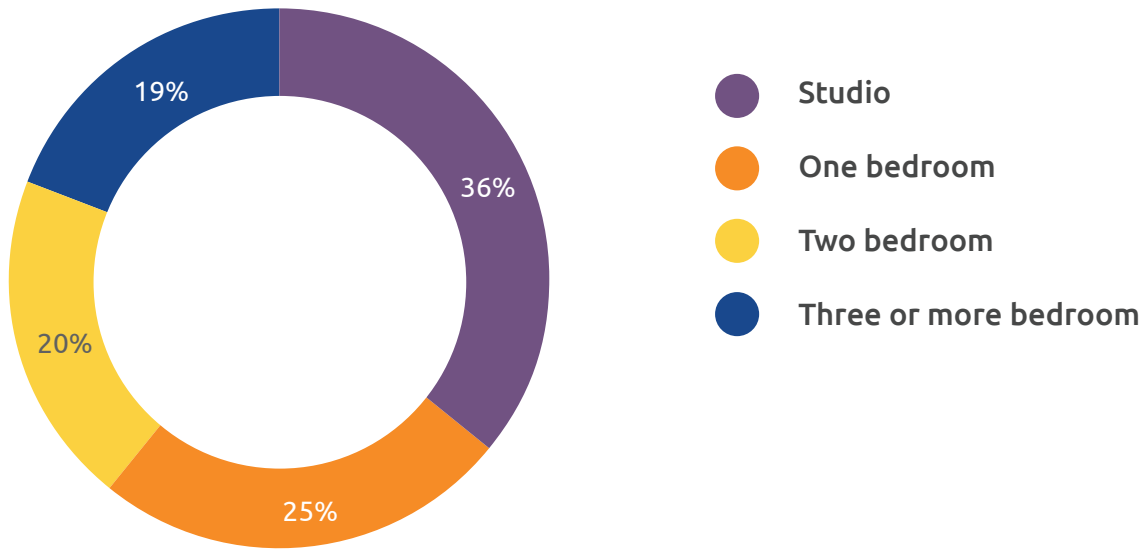
Based on housing target guidelines, Delta needs more rental housing (at market and below-market rates) and more housing units with three or more bedrooms (see Figure 7 and Figure 8).

Figure 7 Housing Target Guidelines: Tenure



Source: BC Ministry of Housing 2023

Figure 8 Housing Target Guideline: Number of Bedrooms

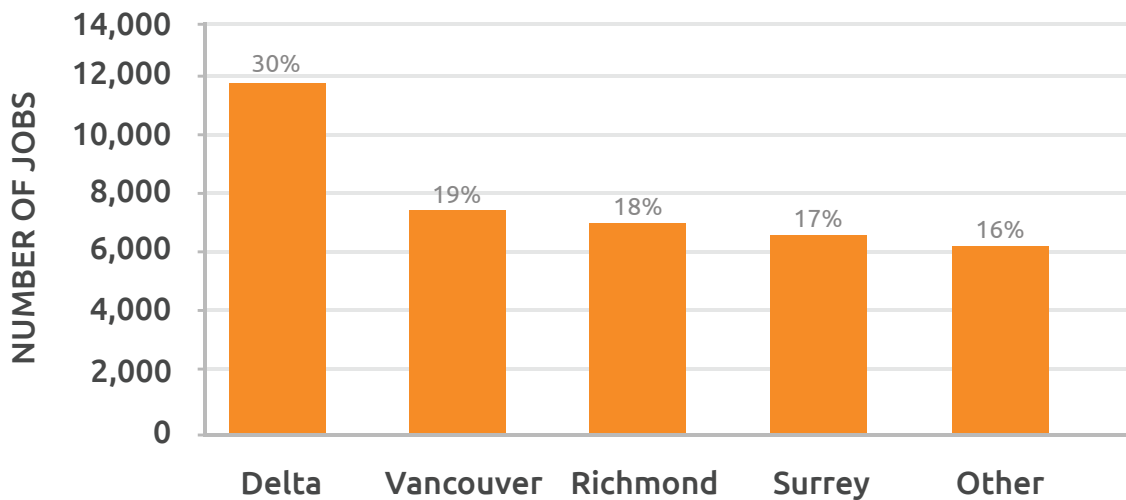


Source: BC Ministry of Housing 2023

1.2.3 Economy

Approximately 30% of employed Delta residents work within Delta and 54% commute to Vancouver, Richmond, or Surrey (Figure 9). For comparison, the average in the region is 46% working within their own city.

Figure 9 Where Delta Residents Work, 2021



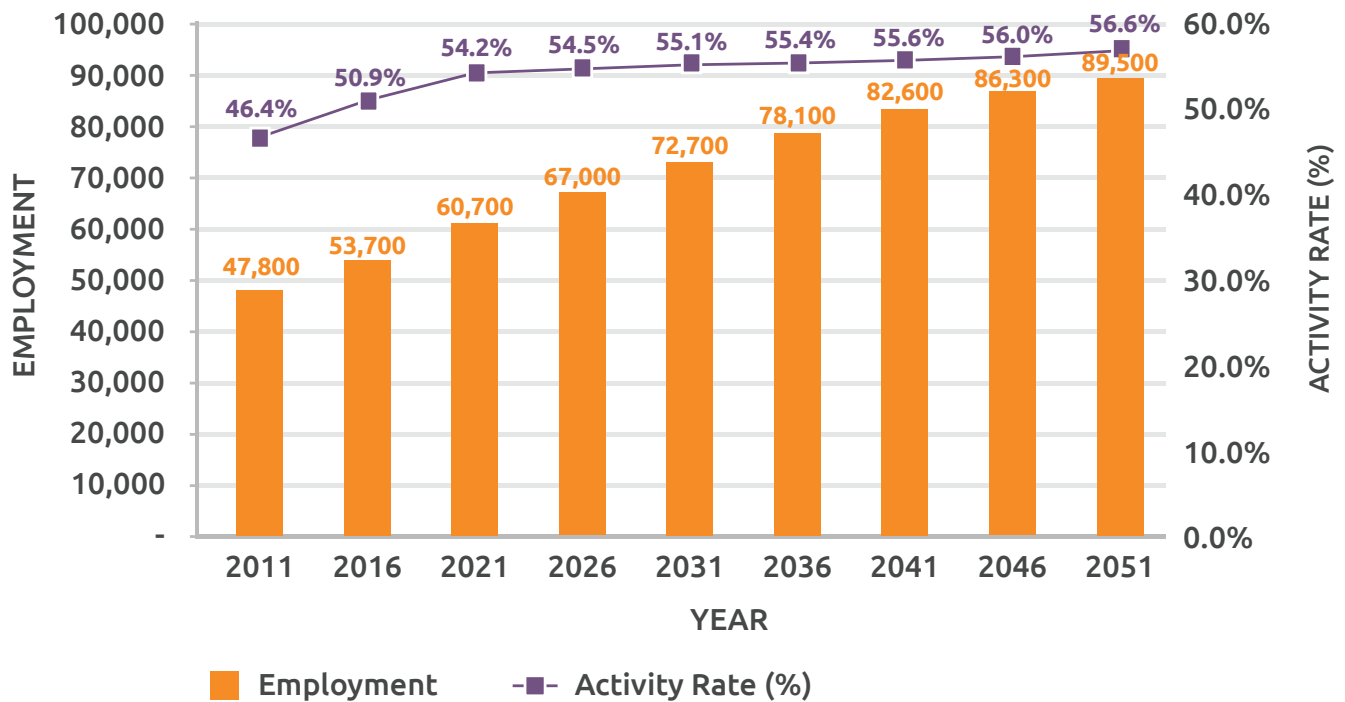
Source: Statistics Canada Census 2021

Sources of employment in Delta include the industrial areas at Tilbury, Annacis Island, and Deltaport, BC Ferries terminal, farms, plus approximately 3,200 businesses licensed in Delta. The most common industries that residents of Delta work in are retail, health care and social assistance, transportation and warehousing, and construction.

As shown in Figure 10, forecasts suggest there could be 89,500 jobs in Delta by 2051. The City’s corresponding employment activity rate (ratio of jobs to population) is estimated to increase from 54% in 2021 to 57% in 2051. This suggests that the City’s employment base is anticipated to grow at a slightly faster pace than the population base, which has been an observed trend over the past decade.

Within the local economy, there are opportunities for growth in export-based employment sectors (e.g., transportation, wholesale trade, construction, small-scale manufacturing), as well as population-related employment sectors (e.g., retail; accommodation and food; professional, scientific and technical services; and health care). Additional job growth may occur through home occupations, home-based businesses, and off-site employment such as construction.

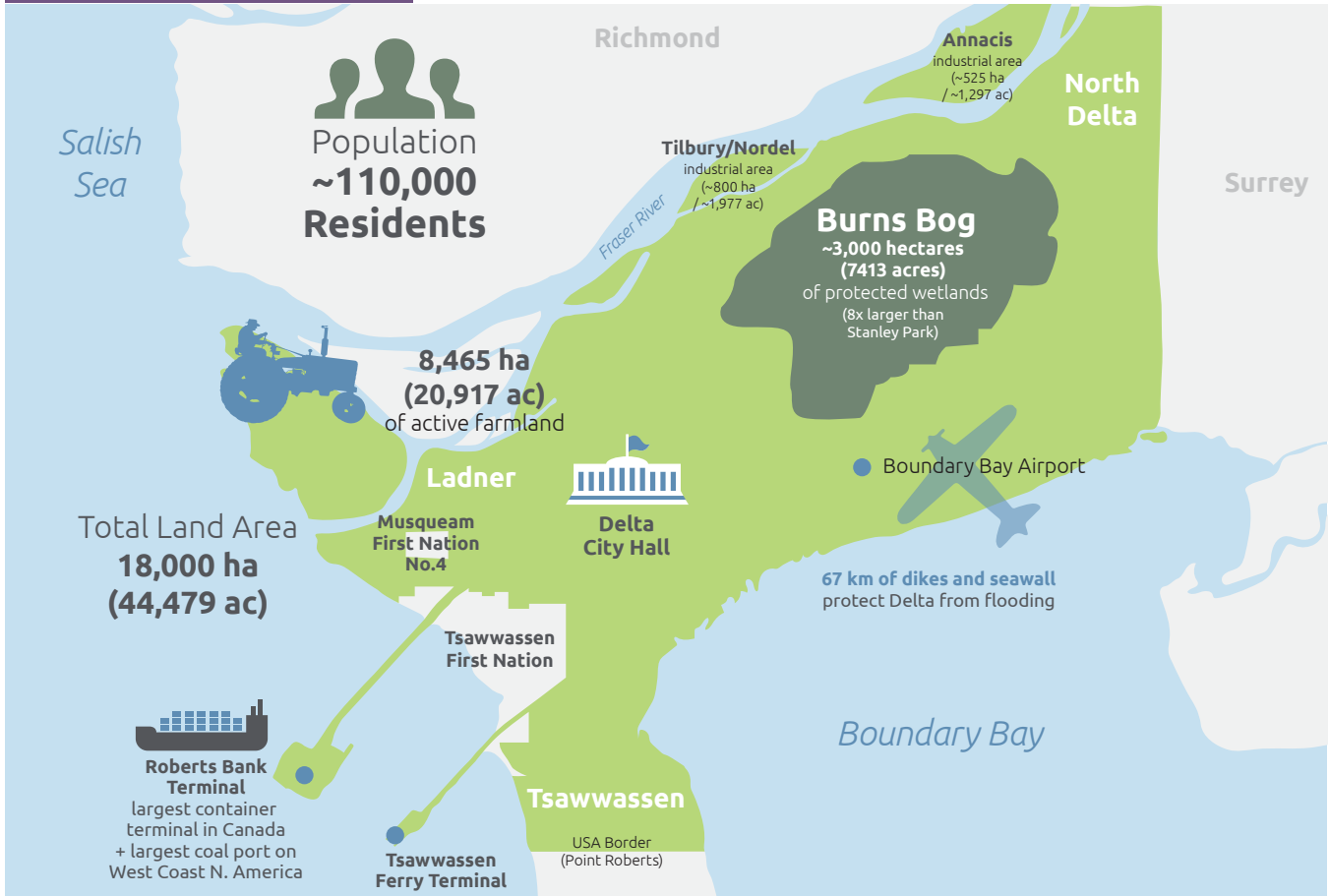
Figure 10 Historical and Forecasted Employment, 2011 to 2051









Source: Custom projection from Watson & Associates Economists Ltd., 2024.

1.3 Overall City Structure

Figure 11 Delta Facts



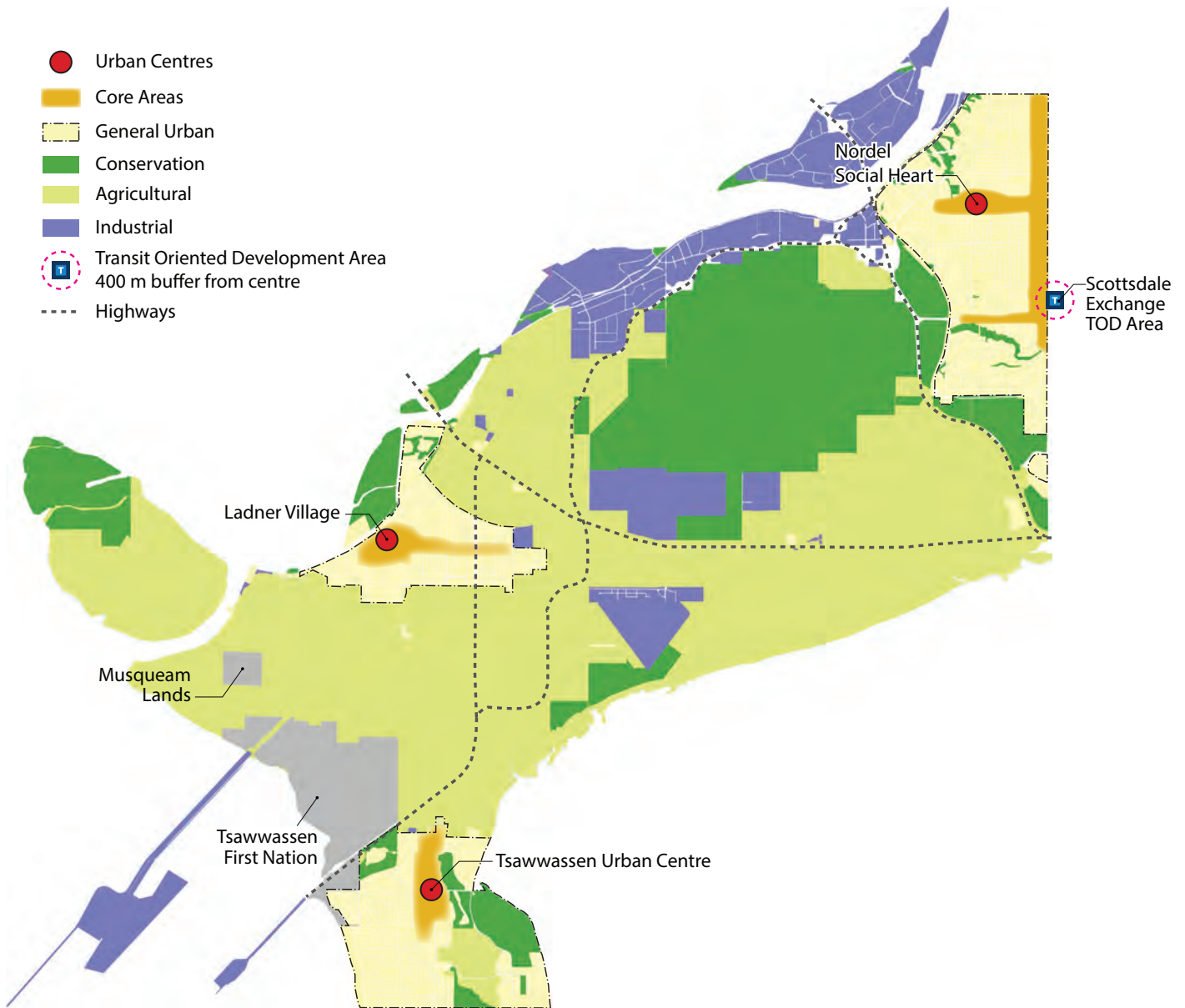
Within the City of Delta, land uses are defined by:

<p>The three urban communities: Ladner, North Delta, and Tsawwassen;</p> 	<p>Regionally and nationally significant transportation and port facilities, including Boundary Bay Airport, Roberts Bank port terminals, the BC Ferries Tsawwassen Terminal, highways, and railways;</p> 
<p> Agricultural lands, which make up approximately 50% of Delta's total land base;</p>	<p> Major transit facilities, including the R6 Scott Road RapidBus and bus exchanges; and,</p>
<p>Tilbury and Annacis Island industrial areas;</p> 	<p>Neighbouring communities, including Tsawwassen First Nation, Musqueam lands, the City of Surrey, and Point Roberts in the United States of America.</p> 

Delta's three urban communities have well-defined edges surrounded by agricultural lands, natural features, and adjacent communities. As a result, future urban growth will be focused primarily within existing developed areas.

Map 1 illustrates Delta's overall city structure and framework for growth within each of the three urban communities. Growth is concentrated in urban centres and urban core areas where there is the greatest access to shops, transit, and services to support housing.

Map 1 Overall City Structure



This map for illustrative purposes only. Please refer to "Map 2 Land Use".

1.3.1 North Delta

In North Delta, the focus for growth will be:

- Along the R6 Scott Road RapidBus Corridor and neighbouring lands to the west;
- In the provincially-designated Transit-Oriented Area surrounding the Scottsdale Exchange in Surrey;
- Within the Nordel Social Heart and along the 84 Avenue Corridor; and,
- Along the 72 Avenue Corridor.

With this growth, it is anticipated that North Delta will see an additional 24,000 people by 2051, representing approximately 10,000 new homes. A large proportion of this growth is projected to occur within the Scott Road Corridor: approximately 14,000 people representing 6,100 new households. In total, North Delta's 2051 population is estimated at 87,000 people (see Figure 12).

Employment in North Delta is anticipated to increase by approximately 8,500 local jobs by 2051, with 4,800 of these concentrated within the Scott Road Corridor. This will provide opportunities for residents to work close to where they live, contributing to a more complete community.



What is a complete community?

Complete communities provide a diversity of housing to meet identified community needs and accommodate people at all stages of life, and provide a wider range of employment opportunities, amenities, and services within a 15- to 20-minute walk. They can be more efficient to service with infrastructure and have the potential to reduce community greenhouse gas (GHG) emissions associated with transportation.

www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/policy-and-planning-tools-for-housing/complete-communities

1.3.2 Ladner

In Ladner, the focus for growth will be:

- In and around Ladner Village;
- Along the Ladner Trunk Road Corridor; and,
- In areas near the Ladner Exchange.

By 2051, Ladner is anticipated to see a population increase of close to 10,400 in 4,100 new homes (see Figure 12). Of this growth, approximately 4,300 people and 2,050 new homes are anticipated within the Ladner Corridor / Municipal Town Centre. In total, Ladner’s 2051 population is estimated at 34,400 people.

By 2051, employment forecasts suggest there could be nearly 3,700 more jobs in Ladner, with 2,400 of these concentrated within the Ladner Corridor / Municipal Town Centre. Total jobs in Ladner are forecasted to reach approximately 15,000 by 2051.



Ladner

Ladner is recognized as a Municipal Town Centre in Metro Vancouver's Regional Growth Strategy. Please see Appendix A for more information.

1.3.3 Tsawwassen

In Tsawwassen, the focus for growth will be:

- In and around Tsawwassen Urban Centre;
- Along the 56 Street Corridor; and,
- Ongoing development of Southlands and final phase of Tsawwassen Springs.

In Tsawwassen, projections suggest there could be 11,600 new residents living in 4,800 new homes by 2051 (see Figure 12), reaching a population of close to 36,000.

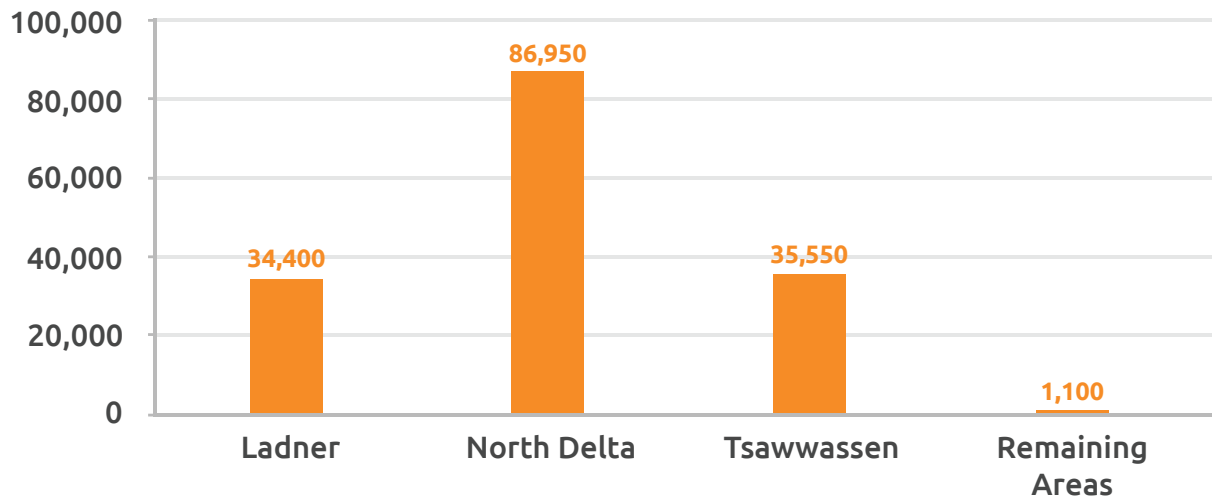
For employment, projections indicate there could be nearly 3,600 new jobs in Tsawwassen by 2051, bringing total local employment opportunities to approximately 19,600 jobs.



1.3.4 Surrounding Areas

The rural and industrial areas surrounding Tsawwassen, Ladner, and North Delta are not the focus for growth. These are projected to increase by 230 people in 50 new homes by 2051, bringing total population to 1,110 (see Figure 12). There is significant job growth forecast for these areas, with nearly 13,100 new jobs anticipated by 2051. This would bring the total jobs in these areas to 26,400. The high allocation of employment to the remaining areas is due to the concentration of the City’s employment lands within this area.

Figure 12 Projected Population in 2051



Source: Custom projection from Watson & Associates Economists Ltd., 2024 based on B.C. Stats



1.4 Relationships with Indigenous Neighbours

The City of Delta recognizes that Delta is located on the shared, traditional, ancestral, and unceded territories of the scəwáθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples.

The content provided in this section is preliminary, recognizing that it will be filled with content that is developed in collaboration. As a start, these are policies that the City intends to carry forward as more collaborative policies are developed.

- 1.4.1 Nurture and grow relationships with neighbouring Indigenous communities, including scəwáθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples.
- 1.4.2 Continue to use and expand the use of territorial acknowledgement across municipal processes, policies, plans, programs, and services. Wherever possible, invite Indigenous representatives to provide acknowledgements.
- 1.4.3 Offer cultural awareness training for City staff and other opportunities for expanding knowledge and growth.
- 1.4.4 Collaborate with Indigenous neighbours to highlight important dates such as the National Day for Truth and Reconciliation, Ribbon Skirt Day, Indigenous Veterans' Day, and Indigenous Peoples' Day, including corporate recognition.



1.5 Land Use Plan

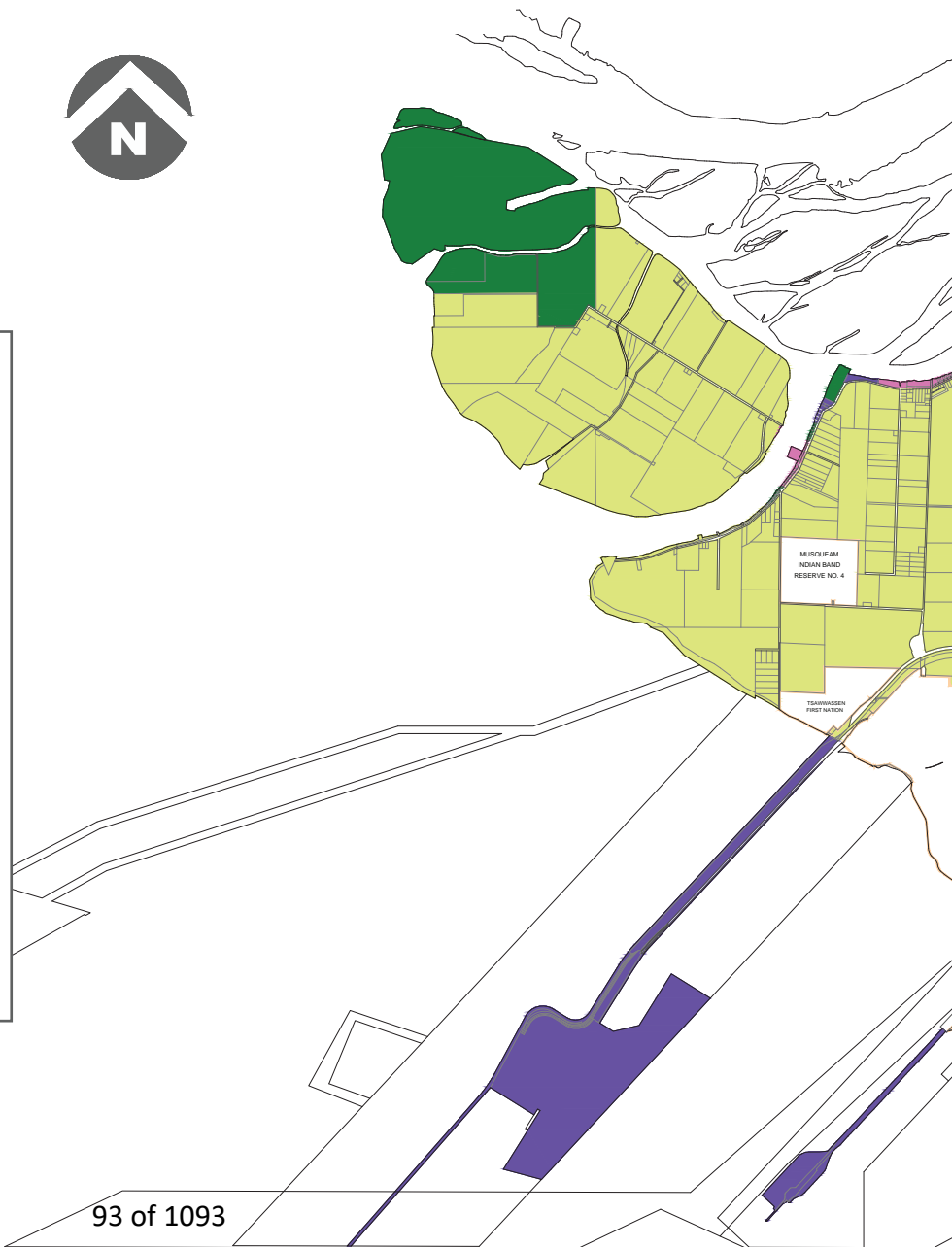
Map 2 is the Land Use Plan for Delta. On this map, land use designations identify permitted uses, such as different types of housing, industrial, or conservation. They set the general direction and pattern for land use and development in the city, while the Zoning Bylaw provides more specific uses and standards.

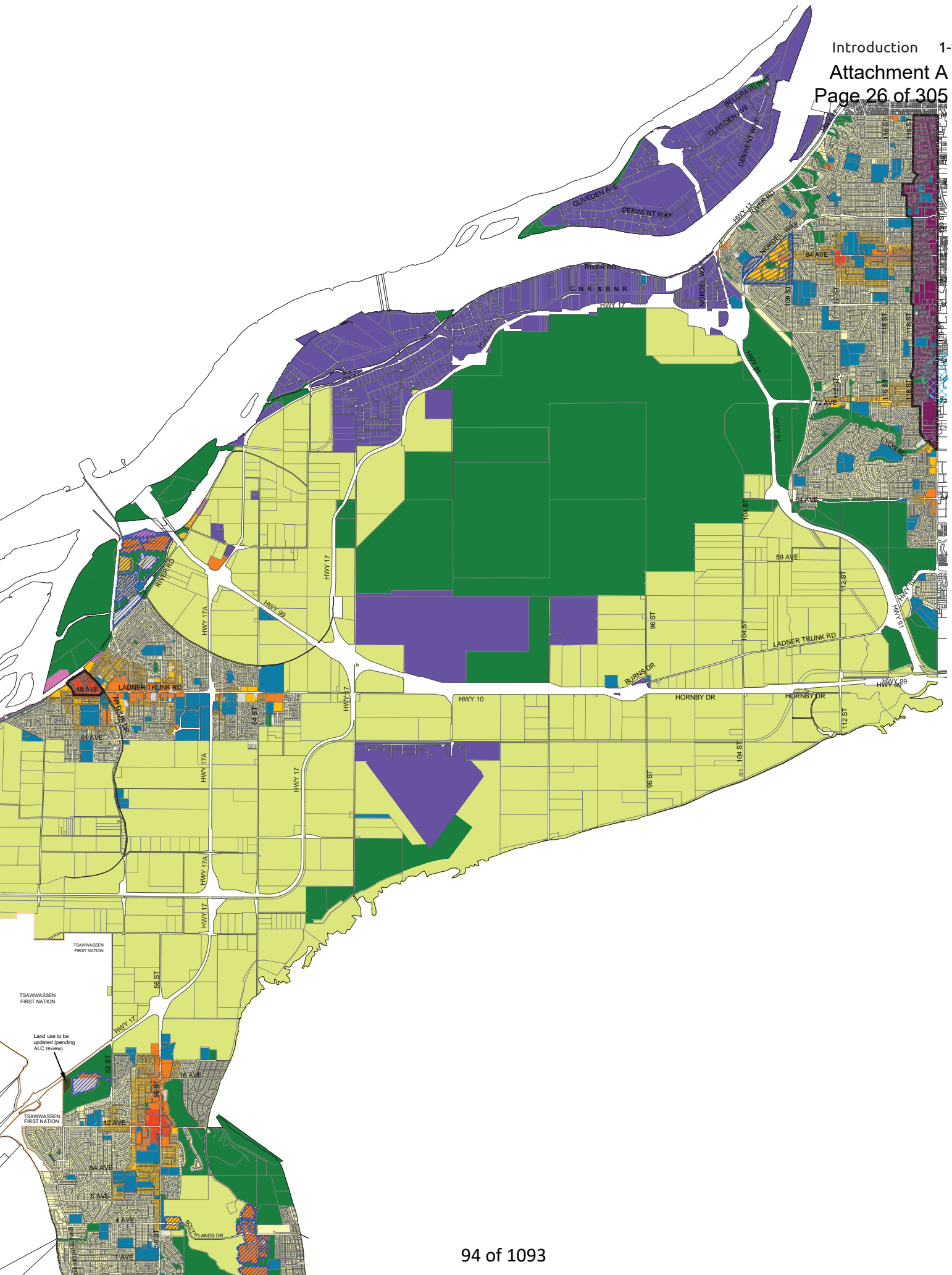


Map 2 Land Use

LEGEND

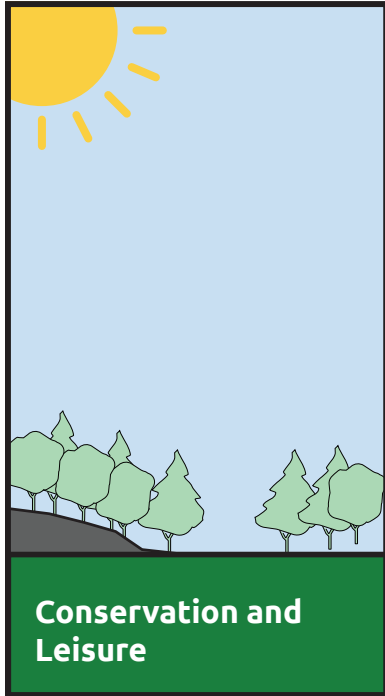
- Agricultural
- Conservation and Leisure
- Park
- Civic and Institutional
- Small Scale Residential
- Mixed Residential
- Neighbourhood Centres & Corridors
- Urban Centre
- Scott Road Corridor
- Industrial
- Marine Mixed Use
- See Height Map
- Master Planned Development
- Scottsdale Exchange TOD Area





1.5.1 Designations

Land Use: Conservation and Leisure (C)



Purpose

Conserve and enhance natural spaces, environmentally sensitive areas, and parks. Existing golf courses or other forms of private recreation are permitted to remain, however new golf courses will not be considered.

Main Building Type(s)

- » Accessory buildings such as washrooms, cafes, heritage buildings

Main Uses

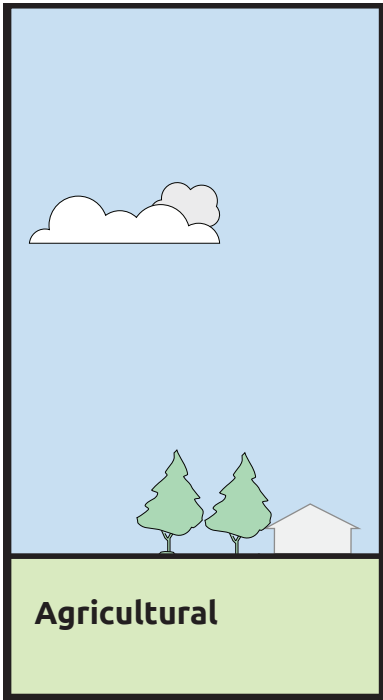
- » Environmentally sensitive areas
- » Natural areas
- » Passive and unprogrammed parks
- » Nature reserves and wildlife areas
- » Regional parks
- » Agricultural uses on lands within the Agricultural Land Reserve

Height / Density

- » Not applicable



Land Use: Agriculture (A)



Purpose

Maintain agriculture lands and promote a thriving agricultural sector.

Main Building Type(s)

- » Farm and agricultural buildings
- » Farm house
- » Migrant farm worker housing
- » Residential that supports agriculture

Height / Density

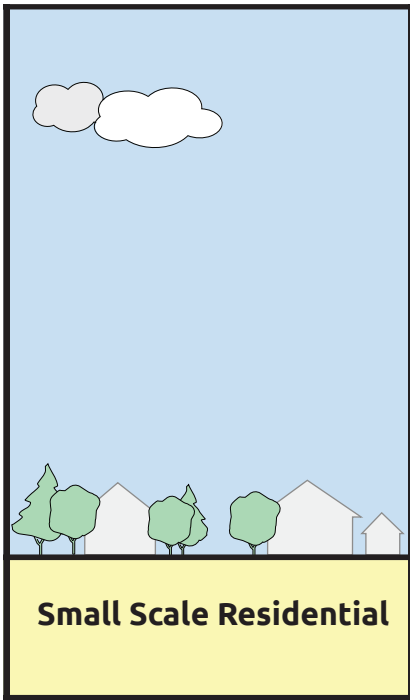
- » Not applicable (regulated by Agricultural Land Commission and zoning)

Main Uses

- » Agricultural
- » Uses ancillary to agriculture subject to policies in this plan and Agricultural Land Commission legislation and policies



Land Use: Small Scale Residential (SSR)



Purpose

Enhance existing residential neighbourhoods and provide gentle density housing options. This designation includes the lowest density ground-oriented housing forms.

Main Building Type(s)

- » Single detached houses
- » Duplexes
- » Houseplexes
- » Accessory dwelling units, including secondary suites, coach homes, garden suites
- » Local neighbourhood stores, cafes, childcare

Height / Density

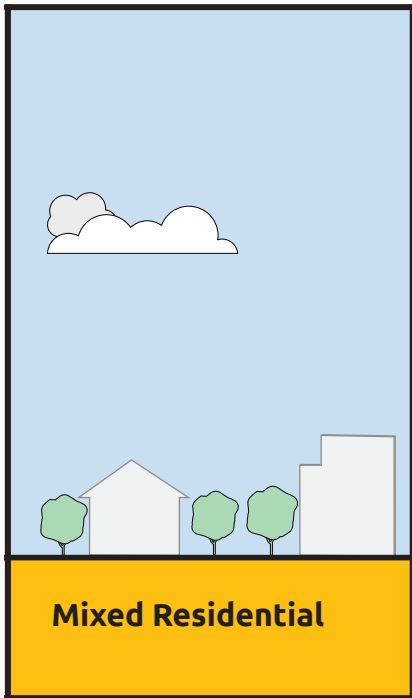
- » Up to 2.5 storeys
- » Up to 4 units per lot
- » Up to 6 units per lot within 400m of R6 Rapid Bus stations (see [Map 3 Scott Road Height Map](#))

Main Uses

- » Residential
- » Limited retail and services such as local neighbourhood stores, cafes, or commercial childcare facilities



Land Use: Mixed Residential (MR)



Purpose

Provide opportunities for low density ground-oriented and 'missing middle' forms of housing focused on areas close to services and transit.

Main Building Type(s)

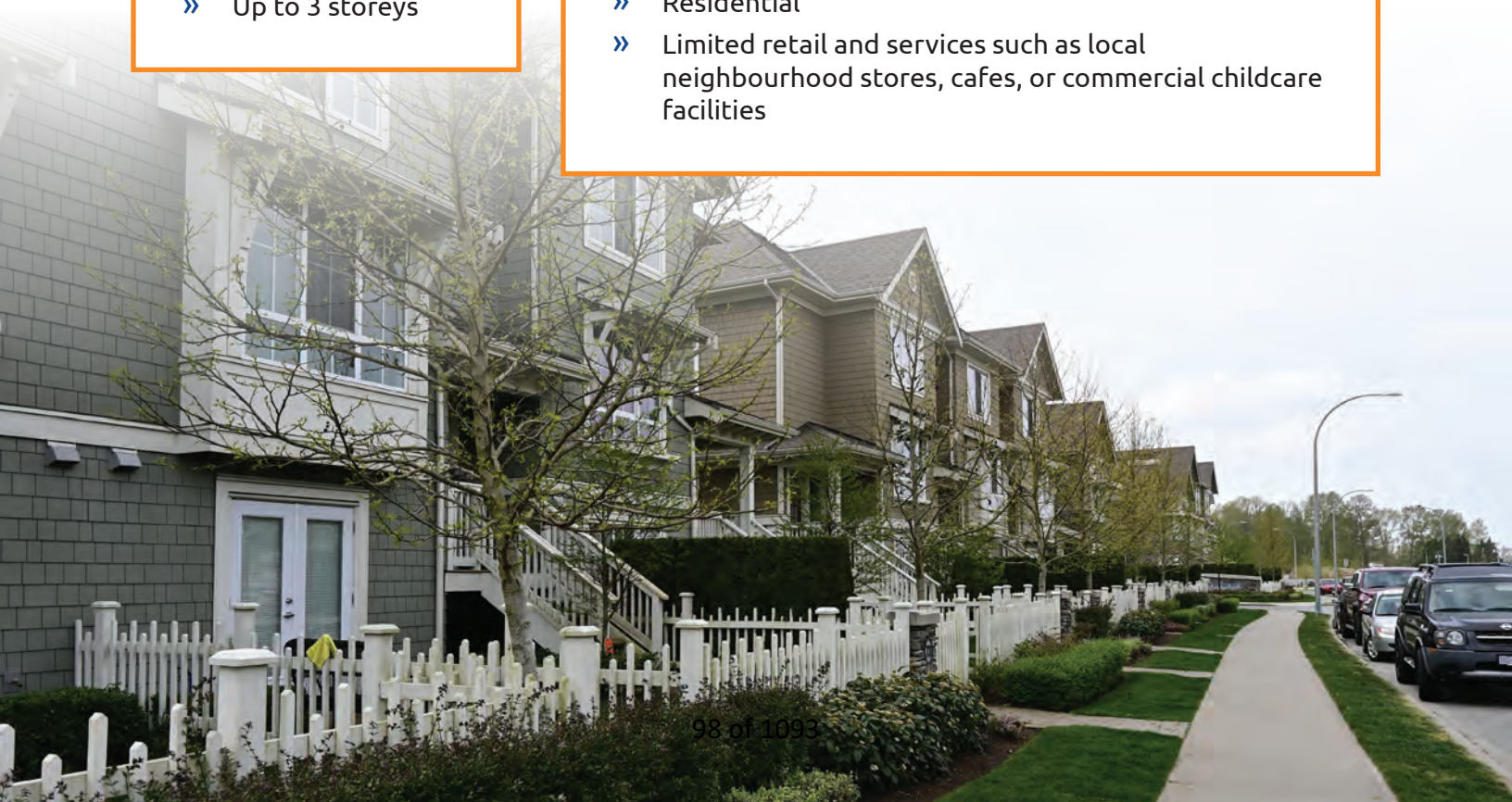
- » Houseplexes
- » Townhouses
- » Rowhouses
- » Accessory dwelling units, including secondary suites, coach homes, garden suites
- » Local neighbourhood stores, cafes, childcare

Height / Density

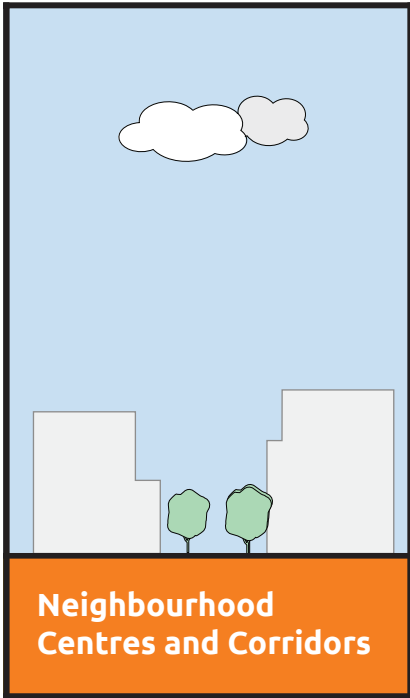
- » Up to 3 storeys

Main Uses

- » Residential
- » Limited retail and services such as local neighbourhood stores, cafes, or commercial childcare facilities



Land Use: Neighbourhood Centre & Corridor (NC)



Purpose

Provide opportunities for multi-unit residential and mixed uses in neighbourhood centres and along major corridors.

Main Building Type(s)

- » Townhouses
- » Low-rise and mid-rise apartment buildings
- » Commercial or mixed use buildings, with retail uses primarily on the ground floor

Height / Density

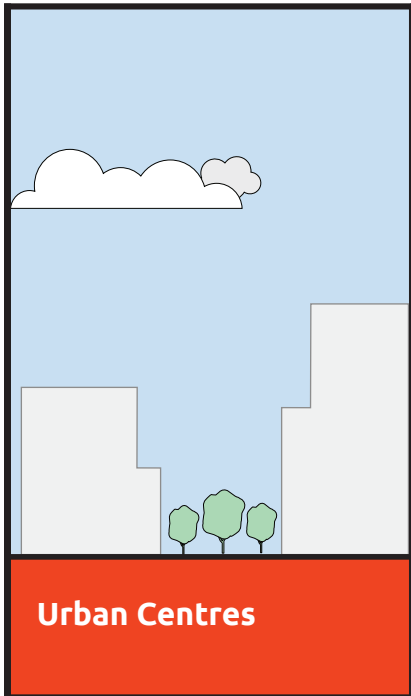
- » Up to 6 storeys

Main Uses

- » Residential
- » Commercial (e.g., retail, service, office, dining, entertainment, accommodation, childcare)
- » Civic



Land Use: Urban Centre (UC)



Purpose

Create vibrant urban centres with the greatest diversity of housing, shopping and other opportunities to meet daily needs in a walkable environment served by transit.

Main Building Type(s)

- » Mid-rise residential and mixed-use buildings
- » Ground floors should include primarily commercial and civic uses that contribute to a lively, inviting, and safe pedestrian experience
- » Discourage surface parking

Height / Density

- » Generally, up to 6 storeys, with limited opportunities for up to 24 storeys where a significant community contribution is provided
- » Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 18 storeys or higher
- » Subject to any applicable height maps (see [Map 4 Ladner Village Height Map](#))

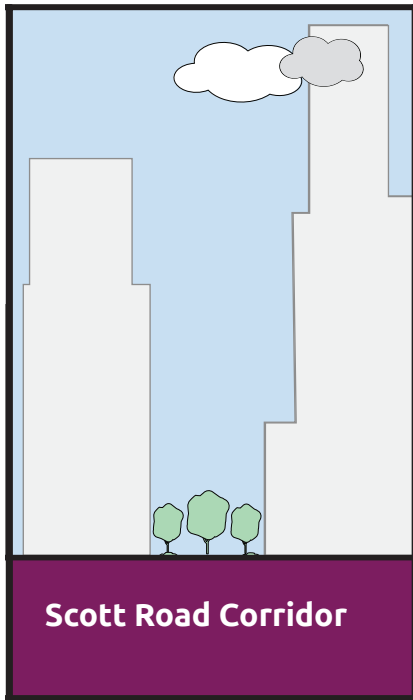
Main Uses

- » Residential
- » Commercial (e.g., retail, service, office, dining, entertainment, accommodation, childcare)
- » Civic
- » Major Trip-Generating Uses may be considered

What are Major Trip-Generating Uses?

Non-industrial office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues. Where office or business uses are supportive of industrial uses, these are permitted in industrial areas.

Land Use: Scott Road Corridor (SRC)



Purpose

Provide transit-focused growth opportunities to create a vibrant R6 Scott Road RapidBus Corridor.

Main Building Type(s)

- » Mid- to high-rise residential and mixed use buildings
- » Ground floors should include primarily commercial and civic uses that contribute to a lively, inviting, and safe pedestrian experience
- » Limited to no surface parking

Main Uses

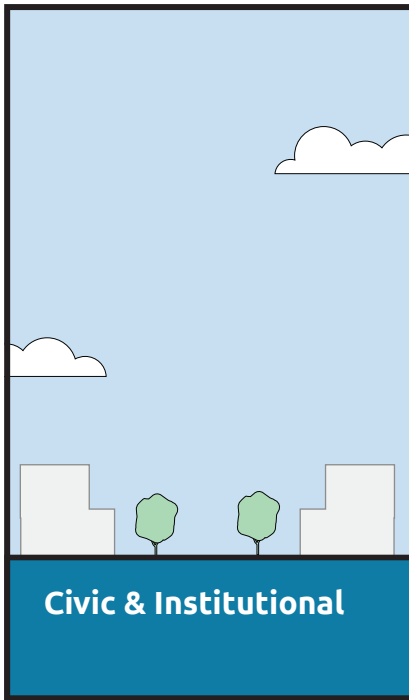
- » Residential
- » Commercial (e.g., retail, service, office, dining, entertainment, accommodation, childcare)
- » Civic
- » Major Trip-Generating Uses may be considered

Height / Density

- » Generally, 6 to 32 storeys where a significant community contribution is provided
- » Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 18 storeys or higher.
- » Subject to height map (see [Map 3 Scott Road Height Map](#))
- » Heights should transition into lower forms moving west



Land Use: Civic and Institutional (CI)



Purpose

Provide public services, with opportunities for residential as a supporting use

Main Building Type(s)

- » Mix of building types

Main Uses

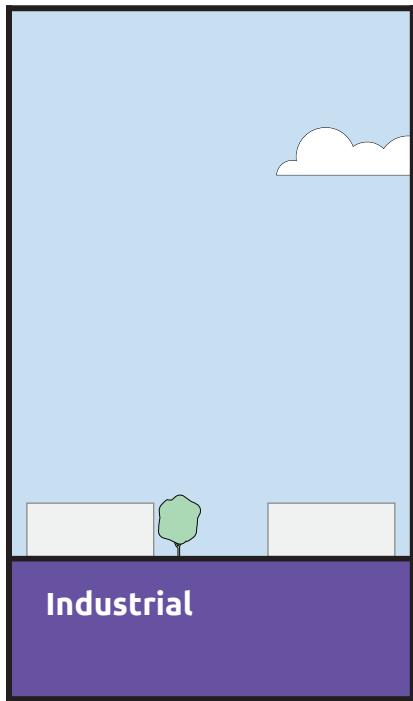
- » Civic facilities
- » Active and programmed parks
- » Schools
- » Places of worship
- » Residential when combined with other permitted use(s)

Height / Density

- » For areas with applicable height maps ([Map 3 Scott Road Height Map](#), [Map 4 Ladner Village Height Map](#)), those limitations still apply
- » For other areas, height is regulated through the Zoning Bylaw and is not specified in the OCP



Land Use: Industrial (I)



Purpose

Maintain industrial lands and transportation terminals where passengers and/or freight are transferred between ground transportation and marine or air transportation.

Main Building Type(s)

- » Mix of building types

Main Uses

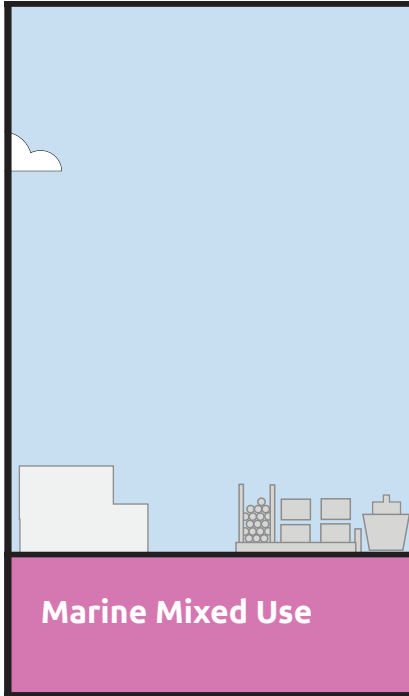
- » Industrial
- » Agri-business
- » Agriculture where lands are included in the ALR
- » Limited commercial to support industrial uses

Height / Density

- » No maximum in OCP; Building height / density regulated by zoning



Land Use: Marine Mixed Use (MMU)



Purpose

Support water-related commercial, light industrial, and residential uses. This designation is not suited for industrial uses that are large in scale or have significant negative impacts on nearby residential areas.

Main Building Type(s)

- » Mix of building types
- » Limited residential, including float homes

Height / Density

- » Commercial and industrial - No maximum in OCP; Building height / density regulated by zoning
- » Residential – Up to 3 storeys

Main Uses

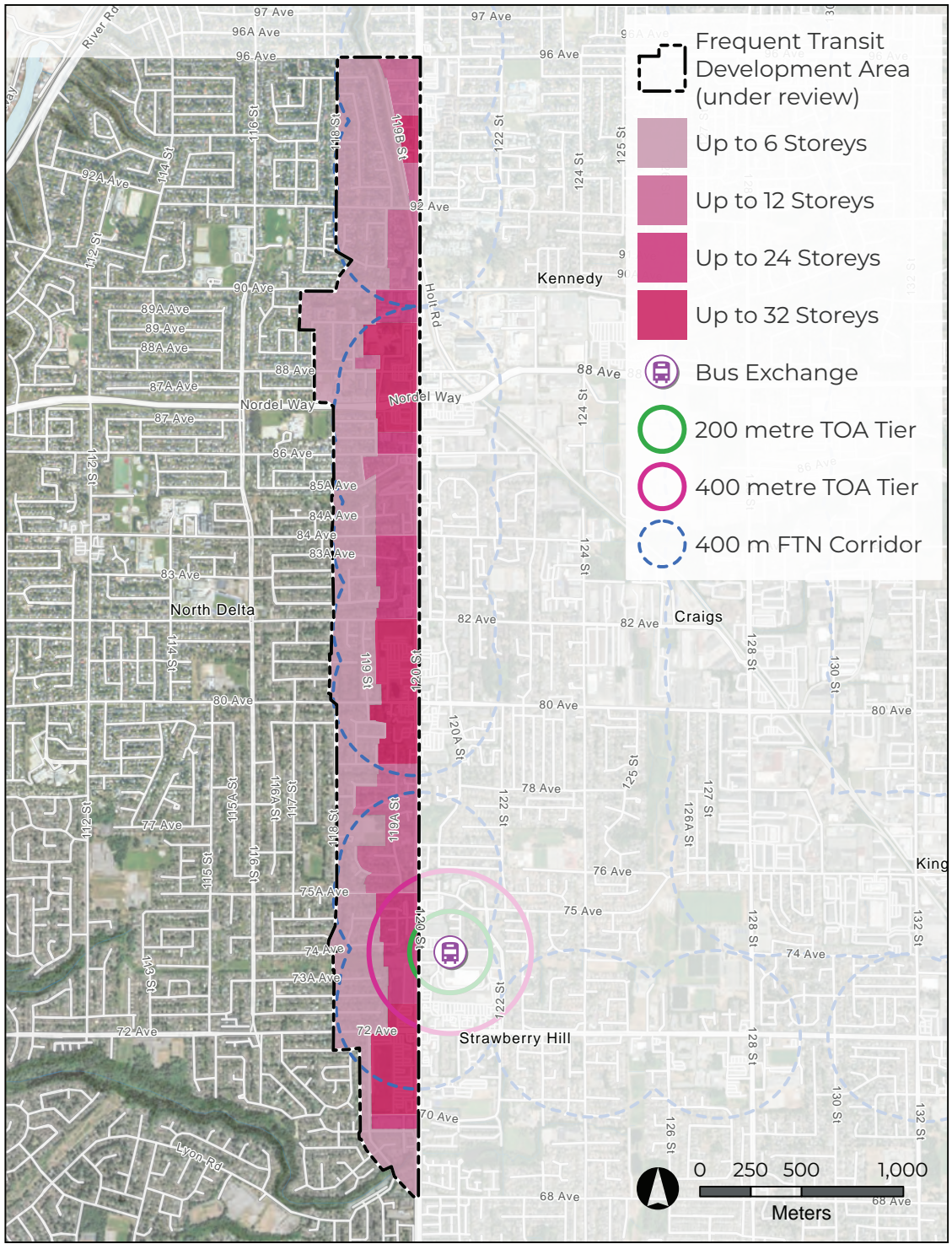
- » Land- and water-based residential
- » Commercial
- » Light industrial



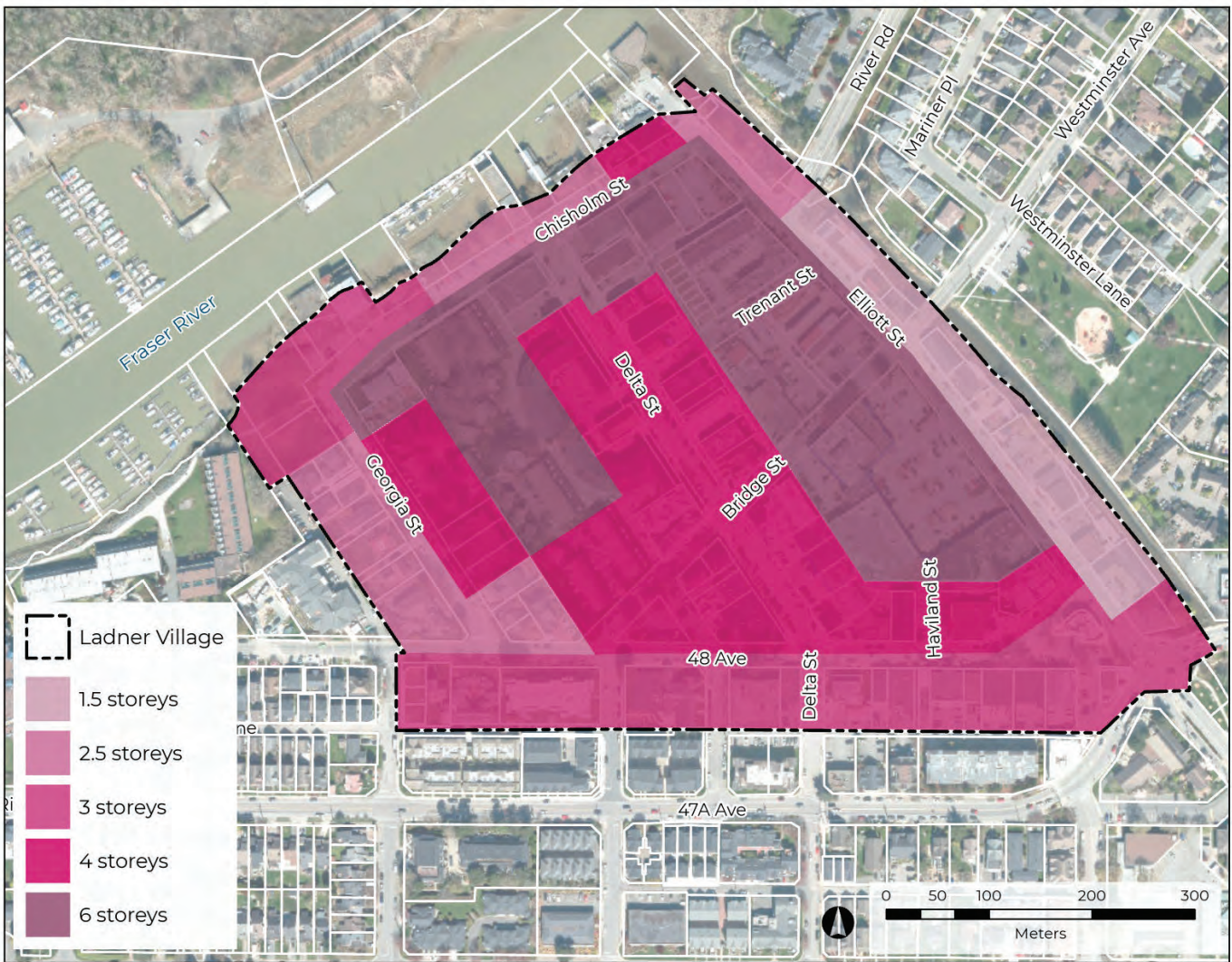
1.5.2 Height Maps

Further to the regulations described in the land use designations, these height maps indicate the maximum permitted height in the Scott Road Corridor and Ladner Village areas.

Map 3 Scott Road Height Map



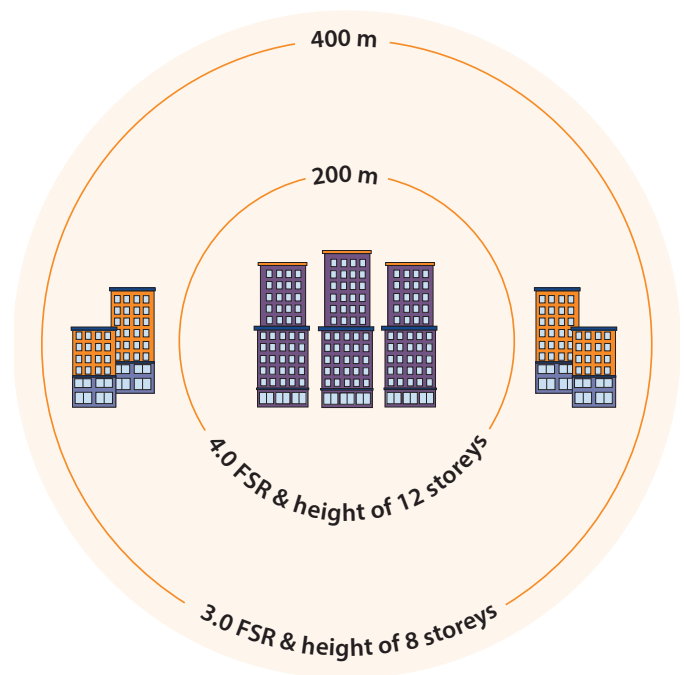
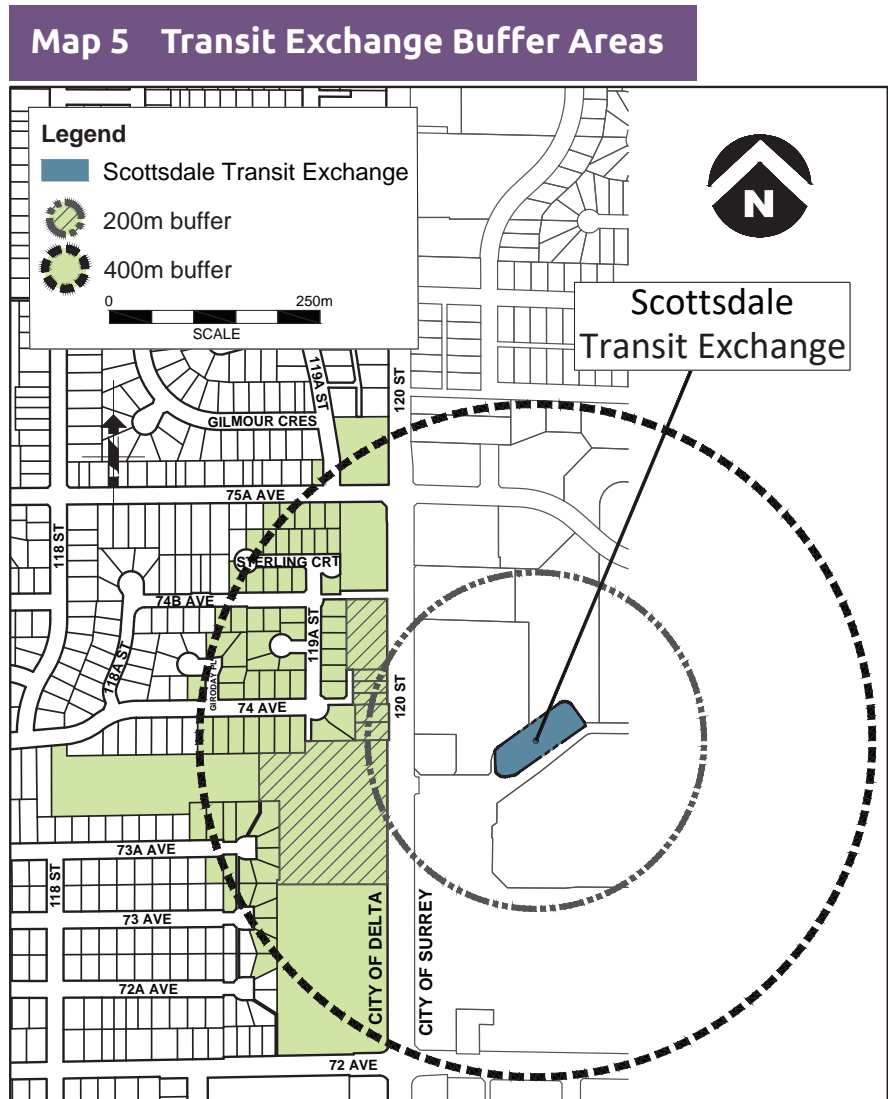
Map 4 Ladner Village Height Map



1.5.3 Overlays

Transit-Oriented Area

This overlay shows the provincially designated Transit-Oriented Areas (TOA), where there are legislative requirements regarding density and parking. The goal is to support transit-oriented development in this area. The Scottsdale Exchange Area, which crosses the municipal boundary from Surrey, is Delta's only provincially-designated TOA. This TOA impacts properties within 200m and 400m of Scottsdale Exchange, as shown on Map 5. Properties within 200 m of the Exchange are permitted a minimum density of up to 4.0 floor space ratio (FSR) and a minimum height of 12 storeys, while properties between 200 and 400 m are permitted a minimum of 3.0 FSR and 8 storeys. There are no residential parking requirements for development within this area, except for accessible parking spaces as per the Zoning Bylaw.



Frequent Transit Development Area

In recognition of its importance as a rapid transit corridor, the Scott Road Corridor is Delta's only Frequent Transit Development Area (FTDA). Policies for this area focus on mixed use developments, employment and housing opportunities, improving active transportation linkages, and working with TransLink for increased service connections and facilitating the implementation of *Transport 2050*. Future expansion of the area may be considered as Bus Rapid Transit (BRT) networks expand.

Master-Planned Communities

Delta contains four master-planned communities that have already been approved, and are either still under construction or have been completed. These communities are identified on the Land Use Designation Map. Development potential for these communities is defined in their respective legal agreements, and are not superseded by their OCP designations.





2.0 Policies

This section of the OCP contains policies that provide high-level direction for achieving the City’s key priorities. The policies bring together directions and community input from associated plans like the *Housing Action Plan*, *Agricultural Plan*, *Cycling Master Plan*, and *Social Action Plan*. Policies are broad in scope and set out the general policy direction and intentions for future land use based on the goals identified in these other plans. More detailed directions can be found in these other documents.

2.1 Housing

As with many communities, Delta is experiencing the impacts of housing affordability. The impacts of these challenges are quantified and documented in the City’s Housing Needs Report. The report also describes what types of housing and how much of each housing type would be needed to address the existing and anticipated needs of the community. While particular demographic groups are identified in the needs report, the City recognizes the importance of housing being available to everyone. As Delta grows, it is important to provide a variety of housing options for existing, new, and future residents, grounded in the needs identified in the Housing Needs Report. Delta’s *Housing Action Plan* includes key guiding actions to help address these needs through bylaw and policy updates, and is updated regularly along with the Housing Needs Report.

Providing Housing Choice

Ensure there is a range of housing types to meet Delta’s long-term housing needs.

Policies

- 2.1.1 Focus new residential development in existing urban areas, and not in greenfield sites or on agricultural land.
- 2.1.2 Encourage a range of housing types within each of Delta’s urban areas including small-scale multi-unit, missing middle, seniors-oriented, rental, affordable, family-sized, and housing with supports.
- 2.1.3 Facilitate the development of housing that meets the needs of residents of different income levels.

- 2.1.4 Consider incentives to increase the development of rental and non-market housing, including housing for groups with specific needs such as seniors, families, people with disabilities or people experiencing or at risk of homelessness.
- 2.1.5 Develop an affordable housing reserve fund that can be used to financially support the development of non-profit housing or other needed housing types.
- 2.1.6 Support innovative or non-traditional forms and models of housing, such as modular housing, adaptive re-use, co-ops, cohousing, or incorporation of housing into typically non-residential structures.
- 2.1.7 Encourage the on-site inclusion of usable open space and play opportunities in new multi-unit and mixed use developments where appropriate and particularly in locations without close access to conservation or recreation areas.
- 2.1.8 Consider rental and non-market housing as a priority area for Delta's land acquisition strategy.
- 2.1.9 Explore the use of City-owned lands for the development of rental and non-market housing, and/or housing for groups with specific needs through partnerships with non-profit housing organizations.
- 2.1.10 Facilitate and support development of rental and non-market housing, housing with supports, and housing for groups with specific needs on lands owned by community groups, non-profit associations, and faith-based organizations.
- 2.1.11 Collaborate with senior levels of government and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units.
- 2.1.12 Maintain and periodically review the *Tenant Relocation Protection* policy, which is designed to reduce the impacts of redevelopment of purpose built-rental housing on existing tenants by ensuring that existing tenants have adequate time to find new housing, are provided with enhanced compensation where applicable, and receive priority for housing in the new development.
- 2.1.13 Maintain and periodically review the *Rental Stock Protection* policy, which is designed to reduce the impacts of redevelopment on the City's overall rental stock by protecting rental supply.
- 2.1.14 Work towards determining a target non-market and/or rental housing contribution for new developments in Urban Centres and the Scott Road Corridor.
- 2.1.15 Explore additional opportunities for using rental tenure zoning to secure rental stock in new developments or renewal projects.

Integrate Housing with Adjacent Land Uses

Encourage development that helps to revitalize Delta's neighbourhoods and provides opportunities for residents to easily access services.

Policies

- 2.1.16 Support a range of sensitive residential infill in low density neighbourhoods by protecting or enhancing existing vegetation wherever possible, promoting safety through Crime Prevention Through Environmental Design (CPTED) principles, using human-scaled architectural features, and orienting windows, decks and balconies to maximize privacy.
- 2.1.17 Ensure that small-scale multi-unit housing is effectively integrated into existing neighbourhoods by encouraging multi-unit development on existing lots.
- 2.1.18 Use development permit areas to guide residential development where deemed necessary, according to the legislation described in the *Local Government Act*.
- 2.1.19 Encourage housing in centres and along key corridors close to shops, services, transit, and other amenities to promote complete communities, and support housing with focused infrastructure and amenity investments.
- 2.1.20 In order to promote active transportation and complete communities, integrate non-residential uses into residential areas e.g., local parks, pathways or trails, corner store.
- 2.1.21 Consider older commercial areas as possible sites for multi-unit or mixed use housing. Developments in these areas include a mix of residential and commercial uses, with commercial uses on the ground floor and residential uses above.
- 2.1.22 Support urban-side vegetative buffers where new housing is developed adjoining agricultural lands.
- 2.1.23 Advocate to the Provincial Government to provide more certainty and clarity regarding the future of water lot leases for floating homes.

Sustainability and Livability

Ensure new housing contributes to the sustainability and livability of Delta's communities.

Policies

- 2.1.24 Where appropriate, incorporate local heritage elements or references into the design of new developments.
- 2.1.25 Promote housing and site design that contains sustainable and resilient features, improves energy efficiency, and reduces greenhouse gas emissions.

2.2 Commercial

Delta's three urban communities each have their own central shopping area. North Delta's commercial uses are concentrated in plazas and an indoor mall at major intersections along Scott Road. The Surrey side of Scott Road also includes commercial uses that support the needs of many North Delta residents. There is a commercial node in the Nordel Social Heart at 112th Street and 84th Avenue, which caters more to surrounding neighbourhoods. Ladner's commercial uses are concentrated in its historic Village, but there are additional plazas outside of the Village along Ladner Trunk Road. In Tsawwassen, commercial uses are generally located in the core around 56th Street and 12th Avenue, extending north along 56th to North Gate and west along 12th to 52nd.

The goal for the future will be to keep existing commercial areas vibrant and encourage their revitalization with a mix of uses.

Vibrant Urban Centres

Delta's Urban Centres are envisioned as attractive, active, and people-oriented centres with a strong sense of community. They will be a gathering place for adjacent neighbourhoods by providing shops, services and other community amenities.

Policies

2.2.1 Reinforce Urban Centre areas by supporting:

- » Shopping areas and services, including an appropriate supply of office space above ground level, to serve a wide range of residents, employees and visitors.
- » A mix of commercial and residential uses, with retail commercial uses primarily located at ground level to activate streets, allow for patios and retail displays, and create an interesting pedestrian interface.
- » Employment opportunities, offering local residents the ability to work close to home.
- » Incorporate high quality public open spaces within larger developments.
- » Use public plazas or street closures to permit both regular and pop-up programming and performances.
- » Create a finer-grained movement network within larger sites. Locate these networks so they can connect with networks on adjacent sites, as well as public pathways and sidewalks.

- 2.2.2 Focus commercial uses that provide for local job opportunities along Ladner Trunk Road, in Ladner Village, along 56th Street, in the Tsawwassen Urban Centre, within the Scott Road Corridor, and along 84th Avenue.
- 2.2.3 Encourage design features which make each Urban Centre unique and which create pedestrian-friendly environments.
- 2.2.4 Through major development projects, seek opportunities for market and non-market rental housing, green spaces, parks, multi-use pathways, community facilities, childcare facilities and other contributions that support increased population and contribute to community wellbeing.

Ladner Village

Ladner Village is a walkable, people-friendly place to live, work, shop, visit, and play, with vibrant public spaces including opportunities to access and enjoy the waterfront and celebrate heritage features. The Village has year-round vitality, strong businesses and varied housing options for people to live and work in the heart of the community. The waterfront connects the Village to our past and future: historical forms and functions support an active mix of public spaces and place for our community. Active investment restores our connection to the waterfront and revitalizes Ladner Village.

- 2.2.5 Encourage revitalization by focusing public realm investments in key locations throughout Ladner Village, such as:
 - » Public art and wayfinding
 - » Enhancement and connection of public open spaces
 - » Celebration and enhancement of heritage features
 - » Access to and along the waterfront and Chilukthan Slough
 - » Enhancement of Spot on the Water Park
- 2.2.6 Encourage revitalization by the private market through the use of incentives.
- 2.2.7 Improve waterfront connections through the use of publicly-owned land and water lot leases where appropriate. Where waterfront development is proposed, preserve views of the water between buildings.
- 2.2.8 Consider connections to areas outside Ladner Village, including across the Chilukthan Slough to Lions Park and a pedestrian/cycling bridge to Ladner Harbour Park.

2.2.9 Enhance street animation in key areas by creating fun, accessible, connected open spaces and streetscapes alongside street-activating uses, including Trenant Street, Delta Street, and Chisholm Street.

Map 6 Street Frontage and Future Pedestrian Network

- Primarily commercial
- Optional residential or commercial
- Primarily residential
- Future enhanced pedestrian network



- 2.2.10 Preserve existing heritage elements, including the original road network and narrow lot expressions, which are important to the overall unique character of Ladner Village.
- 2.2.11 Support the retention of fishing and commercial aspects of Ladner Harbour, including maintaining an open navigable channel.

Scott Road Corridor

The launch of the R6 Scott Road RapidBus provides frequent and reliable bus service along Scott Road from 72 Avenue to 96 Avenue in North Delta. The Scott Road Corridor allows for transit-focused growth opportunities to create a vibrant area with an enhanced pedestrian realm.

2.2.12 Support:

- » Shopping areas and services, including an appropriate supply of office space above ground level, to serve a wide range of residents, workers and visitors.
- » A mix of commercial and residential uses, with retail commercial uses primarily located at ground level to activate streets, allow for patios and retail displays, and create an interesting pedestrian interface.
- » Employment opportunities, offering local residents the opportunity to work close to home.
- » Incorporation of high quality public open spaces within larger redevelopments.
- » The use of public plazas or street closures to permit both regular and pop-up programming and performances.
- » A finer-grained movement network within larger sites. Locate these networks so they can connect with networks on adjacent sites, as well as public pathways and sidewalks.

2.2.13 Through major development projects, seek opportunities for rental and/or non-market housing, green spaces, parks, multi-use pathways, community facilities, childcare facilities, and other contributions that support increased population and contribute to community wellbeing.

2.2.14 Promote development that improves design, character, and attractiveness and makes the Scott Road Corridor more pedestrian-friendly.

2.2.15 Continue collaborating with the City of Surrey regarding residential and commercial market demands and to improve the pedestrian realm to support safer mobility and more vibrant streetscapes.

Corridor Commercial

Provide opportunities for small to medium scale commercial uses on main streets in appropriate locations that enhance the pedestrian experience.

Policies

- 2.2.16 Promote development that improves the design, character, and vibrancy of Ladner Trunk Road, 56 Street, the Nordel Social Heart area, and Scott Road.
- 2.2.17 Encourage design features which make corridor commercial sites more pedestrian-friendly.
- 2.2.18 Avoid highway-oriented commercial development.

Quality of Design in Commercial Areas

Encourage attractive, high quality design in commercial areas.

Policies

- 2.2.19 Require high standards of building design, which make a positive contribution to the streetscape and which reinforce area character.
- 2.2.20 Encourage an attractive pedestrian environment and pedestrian linkages between buildings.
- 2.2.21 Encourage the retention and improvement of existing heritage buildings so as to enhance the character and ambiance of a street or an area.
- 2.2.22 Ensure that parking areas do not dominate a site, are well landscaped, and provide for safe and attractive pedestrian connections to buildings.
- 2.2.23 Work with local businesses to ensure that an appropriate amount of on- and off-street parking is provided.



- 2.2.24 Provide public amenities such as street furniture, mini-parks with landscaping and benches, and bicycle parking. Ensure landscaping incorporates water efficient technology.
- 2.2.25 Create or enhance existing town squares for community gatherings and celebrations.

Local Neighbourhood Services

Encourage limited neighbourhood businesses that provide services to local residents in appropriate locations.

Policy

- 2.2.26 Encourage the retention of existing neighbourhood corner stores, and incorporate limited new neighbourhood corner stores, cafes, childcares, or similar local services into small scale residential and mixed residential areas to provide every day services in walkable locations.
- 2.2.27 New local neighbourhood services should be located to minimize impacts on adjacent properties.

2.3 Industrial Lands

Industrial lands are an important component of Delta's land base. In Metro Vancouver's 2020 Regional Industrial Lands Inventory, Delta's industrially zoned and designated land totaled 1,527 hectares, approximately 13% of the region's overall inventory. Delta's industries are primarily located along River Road East, in Tilbury Industrial Park, Annacis Island and Roberts Bank. There are also pockets of industry along River Road West and at Boundary Bay Airport.

Delta's industrial businesses provide significant local employment opportunities. Over the past 20 years, they have seen significant changes in the global economy, consumer demands, electronic communications technology, regional goods movement, and even internal corporate cultures. Businesses and markets respond to all of these changes in a variety of ways and Delta needs to consider if changes in land use policy can facilitate these processes of change.

Delta has limited vacant industrial land. Expansion of the industrial land base is limited by the availability of any appropriate additional lands. Given the limited land available, Delta's policies look towards fostering existing industries, attracting businesses from emerging industrial sectors, and facilitating redevelopment opportunities where older industries vacate, while using more environmentally sustainable features and green buildings.

Vibrant Industrial Sector

Ensure that industry remains a strong and significant component of Delta's economy and land use base.

Policies

- 2.3.1 Maintain Delta's industrial land base for industrial use.
- 2.3.2 Recognize and support the changing needs of existing and emerging industries.
- 2.3.3 Regularly carry out reviews and forecasts of industrial land use patterns.
- 2.3.4 Consider re-use and redevelopment possibilities for older industrial buildings and sites.
- 2.3.5 Promote Delta's central location and ready access to markets for industry.
- 2.3.6 Encourage networking opportunities among business and post-secondary institutions.
- 2.3.7 Facilitate the intensification and densification of industrial forms where possible.
- 2.3.8 Continue to participate in regional planning processes and studies related to industrial lands.

Industry and the Economy

Support industrial activities that generate economic benefits to the community.

Policies

- 2.3.9 Encourage employment-intensive industries to locate in Delta.
- 2.3.10 Support emerging industries such as film, tourism, and eco-tourism in appropriate non-industrial locations.
- 2.3.11 Work with senior levels of government and Indigenous groups to enhance economic viability of industrial uses along the river.

Quality of Industrial Uses and Areas

Foster industrial areas which support and complement a high-quality corporate image and attract skilled employees.

Policies

- 2.3.12 Encourage industrial activity and development or redevelopment that contributes to improvements on the site.
- 2.3.13 Ensure road design in industrial areas that is attractive, safe, and pedestrian-friendly.
- 2.3.14 Encourage the provision of amenities, such as parks, trails, appropriately scaled commercial uses, fitness and recreational opportunities to serve workers and the general public in industrial areas.
- 2.3.15 Encourage good design and high landscaping standards in industrial areas, through development approvals processes.
- 2.3.16 Provide greater opportunities for alternative transportation to industrial employment sites, such as biking, carpooling and transit use by encouraging improved transit service, the provision of end-of-trip facilities by employers, and the provision of cycling and pedestrian routes.
- 2.3.17 Periodically review and update, if required, parking and loading requirements for industrial areas.

Industry and Other Land Uses

Strengthen relationships among Delta's industries and other land uses while minimizing the potentially negative effects of industry on other land uses and the environment.

Policies

- 2.3.18 Direct agri-industrial businesses, including large-scale product warehousing and product processing, to locate in industrial areas.
- 2.3.19 Continue to monitor the effects of industry on other land users, waterways, and the natural environment and implement standards for measuring the light and noise impacts of industrial activity.
- 2.3.20 Consider other uses in industrial areas that are complementary with industry, other than residential uses, which support the viability of industrial uses.

Industry and Transportation

- Reduce traffic congestion and mitigate its negative effects.

Policies

- 2.3.21 Work with the Provincial and Federal governments and agencies to secure improvements to transportation systems.
- 2.3.22 Work with other levels of government to support the improvement of sufficient transportation infrastructure in support of Port facilities and activities.
- 2.3.23 Promote rail and marine transport as alternatives to truck traffic to distribute products.
- 2.3.24 Continue improvements to roads, which service industrial areas to enhance flows of traffic and goods movement.
- 2.3.25 Consider the "Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations" for development in proximity to active railway corridors.

Boundary Bay Airport

- Recognize the Boundary Bay Airport as a high quality, general aviation airport and a valuable asset to the community.

Policies

- 2.3.26 Ensure the airport operator maintains the airport grounds and buildings to a high standard of maintenance and operation.
- 2.3.27 Ensure the airport operator maintains a high level of airspace safety, minimizes security breaches in access and operations occurring on lands within the airport perimeter and maintains operational procedures to mitigate disturbance to birds and wildlife using the Boundary Bay area.
- 2.3.28 Foster a positive, attractive business environment to promote the marketability of the airport within the region.
- 2.3.29 Work with stakeholders to update and maintain the *Boundary Bay Airport Master Plan* to guide any future development of airport lands.
- 2.3.30 Ensure the Boundary Bay Airport is financially self-sustaining.
- 2.3.31 Support Boundary Bay Airport's role in the region as a community airport that provides vital relief to Vancouver International Airport, and in the long term, grows to accommodate more commercial development and air traffic, while acting as a community destination point.

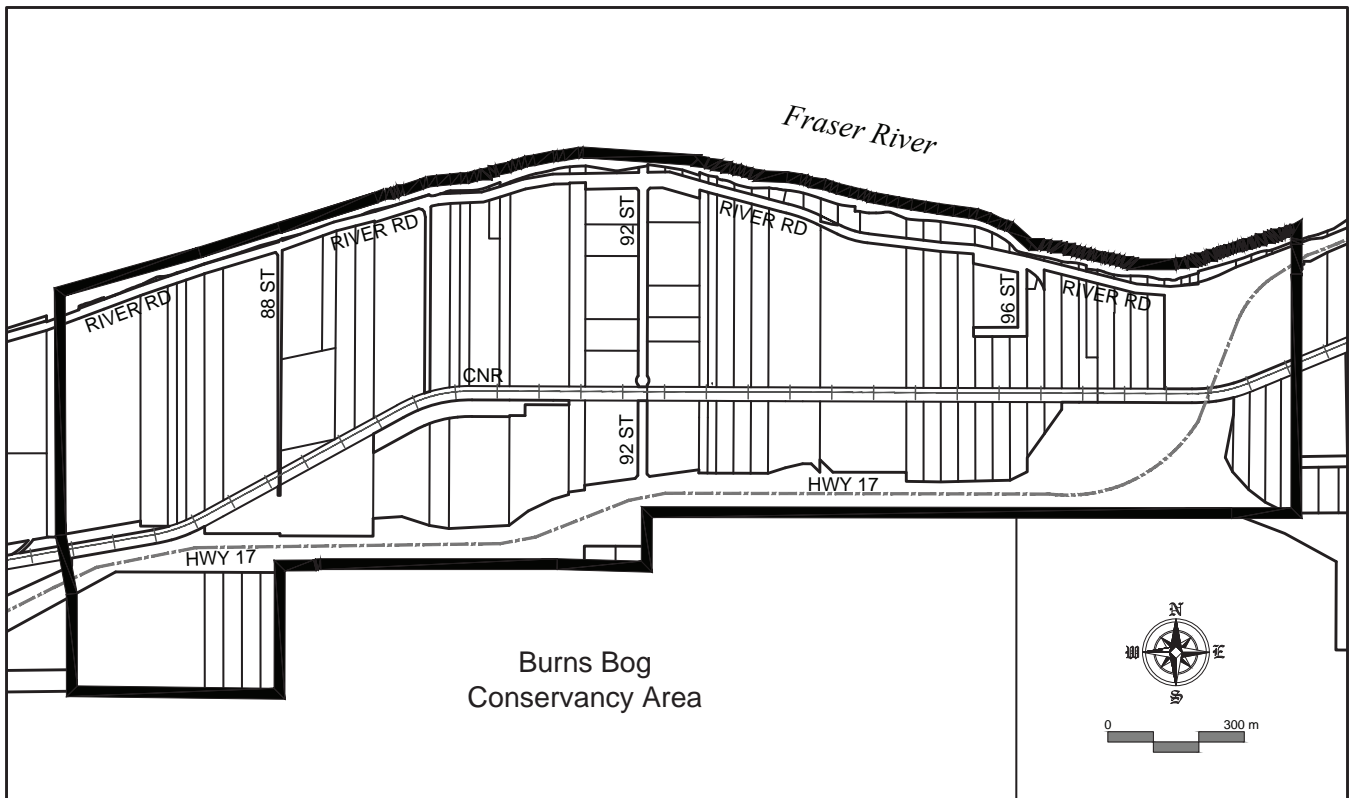
- 2.3.32 Wherever possible, assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, and reduce natural hazard risks and consider directions from the *Community Energy and Emissions Plan*.

Sunbury Landing Industrial Area

Encourage development that highlights the area as a regional leader in brownfield revitalization, sustainable development and eco-industrial business operations. The area’s innovative character will be clearly visible as the community takes shape, attracting significant investments and progressive industries.

The name of this area refers to the historic Sunbury Landing Public Wharf that was located at 8655 River Road. Steamboats like the “SS Transfer” docked at this wharf, and provided local fishing and farming families access to the Fraser River, a major transportation route. The boundaries of Sunbury Landing Industrial Area are shown below.

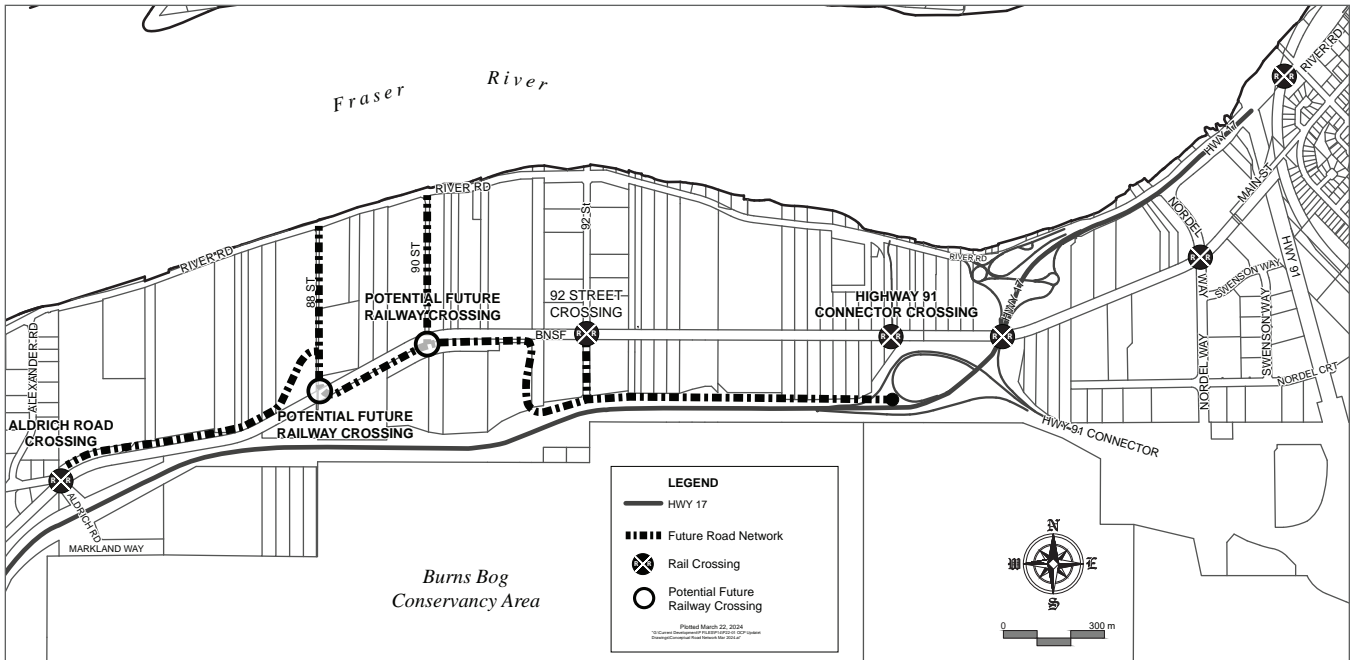
Sunbury Landing Industrial Area



Policies

- 2.3.33 Respect and celebrate the natural context provided by this area's location between the Fraser River and the Burns Bog Ecological Conservancy Area. The mountain views to the north and other local landscape features should be reflected in design of public spaces and buildings, particularly where development sites interface with natural areas.
- 2.3.34 Development of the public and private realm in the Sunbury Landing Industrial Area should have the following general characteristics:
- » Support waterfront industrial uses in order to take advantage of marine access for specialized, water-dependent industry.
 - » Provide pedestrian waterfront access where safe and appropriate in order to allow direct experience of the area's marine industrial character and heritage.
 - » Support pedestrian- and cycling-oriented features along River Road and major north-south roads through Sunbury Landing through the use of landscaped and treed boulevards, placement of street furniture, construction of cycling lanes, pedestrian scale lighting, and siting of buildings close to sidewalks.
 - » Locate limited commercial uses that provide services to local businesses and their employees in areas served by the most pedestrian- and cycling-friendly transportation routes. Site commercial development near the street with no parking between buildings and adjacent public sidewalks. Integrate outdoor amenity spaces and seating areas where appropriate.
 - » Encourage larger lots (minimum 3 ha) south of the railway to capitalize on access and exposure to Highway 17 for uses such as logistics, warehousing, and distribution facilities. Proposed development should, wherever possible, showcase sustainable technologies such as solar walls at a scale that is visible from the highway.
- 2.3.35 Develop a well-landscaped "green entrance" to the Sunbury Landing Industrial Area along River Road west of the Highway 91 Connector. Development surrounding this entrance should complement and enhance the entry into the industrial area.
- 2.3.36 Structure development around a contiguous open space network of off-street pedestrian paths, shared stormwater management facilities, and park space that links businesses and transportation networks. Space for these facilities should be provided and development oriented to encourage their use and effectiveness.
- 2.3.37 Implement the *Tilbury Road and Rail Network Plan* as shown below in order to provide facilities and services necessary for development of the Sunbury Landing Industrial Area.

Tilbury Road and Rail Network Plan



2.3.38 Enhance pedestrian, transit, and cycling experience by linking with existing bike and transit routes and implementing a grid street network. Street design and construction standards should serve multiple purposes, including transportation of cars, trucks, bicycles and pedestrians, ecologically-sensitive treatment of stormwater, and provision of space for business-to-business energy-sharing infrastructure.



- 2.3.39 Development should demonstrate high standards of sustainability by using green construction materials, implementing energy efficient technologies, and incorporating green features in site design. Use of recycled building materials, environmentally-friendly construction materials, energy efficient lighting, hydronic or district heating systems, maximization of permeable surfaces for stormwater management, secure bicycle storage, and electric vehicle charging station are just a few examples. Where possible, development using green building features should make them visible to passers-by and include interpretive signage to let them know about on-site green practices.

Industry and the Environment

Implement environmental best management practices among Delta’s industries in land development, operations, and production.

Policies

- 2.3.40 Monitor the environmental impacts of industrial uses, particularly when they are in proximity to environmentally sensitive areas and waterways.
- 2.3.41 Encourage site planning and design which incorporates principles of environmental sustainability.
- 2.3.42 Encourage collaboration between businesses, senior levels of government and the community to save energy, reduce waste and reduce impacts on the environment.
- 2.3.43 Share information on municipal experiences in achieving eco-efficiency within municipal operations and facilities.

What are environmentally sensitive areas?

Environmentally sensitive areas are places that have special environmental attributes worthy of retention or special care.

www.env.gov.bc.ca/wld/documents/bmp/urban_ebmp/EBMP%20PDF%204.pdf

See "Map 12 Environmentally Sensitive Area"

Industry and the Waterfront

Preserve and strengthen Delta's waterfront and water-related industries.

Policies

- 2.3.44 In industrial areas, provide public access to the waterfront via a park or trail system.
- 2.3.45 Liaise with the Vancouver Fraser Port Authority (VFPA) to determine possible impacts of port services expansion on municipal services such as roads, policing, water, fire protection and utilities.
- 2.3.46 Work with the VFPA and other stakeholders to ensure future needs for water-dependent private industries are met.

Utilities and Services for Industry

Ensure the availability of infrastructure and utilities which are required for optimum operation of industrial uses.

Policies

- 2.3.47 Encourage and facilitate initiatives (e.g., as proposed by BC Hydro, Metro Vancouver) to reduce energy use in industrial production.
- 2.3.48 Work with BC Hydro to encourage upgrades to the hydroelectric supply system in a safe and aesthetically considerate manner.
- 2.3.49 Encourage the provision of infrastructure (e.g., fibre optics) and any other measures to facilitate industry needs for rapid access to information.





2.4 Transportation

Delta has a complex transportation system that aims to accommodate the needs of the mobility challenged, pedestrians, cyclists, local traffic, commuter traffic, and goods movement. While traditional transportation planning has focused on the automobile, improvements have been more wide-ranging and actively promote other modes of travel.

There are many challenges in improving transportation routes and promoting alternate transportation modes in Delta. The transportation system must cope with through traffic from other communities and congestion generated by the DeltaPort and BC Ferries Terminal, while trying to mitigate the impacts on Delta's neighbourhoods. Another challenge is to lessen the conflicts between agricultural, commercial, and general-purpose traffic.



Priorities for Delta are to provide an efficient road network, and promote alternate transportation modes such as the RapidBus along the Scott Road Corridor, or through the *Cycling Master Plan*. Delta will continue to focus on making the road network and alternate transportation routes safe for everyone. Delta can also use its role as advocate, partner, educator, regulator, and role model to further transportation objectives. These objectives are best achieved when undertaken in partnerships with other agencies and in consultation with neighbourhoods and community groups.

See [Map 9 Major Roads Network](#).

Road Network

Provide a local road network that safely, efficiently, and effectively enables movement of people and goods within Delta and through Delta to other parts of the region.



Policies

- 2.4.1 Identify new roads and improved roads, as well as update road classifications to support growth and improve circulation for all road users through the development of area plans or neighbourhood servicing plans that consider the pace of development and the unique context of a community.
- 2.4.2 Obtain road dedication for the provision of new and improved roads and active transportation facilities that support sustainable growth, vibrant urban centres and enhanced public spaces.
- 2.4.3 Regularly review Delta's road classifications in order to continue to meet the diversified needs of the community, encouraging sustainability, improving livability, and reducing environmental impacts.
- 2.4.4 Maximize the capacity of existing corridors wherever possible before building new corridors to accommodate increasing traffic demand.
- 2.4.5 Continue to make maintenance and rehabilitation of the existing transportation network a corporate priority.
- 2.4.6 Ensure all levels of government and major traffic generators contribute financially to mitigation measures and infrastructure improvements.
- 2.4.7 Provide safe, efficient connections between communities and to the regional transportation network to enhance people and goods movement.
- 2.4.8 Work with Ministry of Transportation and Infrastructure to provide needed connections for the community including:
 - » A connection of River Road over Highway 99 to support pedestrian and cycling connections and secondary vehicular and emergency access from Ladner to the highway corridor.
 - » A pedestrian and cyclist connection of 52 Street over Highway 17S, connecting Delta to Tsawwassen First Nation.
- 2.4.9 Explore options to improve safety, reduce congestion, and mitigate the impacts on neighbourhoods resulting from traffic.
- 2.4.10 Work with Provincial transportation agencies to study alternatives for addressing future growth of traffic volumes.
- 2.4.11 Where appropriate, promote innovative street and streetscape designs that encourage use by and reflects the needs of transit, cyclists, pedestrians, and the mobility challenged.
- 2.4.12 Maintain a lifecycle replacement program for road and sidewalk infrastructure.
- 2.4.13 Continue to seek opportunities to improve safety for road users, including the implementation of Delta's Vision Zero Strategy.

Transit

Promote the use of public transit and work to make it more attractive to users.

Policies

- 2.4.14 Encourage pedestrian, cycling, and transit connections to and within the Scott Road Frequent Transit Development Area (FTDA).
- 2.4.15 Encourage the provision of a range of transit services to meet both regional and local travel needs.
- 2.4.16 Advocate for and encourage the development of an efficient transit system to move people to and from Delta's urban centres, key service destinations, community/arts/cultural facilities, recreational areas, and major employment areas including industrial areas such as Tilbury and Annacis Island.
- 2.4.17 Work with TransLink and other agencies to maintain and develop transit priority measures in Delta to improve the reliability of transit services.
- 2.4.18 Improve transit amenities for transit users including better bus shelters, bike racks on buses and bike racks/lockers at major transit loops.
- 2.4.19 Consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along Delta boundaries.



Active Transportation

Promote active transportation through the provision of safe and attractive facilities.

Policies

- 2.4.20 Encourage walking in the community by providing a good system of connected sidewalks, intersections designed to facilitate pedestrians, and consideration in the design and siting of buildings.
- 2.4.21 Implement the Delta's *Cycling Master Plan*.
- 2.4.22 Work with the appropriate agencies to ensure all new or upgraded major road facilities include separated cycle/walk ways where feasible or provide reasonable connections to existing cycling networks where not feasible.
- 2.4.23 Continue to develop Delta's cycling network in accordance with recommended design guidelines including Transportation Association of Canada, *BC Active Transportation Design Guide*.
- 2.4.24 Improve cycling linkages within communities, between communities, and regionally.
- 2.4.25 Consider the needs of cyclists in road design and upgrading.
- 2.4.26 Encourage the provision of cycling infrastructure and support programs, such as end-of-trip facilities, for new developments within the community.
- 2.4.27 Encourage education and awareness campaigns to enhance cyclist riding skills and road responsibilities and increase motorist awareness of non-vehicle traffic such as cyclists or horseback riders who also use the road network.
- 2.4.28 Improve the pedestrian environment for walking and rolling by implementing sidewalk, street crossing and lighting improvements.
- 2.4.29 Within future redevelopment, provide new opportunities for walking, rolling and cycling through finer grained network connections that prioritize active transportation over vehicle movement.
- 2.4.30 Consider pedestrian safety and accommodate all ages and abilities when designing road infrastructure.
- 2.4.31 Encourage car, bike, and scooter sharing companies to locate in Delta.

Commercial and Agricultural Transportation

Support safe and efficient movement of commercial and agricultural vehicles within Delta and minimize negative impacts on neighbourhoods.

Policy

- 2.4.32 Improve the road network where necessary to accommodate and support agricultural vehicles and to minimize conflicts with other vehicles on the road network.

Neighbourhood Livability and Traffic Safety

Enhance the livability and safety of neighbourhood streets by discouraging their use by through traffic while allowing for efficient cycling and agricultural vehicle movement.

Policies

- 2.4.33 Continue to develop neighbourhood traffic management plans in consultation with local neighbourhoods as a means of mitigating the impacts of through traffic on Delta's neighbourhoods.
- 2.4.34 Monitor and review the effectiveness of traffic management measures after they are implemented.
- 2.4.35 Review neighbourhood priorities on an annual basis to ensure that local traffic issues are being addressed in a timely manner.
- 2.4.36 For major corridors, streetscape design must be in accordance with applicable Engineering Design Criteria.

Transportation Demand Management and Parking

Reduce travel demand within Delta, and between Delta and other municipalities.

Policies

- 2.4.37 Support regional, community, and corporate Transportation Demand Management (TDM) initiatives to encourage more efficient use of the transportation system.
- 2.4.38 Consider opportunities for TDM initiatives in new developments within Delta.
- 2.4.39 Review and update Delta's road classifications with the objective of meeting the diversified needs of the community, encouraging sustainability, improving livability and reducing environmental impacts.
- 2.4.40 Ensure that parking requirements are periodically updated to reflect utilization and encourage modal shifts.



2.5 Utilities and Infrastructure

Critical to Delta's well-being and quality of life is the provision, maintenance, and renewal of the municipality's infrastructure. The key components of Delta's infrastructure system are storm and sanitary sewers, water supply, diking and flood proofing, and utility and telecommunications networks. With future population growth, Delta will need to continue maintaining existing systems while ensuring that renewal of existing systems and creation of new infrastructure is planned in a sustainable way. Climate change has the potential to impact the infrastructure system as rising sea levels and increased storm events can contribute to flooding.

Delta works closely with Metro Vancouver on sanitary sewer and water supply systems. For sanitary sewers, Metro Vancouver operates and maintains a network of trunk sewers, pumping stations and wastewater treatment plants. While it is Metro Vancouver that provides Delta with safe drinking water, it is the municipality's role to distribute it to residences and businesses in the municipality.

See [Map 10 Sanitary Sewer Trunk Lines](#) and [Map 11 Water System](#).

Storm Sewers, Drainage, and Sanitary Sewerage

Provide, maintain, and renew a sustainable storm and sanitary sewer network to support the community's needs.

Policies

- 2.5.1 Undertake area plans or neighbourhood servicing plans to identify sewer main upgrades, alignments and extensions as well as new pump stations and green infrastructure that considers growth, the pace of development, and climate change.
- 2.5.2 Maintain a lifecycle replacement program to service existing and future developed land.
- 2.5.3 Manage the sewer system and reduce inflow and infiltration to meet Delta's commitment under Metro Vancouver's Integrated Liquid Waste and Resource Management Plan.
- 2.5.4 Provide major and minor system drainage flow paths for new development and where upgrades or major road improvements occur.
- 2.5.5 Promote the development and application of best management practices for infrastructure servicing residential, commercial, industrial, and agricultural properties (e.g., limiting and mitigating impervious area, appropriate siting of buildings, and application of infiltration devices, open ditches and alternative/innovative street edge design).
- 2.5.6 Support pilot projects for innovative and sustainable infrastructure design and explore the use of alternative development standards to increase infiltration and reduce stormwater runoff.

- 2.5.7 Encourage preservation of watercourses and enhancement of riparian environments through local planting projects, erosion mitigation, and run-off management projects.
- 2.5.8 Work to mitigate negative environmental impacts of stormwater runoff from roads into the stormwater system.
- 2.5.9 Maintain and upgrade the irrigation system to assist with the long-term viability of the agricultural community.
- 2.5.10 Encourage improvements to field drainage on agricultural lands.
- 2.5.11 Coordinate with external infrastructure and service providers, including Metro Vancouver Regional District and Greater Vancouver Sewerage and Drainage District.

Dikes and Flood Proofing

I Protect the community from flooding.

Policies

- 2.5.12 Meet acceptable engineering standards for drainage and flood risk in all new development.
- 2.5.13 Plan for long term improvements in anticipation of sea level rise associated with climate change, and ensure that development does not preclude improvements to the dike and drainage system.
- 2.5.14 Obtain municipal rights-of-way for future dike upgrades and maintenance of flood protection infrastructure where required.
- 2.5.15 Provide flood protection from tidal- and river-induced flooding for 500-year return period events with sea level rise allowance to the year 2100.
- 2.5.16 Encourage proper and sustainable dredging of the Fraser River and secondary channels through cooperative efforts with ports and other government authorities taking into consideration environmental issues.
- 2.5.17 Advocate senior level governments to provide funding for dike raising.
- 2.5.18 Review and update flood protection policies to increase community resilience to flooding, sea level rise, and associated hazards.



Water Supply

- Maintain a safe, high-quality, and reliable water supply system.

Policies

- 2.5.19 Explore the development of area plans or neighbourhood servicing to identify water system improvements, alignments and extensions that considers growth, the pace of development and climate change.
- 2.5.20 Provide sustainable and high-quality drinking water to Delta residents and businesses.
- 2.5.21 Continue to monitor and maintain the drinking water distribution system to provide safe, clean, and reliable drinking water supply.
- 2.5.22 Ensure there is adequate water supply for fire protection in developed areas as well as an alternate supply for emergencies.
- 2.5.23 Undertake water supply infrastructure renewal as redevelopment takes place.
- 2.5.24 Encourage water conservation measures (for example, promote installation of water metres and low flow fixtures in buildings, cisterns / rain barrels, and Metro Vancouver's *Drinking Water Conservation Plan*).



- 2.5.25 Monitor salinity levels in agricultural irrigation water supply and consider the installation of a new intake from the Fraser River at an upstream location.
- 2.5.26 Coordinate with external infrastructure and service providers, including the Metro Vancouver Regional District and Greater Vancouver Water District.

Waste Generation and Management

Reduce the amount of waste generated in Delta and ensure that waste is managed in a safe and environmentally friendly manner.

Policies

- 2.5.27 In coordination with Metro Vancouver, encourage all sectors to reduce solid waste and disposal to achieve diversion targets in Metro Vancouver's *Solid Waste Management Plan*.
- 2.5.28 Require new developments to provide adequately sized areas for storage of waste, recycling and green waste generated by businesses or residents.
- 2.5.29 Encourage recycling of waste materials during demolition and construction activities.
- 2.5.30 Work with Metro Vancouver to update the regional *Solid Waste Management Plan*.
- 2.5.31 Provide appropriate education programs to public and private sectors emphasizing the importance of waste reduction.
- 2.5.32 Promote municipal buying practices that emphasize the procurement of recycled products over non-recycled products.
- 2.5.33 Coordinate with external infrastructure and service providers, including the Metro Vancouver Regional District.

Utilities and Power Distribution

Ensure sufficient, dependable utilities and telecommunication services for residents and businesses.

Policies

- 2.5.34 Work with utility providers to minimize the impacts of infrastructure through careful location, design, and maintenance, while ensuring optimum services for residents and businesses.
- 2.5.35 Minimize any potential health and safety impacts by locating power lines underground wherever possible, and by rerouting power lines away from residential areas.



2.6 Agriculture

Farming is an important component of Delta's heritage and, adds to the economy, environment, and quality of life. In a 2022 community survey, 93% of residents indicated that policies preserving farmland were important to them. A thriving agricultural sector supports regional food security and provides access to locally-produced food. The natural benefits provided by soil-based agriculture are also increasingly recognized at this time of increasing climate change.

Approximately 9,000 hectares, or half of Delta's land base, is in the Agricultural Land Reserve (ALR), which is a Provincial designation that recognizes agriculture as the priority use. All land within the ALR is subject to the *Agricultural Land Commission Act* as well as the regulations and orders of the Agricultural Land Commission. The Act and regulations generally prohibit or restrict non-farm use and subdivision of ALR lands.

The deltaic soils, favourable growing climate, stable water supply, and access to market offer some of the best conditions in Canada for farming. Major crops include blueberries, cranberries, and potatoes. Local greenhouses primarily grow vegetable vine crops (tomatoes, sweet peppers, and cucumbers), strawberries, nursery plants, and cannabis. Livestock in Delta mainly includes horses, dairy cows, beef cattle, and poultry farms, with other animals like pigs, sheep, and goats that are raised on a smaller scale.

In 2023, Council approved an *Agricultural Plan* which identifies current issues facing the farming community including the economic challenges to viable farm business; preservation of farmland for farming; making farming attractive to younger generations; conflicts between urban and rural activities; hiring and housing farm labour; and, climate change. The *Agricultural Plan* provides recommendations for agriculture-related policies and other opportunities to strengthen farming, which inform the policies of this section of the OCP.



Protect the Agricultural Land Base

Protect the agricultural land base and lands included in the ALR.

Policies

- 2.6.1 Recognize farming as the primary use of agricultural land.
- 2.6.2 Maintain the parcel size of Delta's agricultural land and encourage consolidation of agricultural parcels to increase parcel size, rather than fragmentation of agricultural lands.
- 2.6.3 Support initiatives that reinforce farm use of agricultural land and the continued development of a viable agricultural industry.
- 2.6.4 Support initiatives that attract new entrants to farming and encourage younger generations to consider farming as an attractive career option.
- 2.6.5 Use impact assessments to quantify the impacts of a proposed development, rezoning, subdivision, or non-farm use on the ALR, farm land, or lands adjacent to farm land. Require mitigation for possible impacts.
- 2.6.6 Consider alternate non-agricultural sites when recreational, institutional, industrial, commercial uses, or utility facilities are proposed in agricultural areas.
- 2.6.7 Continue to work with the Ministry of Agriculture and Food, the Provincial Agricultural Land Commission, and other appropriate stakeholders and organizations to preserve a critical mass of land for soil-based agriculture.
- 2.6.8 Protect native soils on Delta farmland with ongoing monitoring and regulation to ensure that any soil deposit activities are necessary and beneficial for farming.
- 2.6.9 Encourage non-soil dependent farm operations to locate in areas of poorer soils and minimize the impacts of these operations (e.g., habitat loss, air and light pollution).



Urban-Rural Interface

- Minimize conflicts at the urban-rural interface.

Policies

- 2.6.10 Encourage planting of substantial landscape borders on urban lands that abut farmland in order to minimize conflicts at the urban-rural interface.
- 2.6.11 Support public awareness programs to inform non-farm residents about normal farm practices and urban activities that may result in difficulties for farmers.
- 2.6.12 Encourage farmers to undertake the highest standard of management practices for activities that may result in noise, dust, smell, light, or other nuisances, particularly if located near the urban boundary.
- 2.6.13 Support public awareness programs to inform non-farm residents about the presence of agricultural vehicles on local roads and shared trails.

Agricultural Economic Diversification

- Support the economic viability of farms by allowing for careful economic diversification.

Policies

- 2.6.14 Support economic diversification initiatives that allow ancillary activities permitted by the *Agricultural Land Commission Act* and Regulations, which are compatible with and complement farming.
- 2.6.15 Encourage businesses that support and service farming to locate in Delta.
- 2.6.16 Build and expand urban opportunities for community gardens, pop-up markets, and other initiatives to increase access to local food produces and raise awareness of food and agriculture.

Houses on Farm Land

- Ensure the appropriate size and siting of housing in agricultural areas.

Policies

- 2.6.17 Maintain policies and regulations that promote clustering of housing units and siting to minimize servicing costs and loss of farmland.
- 2.6.18 Allow additional farm houses and high-quality temporary housing for migrant farm workers as permitted in Agricultural Land Commission legislation, regulations, or policies.

Farmland and the Environment

- Recognize the environmental value of farm land and support environmentally-sound farming practices.

Policies

- 2.6.19 Incorporate agricultural considerations in ongoing municipal climate change initiatives and strategies.
- 2.6.20 Recognize and protect ecosystem services provided by soil-based agriculture such as the ability to act to capture carbon dioxide or provide stormwater capture.
- 2.6.21 Undertake monitoring, assessment, and cooperative decision-making around agricultural-environmental issues including flood risk, quantity and quality of irrigation water, salinity levels, dike stability, and flooding.
- 2.6.22 Support initiatives that benefit both farming and wildlife, including programs that address crop damage from migratory birds or sustain on-farm stewardship of set-asides and hedgerows.
- 2.6.23 Support and, if appropriate, participate in studies to determine the impacts of agricultural and non-agricultural development on the Pacific Flyway, including the impacts of waterfowl on agricultural lands.

- 2.6.24 Support initiatives to recognize and protect environmentally significant areas of farmland, including hedgerows, stands of trees, old fields, watercourses, and other sensitive areas.
- 2.6.25 Minimize the negative impacts on farming and wildlife habitat when new agri-tourism, transportation and utility corridors, recreational opportunities, and other economic initiatives are being developed.
- 2.6.26 Encourage farmers to complete agri-environmental risk assessments and access associated funding from senior levels of government.
- 2.6.27 As much as possible, maintain buffers between agricultural and residential land uses. A natural buffer with only passive activities is preferable to active buffers to lessen contact in areas where there might be agricultural chemical drift

Farmland and Recreational Uses

- Ensure recreational uses of farmland are compatible with agriculture.

Policies

- 2.6.28 Work with Metro Vancouver, user groups, and stakeholders to educate recreational users on private property rights including implications of trespassing on farmland, nuisance activities for farming, and security concerns of the farming community.
- 2.6.29 Support planning initiatives that minimize conflicts between recreational and farm users while protecting effective and efficient farm operation.
- 2.6.30 Encourage the equestrian community and commercial stables to provide training and other initiatives for horse riders using public roads to reduce possible conflict with farm and non-farm vehicles.

Strategic Planning for Agriculture

- Continue to strategically plan for agricultural land use.

Policies

- 2.6.31 Continue efforts to provide up-to-date agricultural regulations that support farming in Delta.
- 2.6.32 Review policies and regulations, where applicable, for alignment with the Minister's Bylaw Standards and ALC legislation and regulations, and support efforts to coordinate and streamline federal, provincial, and municipal agricultural regulations.
- 2.6.33 Support initiatives to raise community awareness and educate the public about agriculture in Delta.

2.7 Natural Environment

Delta is fortunate to be located at the heart of the vast Fraser River estuary ecosystem, bounded by the Fraser River, Roberts Bank, and Boundary Bay. The Fraser River is considered the most important salmon spawning river in the world and its estuary provides valuable habitat for herring, shellfish, and other aquatic species. Delta's extensive foreshore also provides recreational and aesthetic opportunities that form an integral part of Delta's community identity.

Delta is perhaps best known for its wetland, estuarine, and upland habitats that support the largest wintering populations of waterfowl, shorebirds, and birds of prey in Canada. It is estimated that up to 5 million migratory birds use the Fraser River estuary and Delta as a vital stopover on the Pacific Flyway. In fact, Boundary Bay and its adjacent uplands represent the most significant migratory waterfowl and shorebird habitat on the Pacific Coast of Canada. Boundary Bay and Ladner Marsh are provincial Wildlife Management Areas, and the Alaksen National Wildlife Area is located on Delta's Westham Island. The estuary was declared an Important Bird Area in 2001, and is recognized as the most significant out of 597 such sites in Canada. The Fraser River foreshore was named a Hemispheric Site in the Western Hemisphere Shorebird Reserve Network in 2004.

In addition to the Fraser River estuary, Delta also contains important upland habitats. Delta is home to one of the most significant bog ecosystems in Canada – Burns Bog. Covering approximately 3,000 hectares, the bog is the largest domed peat bog in western North America and represents one of the region's most important ecological areas due to its size and variety of habitats. Nearly 2,400 hectares of Burns Bog are protected as an Ecological Conservancy Area. Other examples of upland environments in Delta include soil-based farm fields, old-field habitat, short grass fields, shrublands, hedgerows, watercourses, ravines and woodlands. These habitats support a diversity of wildlife and form a considerable portion of the green space in Metro Vancouver.

The OCP protects these areas under the Conservation and Leisure designation. This section presents general policies about the natural environment, with policies related to specific topics such as parks, transportation, agriculture, and industrial land use included in other sections. Delta will continue working alongside Metro Vancouver, the Provincial and Federal Government, and with community groups to implement these policies.

See [Map 12 Environmentally Sensitive Area](#).

Natural Environment

Protect and enhance habitats, trees, water quality, and environmentally sensitive areas.

Policies

- 2.7.1 Enhance knowledge of Delta’s environmental assets through physical and biological resource inventories and by developing ecosystem management and restoration plans.
- 2.7.2 Minimize habitat loss, fragmentation and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning.
- 2.7.3 Protect environmentally sensitive areas from adjacent land use impacts through measures such as edge planning, buffers, and development permit requirements.
- 2.7.4 Require environmental impact assessment studies when considering development proposals or municipal projects on or immediately adjacent to Environmentally Sensitive Areas identified on Map 12 Environmentally Sensitive Area. This will work towards preserving and enhancing the unique environments of the Delta Nature Reserve, Burns Bog, and other environmentally sensitive lands.
- 2.7.5 Promote “naturescaping”, natural stormwater management (e.g., rain gardens) and the provision of wildlife habitat (e.g., pollinator gardens and trees) on public and private land.
- 2.7.6 Encourage the protection, enhancement, restoration and, wherever possible, reopening of natural watercourses for wildlife and fish movement to increase and return fish stocks, and remove fish passage obstructions in collaboration with other agencies and private property owners.
- 2.7.7 Complete a comprehensive environmentally sensitive area (ESA) inventory and green infrastructure network map that builds on previous work (see Map 12 Environmentally Sensitive Area).
- 2.7.8 Identify funding for strategic acquisition of ESAs and critical green infrastructure network elements.
- 2.7.9 Raise awareness of the importance and values of ESAs and green infrastructure networks and encourage community stewardship.
- 2.7.10 Monitor the status of ESAs and green infrastructure networks to ensure that the values for which they were protected are upheld or enhanced.
- 2.7.11 In cooperation with Metro Vancouver, local Indigenous groups, and the provincial and federal governments, continue to ensure the long-term preservation of Burns Bog as an Ecological Conservancy Area.

What is green infrastructure?

Natural vegetative systems, engineered and built features, and green technologies that collectively provide society with a multitude of economic, environmental and social outcomes.

- 2.7.12 Work with local Indigenous groups to increase understanding of Indigenous ecological knowledge, share information, and find joint opportunities for stewardship, restoration, and research.
- 2.7.13 Work with local Indigenous groups to increase understanding of Indigenous ecological knowledge, share information, and find joint opportunities for stewardship, restoration, and research.
- 2.7.14 Increase the urban forest canopy to 40% in Ladner, Tsawwassen and North Delta by 2050; in particular, increase urban forest cover in neighbourhoods currently exhibiting low canopy cover.
- 2.7.15 Continue to implement the action items in the Urban Forest Strategy.
- 2.7.16 Work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g., creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
- 2.7.17 Implement the completed Integrated Stormwater Management Plans and require the use of integrated stormwater management practices consistent with the regional Liquid Waste Management Plan.
- 2.7.18 Plan for natural infrastructure corridor creation or restoration.
- 2.7.19 Implement action items from the Birds and Biodiversity Conservation Strategy.

What are natural infrastructure corridors?

Natural spaces that link ecosystems, landscapes and species habitats, e.g., watershed, escarpment and ravine systems

Hazards and Resilience

Protect people and sensitive natural environments from negative impacts associated with slope instability, shoreline instability, flooding, wildland-interface fire threats, or other hazards.

Policies

- 2.7.20 In areas prone to hazardous conditions as part of the development process or flooding, require professional assessment and mitigation.
- 2.7.21 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.
- 2.7.22 Prohibit new development in current and future hazardous areas where the risks are unmitigated, or where deemed unsafe through professional assessment.
- 2.7.23 Use development permit guidelines and bylaws to ensure that appropriate measures are taken for developments in potentially hazardous areas such as steep slopes and floodplains, and ensure protections are in place to mitigate environmental impacts.
- 2.7.24 Encourage land use and development practices that minimize soil erosion or loss of highly productive organic soils.
- 2.7.25 Review existing land uses and consider future goals for the River Road West area, including long-term flood resiliency.

Light and Noise Abatement

Minimize disturbances to residents and wildlife resulting from light pollution, light trespass and noise.

Policies

- 2.7.26 Incorporate light pollution reduction and light trespass abatement features into municipal facilities, infrastructure, and street/park lighting where public safety is not compromised.
- 2.7.27 Work with the residential, agricultural, industrial and commercial sectors to minimize light escapement and resulting sky glow from homes, buildings, and facilities.
- 2.7.28 Set policies and education measures that achieve community objectives for light pollution reduction and light trespass abatement and restrictions relating to ambient light from commercial, industrial, or agricultural use.
- 2.7.29 Set policies and education measures that achieve community objectives for noise abatement and restrictions relating to ambient noise (e.g., residential, traffic, construction and industrial sources, aircraft/marine traffic, etc.).

Municipal Environmental Practices and Stewardship

Lead by example and encourage community environmental stewardship.

Policies

- 2.7.30 Develop an Environmental Management System to set objectives and track progress with regard to the municipality's environmental practices.
- 2.7.31 Educate and train staff to employ environmental best practices in their work.
- 2.7.32 Consider environmental, social and economic dimensions, including natural hazard and climate change risk assessment, when making decisions about municipal investments.
- 2.7.33 Promote community environmental stewardship and identify ways to encourage private land stewardship.
- 2.7.34 Promote community involvement and increased awareness of environmental issues among all sectors and the public.
- 2.7.35 Identify funding sources and help implement community partnerships and incentive programs that support environmental stewardship initiatives.



2.8 Climate Change

Climate change is a shift in the average weather that a given region experiences. This can include measurable changes in temperature, wind patterns, precipitation, and storm events over time. The earth's natural climate is always changing, but the climate change today is different because of both the rate of change and the magnitude. Human activity, the burning of fossil fuels, and the associated release of greenhouse gases into the atmosphere, as well as large scale changes in land use, are the primary human causes of climate change. Natural, social, and economic systems are vulnerable to the impacts of climate change, such as flooding, extreme weather events, reduced air quality, and habitat loss. Delta recognizes that now, more than ever before, our community needs to implement measures to address climate change.

Buildings and on road transportation are the largest consumers of energy in Delta and are the primary source of community greenhouse gas emissions. In response, Delta is reducing corporate emissions, supporting residents and business to reduce emissions, and preparing the community for the impacts of a changing climate. The City is getting there by making practical decisions and creating clear action plans. The Electric Vehicle Strategy supports residents switching to electric vehicles and the Climate Change Initiative helps to reduce greenhouse gas emissions from municipal operations and adapt municipal infrastructure and emergency plans. Delta's *Community Energy and Emissions Plan* provides a pathway for reducing greenhouse gas emissions while also identifying how climate action can help achieve other community priorities related to health and well-being, equity and inclusion, and resilience to extreme weather events.

This section of the OCP contains general objectives and policies regarding mitigation and adaptation in response to climate change. Other sections of the OCP address climate change in reference to specific areas.



2.8.1 Climate Change

Minimize and plan for the impacts of climate change.

Policies

- 2.8.2 Reduce Delta's community wide greenhouse gas emissions by 45% below 2007 levels by 2030 and to zero net emissions by 2050.
- 2.8.3 Implement and update as required Delta's *Community Energy and Emissions Plan*.
- 2.8.4 Update Delta's Climate Change Initiative on a regular basis.
- 2.8.5 Report progress made towards achieving Delta's climate change goals on a regular basis.
- 2.8.6 Update and report out on corporate energy consumption and greenhouse gas emission inventories annually.
- 2.8.7 Participate in senior government programs and initiatives that address climate change impacts and that help municipalities plan for local-scale impacts of climate change.
- 2.8.8 Continue to educate Delta employees on climate change and how staff can reduce greenhouse gas emissions.
- 2.8.9 Promote community awareness of climate change among all sectors and the public.



Air Quality

Improve air quality and reduce greenhouse gas emissions.

Policies

- 2.8.10 Work with Metro Vancouver and others to mitigate air quality impacts and reduce emissions from sources such as trucks/automobiles, marine vessels, agriculture and other sources.
- 2.8.11 Emphasize local actions to maintain and improve air quality by residents, business, and industry (e.g., restrict outdoor burning, encourage lower emission fuel choices and transportation modes) and ensure the municipality leads by example.

Energy and Water Consumption

Improve energy efficiency and reduce water consumption among Delta residents and businesses.

Policies

- 2.8.12 Continue to incorporate energy efficient features into municipal facilities and use environmentally friendly building materials where feasible.
- 2.8.13 Employ water and energy conservation practices in municipal facilities and operations (e.g., retrofitting municipal facilities with energy and water saving devices, using 'waterwise' landscaping on civic properties).
- 2.8.14 Support architects and developers in implementing the BC Energy Step Code and the Zero Carbon Step Code ensure municipal development requirements are in alignment.
- 2.8.15 Reduce corporate fleet greenhouse gas emissions and improve overall efficiency of Delta's corporate fleet.
- 2.8.16 Encourage efficient transportation modes to minimize the number and length of vehicle trips.
- 2.8.17 Encourage green energy generation projects that are consistent with environmental and community values, and are appropriately located.
- 2.8.18 Work with the Metro Vancouver and utility companies to encourage all sectors to practice energy and water conservation.
- 2.8.19 Implement the Electric Vehicle Strategy.

Land Use and Built Environment

Ensure that land use and development are consistent with municipal objectives for sustainability.

Policies

- 2.8.20 Include environmental and resilience implications as part of land use decisions and planning related to the built environment.
- 2.8.21 Integrate “sustainability assessments” identifying sustainable planning, site design, and building and servicing measures that are to be included in a proposed project into development permit guidelines and the Zoning Bylaw.
- 2.8.22 Encourage development to demonstrate high standards of sustainability by using green construction materials and green demolition requirements; implementing energy efficient technologies such as electrified heating systems, district energy, and/or renewable energy; providing electric vehicle charging infrastructure; and, incorporating other green features in site design.
- 2.8.23 Plan for land use that concentrates growth, contains urban sprawl, encourages active transportation, minimizes impervious area, and locates residential use in proximity to services and transit.
- 2.8.24 Promote awareness of sustainable development through recognition programs, events, and other activities.



2.9 Parks, Recreation and Culture

Delta Parks, Recreation, and Culture is a broad service provider focusing on affordable, introductory level recreation opportunities for the entire community. In addition to the direct delivery of services, the municipality works with other community providers who add to the total complement of programs and services required for a diverse and active community.

Parks, recreation and cultural programs and facilities have evolved over time to meet the needs of the changing population. These services provide opportunities for growth and development while supporting a healthy, vibrant, and cohesive community. The services are housed in ten major recreation buildings featuring arenas, aquatic centres, seniors' facilities, fitness studios, gymnasiums, and multi-purpose programming space. In addition to these facilities and services operated by the Parks, Recreation and Culture Department, the municipality also partners with community groups to provide more specialized amenities such as artists' studio, pottery studio, youth centres, arts centres, gymnastics centre, and community theatre.

The parks system is comprised of approximately 500 hectares of land in over 140 locations. Harbours, boulevards, civic grounds, cemeteries, and environmental areas complement more traditional parks. The Regional Parks and Trails System, school grounds, and a portion of Burns Bog offer further opportunities. This complex system provides a wide array of experiences from nature appreciation to competitive sporting activities. Nature walks, sport fields, children's play areas, picnic areas, mountain bike features, floral gardens, water play areas, cenotaphs, environmentally sensitive areas, and wildlife habitat are many of the amenities provided for in the park system. Collectively these spaces provide people with an opportunity to enjoy the outdoors.

Through a strategic approach, Delta can target specific areas for the continued evolution of parks, recreation, and cultural services, facilities, and parks to meet the needs of an increasingly diverse and growing community.

See [Map 8 Public Facilities](#).



Planning for Parks, Recreation and Culture

Plan for a comprehensive parks, recreation, and culture system that meets the needs of future generations.

Policies

- 2.9.1 Update the 1989 *Parks and Recreation Master Plan*, and include standards for parks, recreation facilities, and services.
- 2.9.2 Work with Metro Vancouver and adjacent municipalities to enhance and maintain a municipal multi-purpose corridor-trail system that links local parks, open spaces, recreational facilities, residential areas, wildlife corridors and places of work, and that provides connections to regional trails and greenways.
- 2.9.3 Develop a strategic plan to enhance municipally owned heritage landscapes, buildings and programs and consider heritage as a criteria or theme for park and building acquisition and/or the delivery of programs.
- 2.9.4 Develop a strategic plan to enhance municipally owned cultural facilities, cultural programs and services in conjunction with community organizations.
- 2.9.5 Develop a wildlife management plan for parks and environmentally sensitive areas including a habitat inventory.
- 2.9.6 Develop parkland provision targets for community and neighbourhood parks and regularly review and update the parks, recreation, and culture inventory to ensure that demographic and geographic needs are met.
- 2.9.7 Develop a land acquisition/disposition strategy in support of the provision of parks, natural areas, environmentally sensitive areas, recreation and cultural facilities.
- 2.9.8 Encourage strategic parkland acquisitions through donation of private lands, eco-gifting, legacy funding, development applications, and other means.
- 2.9.9 Work in partnership with other agencies and organizations such as adjacent municipalities, regional, provincial and federal governments, local Indigenous communities, and community groups to provide and maintain a coordinated system of parkland, trails, services, and recreation and cultural facilities and programs while protecting ecological and cultural resources.

What is eco-gifting?

Eco-gifting provides a way for residents with ecologically sensitive land to protect nature and leave a legacy for future generations.

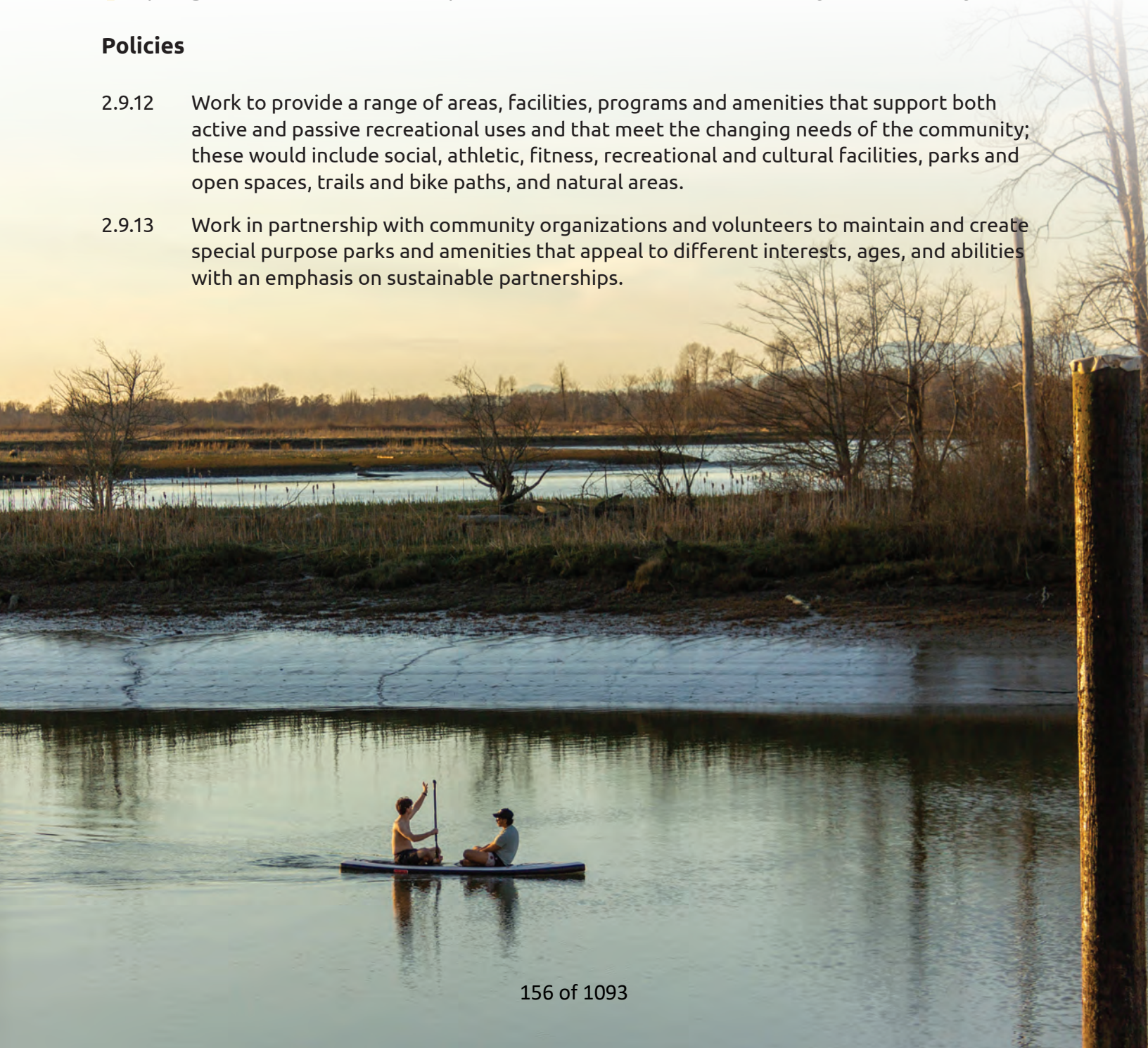
- 2.9.10 Emphasize climate change mitigation and adaptation measures through sustainable design, construction, and maintenance best practices throughout parks and facilities.
- 2.9.11 Continue to negotiate with the provincial government to secure long-term water lot leases for parks, public access, and walkways.

Recreation and Cultural Services

Provide a balance of recreation and cultural services, facilities and programs for the development of an active and healthy community.

Policies

- 2.9.12 Work to provide a range of areas, facilities, programs and amenities that support both active and passive recreational uses and that meet the changing needs of the community; these would include social, athletic, fitness, recreational and cultural facilities, parks and open spaces, trails and bike paths, and natural areas.
- 2.9.13 Work in partnership with community organizations and volunteers to maintain and create special purpose parks and amenities that appeal to different interests, ages, and abilities with an emphasis on sustainable partnerships.



- 2.9.14 Develop traditional and non-traditional programs and services directed at specific age groups, including youth and seniors.
- 2.9.15 Provide community events directly and with partners to build a sense of community.
- 2.9.16 Integrate health and wellness into the delivery of programs and services.
- 2.9.17 Work with the Delta School District to provide for the effective, reciprocal, and integrated use of municipal and school facilities, land, and programs that will maximize the community benefit of government resources.
- 2.9.18 Work with the Delta School District to coordinate, where possible, the development, re-development, upgrading, and management of recreational and cultural amenities.
- 2.9.19 Ensure the timely enhancements and retrofit of parks and recreation facilities to ensure they are current and relevant to the changing demands of the community while incorporating sustainable initiatives for effective operation and protection of the natural environment.
- 2.9.20 Enhance user safety and sense of security through the appropriate design and operation of parks and recreation facilities.
- 2.9.21 Ensure parks and recreation facilities are designed and operated to maximize equitable and inclusive access for all.
- 2.9.22 Consult with stakeholder groups and the broader community when developing new parks and recreation facilities.
- 2.9.23 Encourage the use of facilities and the development of programs that support arts and culture.



- 2.9.24 Develop a public art program to create a visual character in public spaces.
- 2.9.25 Encourage the use of public open spaces for community events and ceremonies.
- 2.9.26 Encourage collaboration with other agencies, organizations, and the business community to leverage partnership opportunities that enhance and support arts, recreation, and culture.

Parks and Open Space

Provide, manage and preserve a comprehensive mix of parks, natural areas, and open spaces that are reflective of Delta's diverse needs, while meeting the changing demands of the population.

Policies

- 2.9.27 Identify areas and properties where parkland acquisition is desirable, and acquire properties using dedicated funds, ensuring that new parklands are proportionately distributed among Delta's three main residential communities.
- 2.9.28 Diversify Delta's greenspace inventory to include more urban open spaces that meet the needs of Delta's diverse population.
- 2.9.29 Support the provision of passive and active outdoor recreational opportunities within a five minute (400m) walking distance of every neighborhood where possible.
- 2.9.30 Provide additional and enhance existing public access and controlled use of publicly owned natural areas such as dikes, foreshores, ravines and watercourses, with an appropriate balance between access and consideration of environmental values.
- 2.9.31 Encourage developers to incorporate public open spaces into their developments (e.g., plazas, walkways or small park nodes).
- 2.9.32 Provide new parkland, open space, and greenway trails as part of planning processes for Urban Centres undergoing growth and change.
- 2.9.33 Recognize rights-of-way as part of the community open space network, and work toward improving their recreational value and contributions to community livability and quality of life.
- 2.9.34 Incorporate environmental values into the management and use of natural areas through education, enhancement, and promotion of these natural areas.
- 2.9.35 In natural areas, balance public access with protection and preservation.
- 2.9.36 Implement best management practices for routine and regular maintenance activities in parks, including removal of invasive species, limited pesticide use, and planting of native species.

- 2.9.37 Work cooperatively with Metro Vancouver to ensure that regional parks located in Delta are managed and maintained in a manner that is consistent with Delta's OCP Policies.
- 2.9.38 Foster civic pride in the municipal parks and recreation system and encourage community stewardship through volunteerism.
- 2.9.39 Engage individuals and groups in stewardship roles to implement initiatives and programs in parks and environmentally sensitive areas.



2.10 Community Services

The City of Delta has a strong history of offering excellent services to all residents and supporting those who are vulnerable. Community services include social, health, emergency, and library services. Volunteers and community serving organizations play an important role in service delivery, which the City supports through grants and tax exemptions. Local places of worship often provide community programs designed to meet specific needs, and local service clubs provide assistance and capital funding for community improvements. Delta Fire and Emergency Services and the Delta Police Department are crucial in providing local emergency response services. Social, health, and ambulance services are primarily the responsibility of the provincial government, but are supported by the City and local service providers.

In 2023, Council adopted Delta's *Social Action Plan*, which identifies key social planning priorities and strategies for the next five years. Other social plans and strategies have been developed (Delta's *Childcare Action Plan*, 2020; Delta's *Equity, Diversity and Inclusion Workplan*, 2021; Delta's *Poverty Reduction Plan*, 2022; Delta's *Accessibility Plan*, 2023; and Delta's *Age-Friendly Plan*, 2024) and help clarify the role of the City in supporting community services.

There are a broad range of available social services, including mental health supports, child protection, family programs, food emergency resources, homelessness supports, and services for low-income residents, youth, seniors, and new immigrants.

Delta can continue to assist local community groups through community grants, fees for service, subsidizing municipally owned land or buildings for use by non-profit agencies, and staff resources. Where necessary, it can also advocate to other levels of government that have primary responsibility for delivery of health and social services. With a growing population base, Delta will continue to maintain and enhance high standards of service.



Social Planning and Community Involvement

Facilitate social planning in the community to build capacity, identify community needs and assets, and encourage the provision of services to meet these needs of all residents, including the most vulnerable.

Policies

- 2.10.1 Assign staff to undertake social planning studies as required to identify community needs, trends and assets, and to liaise with community coordinating committees to build community capacity to address the emerging needs.
- 2.10.2 Encourage and facilitate the active engagement of all segments of the population in community affairs.
- 2.10.3 Work with community partners to develop effective methods for engaging the traditionally 'hard to reach' resident groups (e.g., low-income residents, youth, new comers, unhoused persons, people with disabilities) in community consultation processes.
- 2.10.4 Where feasible, use municipal funding and non-monetary support to assist delivery of community services by social services organizations and other community partners.
- 2.10.5 Apply an equity lens to support the community development activities of non-profit and community groups.
- 2.10.6 Actively support and participate in community development activities.
- 2.10.7 Advertise municipal opportunities for community involvement, such as Adopt-a Street, Adopt-a-Rain-Garden, storm drain marking, and environmental stewardship.
- 2.10.8 Provide staff assistance to non-profit organizations and community groups in coordinating, facilitating and integrating community services, and monitoring community needs.

What is community development?

Community development helps communities to organize and to identify the issues they want to address or the opportunities they want to explore.

Health and Well-being

Support the health and well-being of all residents.

Policies

- 2.10.9 Continue to advocate to the Province for improvements to health care services and infrastructure in Delta, including Delta Hospital, ambulatory care, home care services, and family doctors.
- 2.10.10 Support development of housing with a care component (e.g., long-term care for seniors, assisted living for seniors or people with accessibility considerations) through expedited development application processes and additional staff support through the development application process.
- 2.10.11 Continue to provide municipal financial assistance to Delta agencies assisting low-income residents through food banks, referrals, shelter, and other community supports.

Schools and Childcare

Continue to work with Delta School District and Fraser Health for schools and childcare across the City and continue to ensure land use regulations support operations.

Policies

- 2.10.12 Continue to support the Delta School District to undertake periodic needs assessments to identify current and future school needs in Delta.
- 2.10.13 Encourage family-sized units in new developments near schools and/or childcare facilities.
- 2.10.14 Work cooperatively with the School District to share facilities and outdoor space for community uses.
- 2.10.15 Continue working with community partners to establish an adequate youth services system, including a youth hub in Delta.
- 2.10.16 Encourage the provision of quality childcare that is affordable, accessible, and located close to family-sized housing units. Commercial childcare is generally preferred in commercial and institutional areas. However, a commercial childcare facility may be supported in residential areas where negative impacts on adjacent uses are limited.

- 2.10.17 Continue to undertake periodic needs assessments to identify current and future childcare needs in Delta.
- 2.10.18 Continue to implement Delta's *Childcare Strategy and Action Plan* by working with community agencies, Delta School District, developers and childcare operators.
- 2.10.19 In major development projects and within public spaces, encourage the inclusion of space dedicated for child-oriented amenities, such as childcare facilities and playgrounds.

Library Services

Support the provision of high quality and accessible library services throughout Delta.

Policies

- 2.10.20 Continue to collaborate with Fraser Valley Regional Library (FVRL) to offer high-quality, sustainable, and accessible library services throughout Delta.
- 2.10.21 In partnership with FVRL, encourage the creation or redevelopment of new or expanded library facilities in development projects to serve the evolving needs of Delta's growing population.

Emergency Services and Preparedness

Work to improve community safety, well-being, and emergency preparedness.

Policies

- 2.10.22 Continue to collaborate with Delta Police Department to support the implementation of their *Community Safety and Well-being Plan*.
- 2.10.23 Continue to collaborate with Delta Fire and Emergency Services to increase awareness of fire safety and prevention and support emergency response services.
- 2.10.24 Maintain the City's *Emergency Management Plan* to address emergencies and disasters when they occur.
- 2.10.25 Continue to offer community courses, training, and other education opportunities for emergency preparedness and ensure adequate methods of communication with various population groups.
- 2.10.26 Maintain and support the City's Emergency Management Office and associated support services and volunteer opportunities.

- 2.10.27 Periodically review the need for changed or additional emergency access routes throughout the City.
- 2.10.28 Ensure all development has adequate fire protection
- 2.10.29 Continue to review major development applications with Delta Fire and Emergency Services and Delta Police Department, and periodically review staffing and capital needs across the City to keep pace with population growth.
- 2.10.30 Work to establish communication networks to inform the community about emergencies as they occur.
- 2.10.31 When making improvements to existing and acquiring new public spaces, consider how they may act as a resource for extreme weather protection.



2.11 Inclusive and Vibrant Community

Delta is committed to improving equity, diversity, inclusion, and reconciliation across municipal processes, policies, plans, programs, and services. While there is much work to be done, Delta is committed to creating a City that is welcoming to all, both in the physical environment and through municipal services. In addition to inclusive service delivery, this requires thoughtful urban design to create vibrant public spaces that exemplify this commitment.

As Delta's population continues to grow, it will remain important to include historically underserved populations and create a City with distinct and vibrant communities where all residents feel they belong.

Mobility and Accessibility

Proactively identify and remove barriers to create welcoming and universally designed environments where everyone can fully participate, regardless of ability.

Policies

- 2.11.1 Continue to convene the Mobility and Accessibility Committee at least four times annually to gather feedback and advice about enhancing access and mobility in new and existing municipal infrastructure and programs.
- 2.11.2 In accordance with the *Accessible British Columbia Act*, maintain an *Accessibility Plan* and Mobility and Accessibility Committee to guide updates every three years.
- 2.11.3 Implement the *City's Accessibility Plan*.
- 2.11.4 Present major projects to the Mobility and Accessibility Committee for review and input to enhance design for people with mobility and accessibility needs.
- 2.11.5 Continue to provide drop curbs at street intersections and audible street crossings while considering and implementing new technologies and styles where appropriate and feasible.
- 2.11.6 Periodically review adaptable unit requirements in Delta's Zoning Bylaw to ensure mobility and accessibility needs are being met in new developments in accordance with BC Building Code.
- 2.11.7 Periodically review municipal regulations to ensure accessible parking needs are being met in new developments.
- 2.11.8 Ensure public spaces are accessible for all ages and abilities.

Children and Youth

Encourage a safe and supportive community that provides equitable opportunities for all children and youth.

Policies

- 2.11.9 Work with the School District to ensure streets around schools are safe for students and encourage active transportation for travel between home and school.
- 2.11.10 Provide opportunities for youth to contribute and participate in community life, such as municipal and community organizations and events.
- 2.11.11 In cooperation with non-profit organizations, promote affordable recreation programs (e.g., drop-in activities, free activities) to provide opportunities for low-income families to participate.
- 2.11.12 Highlight positive contributions to the community by youth (e.g., youth recognition awards, BC Youth Week).
- 2.11.13 Through Parks, Recreation, and Culture programs, partnership with non-profit organizations, and municipal volunteer opportunities, promote opportunities to develop youth leadership skills and support youth employment programs.
- 2.11.14 Consult with youth in the design of facilities and programs that serve youth.
- 2.11.15 Consider developing a Youth and Child-friendly City Strategy.

Seniors

Support the well-being of seniors as they age.

Policies

- 2.11.16 Continue to support the operation of seniors' centres in Ladner, North Delta, and Tsawwassen.
- 2.11.17 Continue to advocate to the provincial government to ensure affordable and appropriate levels of care for seniors to age in their communities.
- 2.11.18 Through the development process, encourage seniors' housing and care facilities in suitable locations with appropriate amenities.
- 2.11.19 Support development projects that enable seniors to age in place, such as accessible accessory dwelling units.
- 2.11.20 Implement the City's *Age-Friendly Action Plan*.

Equity and Diversity

Continue to work in consultation with the community to identify and remove systemic barriers and to create processes, policies, plans, programs, and services that meet the diverse needs of those we serve with respect, dignity, and understanding.

Policies

- 2.11.21 Encourage equal opportunities for residents from all ethnic and cultural backgrounds to participate in community life.
- 2.11.22 Celebrate differences and foster an inclusive community by sharing information about cultural and ethnic diversity.
- 2.11.23 Wherever possible, offer municipal services in other languages for non-English speakers.
- 2.11.24 Continue conducting periodic equity, diversity and inclusion needs assessments.
- 2.11.25 Work towards providing policy and design guidance for developments that promote inclusivity and consider impacts on marginalized members of the community.



Urban Design and Livability

Encourage inviting, safe, and pedestrian-friendly public spaces that are welcoming for all and respect the distinct identities of different areas of the City.

Policies

- 2.11.26 Promote active communities and interaction with public spaces for people of all ages and abilities (e.g., attractive benches and shelters, places to gather, informal play structures).
- 2.11.27 Encourage the use of public spaces in formal and informal ways in all seasons (e.g., seasonal lighting events, farmers markets, Pop-up Play), with programming through Parks, Recreation, and Culture or partnerships.
- 2.11.28 Seek opportunities for and support new developments to include public art.
- 2.11.29 Through the development approvals process, encourage building designs that preserve sunlight, enhance safety and interest of adjacent public spaces to support social connections, and incorporate green elements.
- 2.11.30 Encourage plans, programs, and projects that help to revitalize and activate urban centres such as Ladner Village, especially near the waterfront and other spaces of public interest.
- 2.11.31 In Ladner Village, improve public access to water and Spot on the Water Park.
- 2.11.32 Incorporate pedestrian or cycling-oriented signage to support accessible wayfinding throughout Delta.
- 2.11.33 Continue negotiations with the provincial government to secure long-term water lot leases and permit a wider range of uses at the Ladner Village waterfront to support revitalization and activation goals.
- 2.11.34 Create welcoming entrances to each community that reflect their uniqueness and contribute to neighbourhood identity.
- 2.11.35 Encourage the creation or enhancement of existing neighbourhood focal points where uses are effectively integrated into residential areas (e.g., local parks, pathways or trails, heritage buildings, corner stores, or corner stores).
- 2.11.36 Through major development projects, seek opportunities for rental and/or non-market housing, green spaces, parks, multi-use pathways, community facilities, childcare facilities, and other contributions that support increased population and contribute to community wellbeing.

Heritage

Delta's heritage encompasses archaeological artifacts, traditional Indigenous sites, natural features and early fishing and farming communities.

- 2.11.37 Maintain the City's Heritage Register by reviewing the inventories for heritage sites that should be added to the municipal register, removing any outdated listings, and acquiring Statements of Significance for properties previously approved for inclusion.
- 2.11.38 Encourage adding new properties to the City's Heritage Register to include assets that reflect the diverse communities that contribute to Delta's heritage story. Consider assets that include the heritage of local Indigenous, South-Asian, Asian, Black and Persons of Colour, and other groups in the community.



- 2.11.39 Foster relationships with local Indigenous communities whose traditional territories extend into Delta, including Tsawwassen First Nation and Musqueam Indian Band. Work with local First Nations communities to learn about best approaches to engagement on sites with heritage significance.
- 2.11.40 Collaborate with the Tsawwassen and Musqueam First Nations to ensure heritage in Delta honours and recognizes the Hun'qumi'num language and Coast Salish culture and heritage.
- 2.11.41 Work towards long-term legal protection through Heritage Designation for lands, buildings, structures, or landscape features listed in the City's Heritage Inventory/Registry, either offered for voluntary designation by the owners, or negotiated as part of a Heritage Revitalization Agreement in exchange for incentives.
- 2.11.42 Offer Heritage Revitalization Agreements with incentives such as zoning variances, density increases and subdivisions in exchange for long-term protection of the heritage asset and restoration that meets the objectives of the Standards and Guidelines for the Conservation of Historic Places in Canada.
- 2.11.43 Consider new heritage conservation areas that are community-led, particularly in the communities of Tsawwassen and North Delta where there are no existing conservation areas.
- 2.11.44 Use Temporary Protection Orders to encourage property owners to consider alternative redevelopment scenarios that do not involve demolition of a recognized heritage asset. If demolition is approved, require a historic search, which includes photographs, title searches from the original Crown grant to the present owner, and as found drawings, to be provided to the Municipality and to the Delta Museum and Archives.
- 2.11.45 Acquire heritage assets where they can contribute to parks, culture and recreation or other civic objectives. Develop management plans for municipally owned heritage properties.
- 2.11.46 Encourage heritage conservation principles, and where heritage buildings cannot be saved on site, encourage their removal to other suitable sites.
- 2.11.47 Use Heritage Conservation Grants to fund the restoration of heritage assets to the objectives of the Standards and Guidelines for the Conservation of Historic Places in Canada.
- 2.11.48 Periodically review the Heritage Levy program, where funds are collected with each Building Permit application, to ensure the right balance of funds is available for heritage programming.
- 2.11.49 Celebrate heritage and build public awareness through community events and recognition on Delta's social media.



3.0 Implementation and Monitoring

Delta OCP 2024 consolidates and updates previous policies and land use designations, providing a refreshed growth framework that responds to Delta's housing needs and new provincial legislation. It is a strategic update focused on housing and the changes needed to meet the requirements of the provincial order and new legislation.

Non-housing sections were reviewed, refreshed, and presented to the public to help identify areas where future work could be considered. These sections were refreshed with content from secondary plans, like the *Agricultural Plan*, *Housing Action Plan*, *Social Action Plan*, *Delta Cycling Master Plan*, *Climate Energy and Emissions Plan*, and more. These secondary plans have included robust public consultation programs and have valuable insights that the OCP seeks to support.

As per new legislation, Delta is required to review and update the OCP every five years to provide enough capacity for 20 years of housing and align with key areas of housing need. Additionally, the OCP is intended to be a living document; Delta anticipates additional updates before five years has passed to respond to emerging community needs and priorities.



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Appendix A: Regional Planning

Delta Council endorsed Metro Vancouver's Regional Growth Strategy (RGS), Metro 2050 in 2023. The RGS aims to manage growth to support complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure like transit and utilities.

The Regional Context Statement outlines how Delta's OCP policies are consistent with the RGS, and where they are not, it outlines how they will work towards alignment.

Metro 2050 Implementation Guideline Regional Context Statement Template

April 2023

Regional Context Statement Checklist

Mapping Requirements

In addition to completing the template below, an RCS must contain a parcel-based map that identifies the six regional land use designations, the Urban Containment Boundary, and the regional overlays within the member jurisdiction whenever applicable.

- Regional Land Use Designations
 - General Urban
 - Industrial
 - Rural
 - Employment
 - Agricultural
 - Conservation and Recreation
- Regional Overlays
 - Urban Centres
 - Frequent Transit Development Areas
 - Trade-Oriented Lands Overlay
 - Natural Resource Areas Overlay
(Maintained by Metro Vancouver)
- GIS digital file for Metro Vancouver

Population, Dwelling Unit and Employment Projections Requirements

- [Section 1.1.9\(b\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB.” An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.
- [Section 1.2.24\(a\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2.”
- [Section 6.2.7](#) of *Metro 2050* provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

Official Community Plan Consistency with Metro 2050

- Demonstrate how the OCP or equivalent contributes to reaching the regional federation’s targets using the Regional Context Statement template included on the following pages.

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your member jurisdiction’s contribution to reaching the regional federation’s regional growth strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; member jurisdiction local context is expected.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary</p>	<p>Please see Section 1.2 for population, dwelling unit, and employment projections. Population and dwelling unit projections are higher than anticipated by Metro Vancouver due to the Housing Target Order imposed by the BC Ministry of Housing.</p> <p>Please see Map 2 for land use designations, which demonstrates that the majority of residential growth will be accommodated inside the Urban Containment Boundary. Please see Section 1.3.4 for projected growth numbers, which indicate that 99.5% of projected growth is anticipated within the Urban Containment Boundary.</p>	<p>The housing target is based on BC Statistics household projections, plus other factors. Due to the binding nature of the Housing Target Order, Delta is following custom projections based on BC Statistics and accounting for meeting the housing target between 2023 and 2028.</p>
<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p>	<p>Please see Section 1.3.2 for projections for Ladner Municipal Town Centre (MTC) and Section 1.3.1 for projections for the Scott Road Corridor Frequent Transit Development Area (FTDA), which demonstrate how these areas will accommodate their share of regional growth. Combined, these areas are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth. There is significant employment</p>	<p>Ladner MTC has limited development capacity because of the water table and sediment.</p> <p>There is an additional municipal Urban Centre in Tsawwassen, which has more resilient ground conditions.</p> <p>Ladner and parts of Tsawwassen are located in floodplain areas with</p>

<ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p>growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which are outside of the urban centres but form a crucial part of regional industrial land supply.</p>	<p>protective dikes, however, to work towards more resilient land use, it is important to consider the long-term impacts of increased development.</p>
<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p><i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</p> <p>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</p>	<p>Please see Map 2 for land use designations in Ladner MTC and Scott Road Corridor FTDA, which focus and manage growth consistent with the guidelines in Metro2050 Table 3.</p> <p>Combined, these area are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth. There is significant employment growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which are outside of the urban centres but form a crucial part of regional industrial land supply.</p> <p>Policy 2.2.2 is to focus commercial uses offering job opportunities within the Ladner MTC and Scott Road Corridor FTDA, among other key corridors and urban centres.</p>	

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards
Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> • increase the area of lands protected for nature from 40% to 50% of the 	<p>22% of the City-wide land base is protected for nature in our Conservation and Leisure designation.</p> <p>Policy 2.7.14 provides a 40% tree canopy coverage across Delta.</p>	<p>Our Urban Forest Strategy has more detailed annual tree planting goals.</p> <p>We have a goal to carry out: 1) an urban forest inventory on all City-owned trees, and 2) Green Infrastructure Network</p>

<p>region’s land base by the year 2050; and</p> <ul style="list-style-type: none"> increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 		<p>mapping to identify important green nodes and corridors in our urban areas.</p>
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;</p>	<p>Policy 2.8.1 describes our greenhouse gas emissions target of reducing community-wide emissions by 45% below 2007 levels to 2030 and to zero net emissions by 2050.</p> <p>Our land use designations increase development potential in core urban areas, close to transit and services, which will contribute to overall emissions reductions.</p> <p>Our policies related to active transportation and advocating for transit service will also contribute to reduced emissions by reducing the number of trips by automobile.</p>	<p>We are currently updating our Community Energy and Emissions Plan to help us meet this target.</p> <p>We have an EV Strategy that aims to encourage residents and organizations to make the switch to electric vehicles, which helps support emissions reductions.</p>

Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>	<p>The Scott Road Corridor land use designation, which applies to the Scott Road FTDA, requires non-market housing contributions to achieve densities higher than 6 storeys, up to 32 storeys.</p> <p>Policies 2.1.1 – 2.1.10 and 2.13 – 2.15 describe how we will facilitate the development of affordable rental units throughout the City. By nature of the share of development anticipated for the Scott Road Corridor FTDA and Ladner MTC, we anticipate a large proportion of affordable rental units will be achieved in these areas.</p> <p>Affordable rental units may be achieved through any of the following: projects by non-profit housing providers, contributions</p>	<p>We have a Housing Target Order to complete 3,607 net new housing units by 2028. In the guidelines associated with that order, the City is recommended to complete 830 below-market rental units.</p> <p>There is an additional urban centre in Tsawwassen where we also expect to see a concentration of affordable rental units. This area has an Urban Centre land use designation, which, similar to the Scott Road Corridor Land Use Designation, requires non-market housing contributions to achieve densities higher than 6 storeys.</p>

	<p>from large scale developments, redevelopment of City-owned lands, and redevelopment of other institutional sites.</p> <p>Policy 2.1.14 is to “work towards determining a target non-market housing contribution for new developments in Urban Centres and the Scott Road Corridor.”</p>	
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Goal 1

Metro 2050 <u>Goal 1: Create a Compact Urban Area</u>		
<p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i></p> <p>Delta’s OCP update focuses on increasing residential and commercial development opportunities along key corridors and in neighbourhood / urban centres. Areas outside the Urban Containment Boundary are primarily designated agricultural and conservation/leisure, which do not allow for large scale development.</p>		
Goal 1 Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary</p>	<p><i>Please see response in Targets section</i></p>	<p><i>Please see response in Targets section</i></p>
<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p><i>Please see response in Targets section</i></p>	<p><i>Please see response in Targets section</i></p>

<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</p> <ul style="list-style-type: none"> a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary; b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas. 	<p><i>Please see response in Targets section</i></p>	<p><i>Please see response in Targets section</i></p>
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Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional land use designations map (Map 2)	Please see Map 7.
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Please see Policies 2.5.21 and 2.5.22 to liaise with Metro Vancouver Liquid Waste Services and Water Services.

	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	<p>Policies 2.3.18 – 2.3.20 relate to strengthening relationships among Delta’s industries and other land uses while minimizing the potentially negative effects of industry on other land uses and the environment.</p> <p>Policies 2.7.26 – 2.7.31 focus specifically on minimizing light and noise impacts.</p>
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Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

	Section	Policy	Applicable OCP Policies
Policy 1.2.24	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please see response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Please see Map 7.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	<i>Please see response in Targets section</i>
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Please see Policy 2.2.1, which seeks to achieve an appropriate supply of office space in Urban Centres.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA’s and consider the use of parking maximums	<p>Policy 2.2.25 requires the provision of bicycle parking in commercial areas.</p> <p>Policy 2.4.14 is to encourage pedestrian and cycling connections to and within FTDA.</p>

		Policy 2.4.40 speaks to updating parking requirements to reflect utilization and encourage modal shifts.
v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	<p>Please see policies 2.1.12, 2.1.13 regarding Delta's Tenant Assistance and Rental Stock Protection Policies.</p> <p>Policies 2.10.22 through 2.10.31 relate to emergency services and community well-being.</p> <p>2.1.25 and 2.7.21 speaks to climate adaptation and resilience in buildings.</p> <p>Policies 2.11.21 through 2.11.25 speak to equity and inclusivity.</p>
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	<p>Child care is broadly permitted in the land use designations in Section 1.5.1, including small scale businesses in residential areas.</p> <p>Policies 2.10.19 encourages child care and other child-oriented amenities to be included in large redevelopment projects, which would apply to Ladner MTC and Scott Road Corridor FTDA.</p> <p>Policies 2.10.17 and 2.10.18 refer to child care more broadly in the community, including requiring periodic needs assessments and implementing Delta's Child Care Strategy and Action Plan.</p>
vii)	consider the implementation of green infrastructure	Policies 2.7.5 – 2.7.8 relate to the implementation of green infrastructure.
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Policies 2.9.17 – 2.9.19 relate to the provision of civic and recreation facilities where needed to meet the changing demands of the community,

		which would include Ladner MTC and the Scott Road Corridor FTDA.
ix)	support the provision of community services and spaces for non-profit organizations	Policies 2.10.8 and 2.10.9 relate to staff assistance and facility space for non-profit organizations and other community groups.
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	n/a
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	<p>Policies 2.4.9 speaks to mitigating the impacts of traffic on residential areas.</p> <p>Policies 2.8.10 and 2.8.11 relate to improving air quality from traffic and other sources.</p> <p>A variety of policies related to improving cycling, walking, and transit options will also help to reduce the overall impacts of busy roadways.</p> <p>Finally, policy 2.4.13 is about implementing Vision Zero, a road safety program.</p>
c)	Include policies for General Urban lands that:	See below.
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Please see Map 7.
ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Please see Section 1.5.1 Land Use Designations, which indicates that Major Trip-Generating Uses may be considered in Urban Centre and FTDA areas. This is not permitted in other designations.
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	See Map 2 for land use designations that apply within the FTDA, including Mixed Residential (townhomes, houseplexes) within walking distance.
iv)	encourage neighbourhood-serving commercial uses	See Section 1.5.1 for land use designations; neighbourhood-serving commercial uses are permitted in all residential designations.

d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	On page 1-23, Major Trip-Generating Uses is defined as “non-industrial office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues. Where office or business uses are supportive of industrial uses, these are permitted in industrial areas.”
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Please see Map 7, which designates a new FTDA along the Scott Road Corridor.
f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Policy 2.4.19 is to consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along Delta boundaries.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Section	Policy	Applicable OCP Policies	
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	Policies 2.4.20 – 2.4.31 support active transportation for all ages and abilities across the City.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Policy 2.4.16 speaks to transit connections among Urban Centres, services, and community/arts/cultural/recreation destinations. Policy 2.10.19 speaks to new child care facilities and services in major development projects, which may be located in Neighbourhood Centres and Corridors, Urban Centres, and the Scott Road Corridor.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established	Policies 2.11.26 through 2.11.34 speak to encouraging place-making and interactive

	neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	public spaces for all ages and abilities, throughout all seasons.
d)	respond to health and climate change-related risks by providing equitable access to:	See below.
i)	recreation facilities	Policy 2.9.21 is about maximizing equitable and inclusive access in parks and recreation facilities.
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	<p>Policy 2.9.21 is about maximizing equitable and inclusive access in parks and recreation facilities.</p> <p>Policy 2.9.28 is about diversifying Delta’s green spaces to meet the needs of a diverse population.</p> <p>Policy 2.9.29 speaks to providing outdoor recreational opportunities within a five minute walking distance of every neighbourhood.</p>
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<p>Policy 2.9.20 is to enhance safety in parks and recreation spaces.</p> <p>Policy 2.11.8 is to “ensure public spaces are accessible for all ages and abilities”</p> <p>Policy 2.11.26 is to promote interaction with public spaces for people of all ages and abilities through benches and shelters, places to gather, etc.</p>
e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers’ markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Policy 2.6.16 speaks to building and expanding urban opportunities for access to local food, including community gardens.
f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	N/A
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity	<p>Policy 2.11.25 speaks to inclusivity.</p> <p>Policy 2.1.16 speaks to</p>

		while considering the impacts of these strategies on identified marginalized members of the community	sensitive residential infill that preserves vegetation and utilizes crime prevention through environmental design principles. Policy 2.11.4 relates to achieving accessibility in new development projects.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	Delta is working with Tsawwassen First Nation and Musqueam to strengthen our relationship and incorporate recognition of Indigenous culture into our OCP. Section 1.4 is a placeholder for this work, which we are working towards.
Strategy 1.4: Protect Rural lands from urban development			
Policy 1.4.3	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Please see Map 7.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Please see Section 1.5.1, Agricultural and Conservation and Leisure land use designations.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Please see Section 1.5.1, Agricultural and Conservation and Leisure land use designations.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Policies 2.6.1 through 2.6.9 speak to this.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Protection, enhancement, restoration, and/or expansion of ecosystems identified on Metro2050 Map 11 is supported through: various Development Permit Areas for steep slopes and riparian areas; Conservation and Leisure designation; Agricultural designation, and Environmentally Sensitive Areas identified on Map 12.

Goal 2

Metro 2050 <u>Goal 2: Support a Sustainable Economy</u>			
<i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i>			
<p>Delta’s OCP focuses on supporting and enhancing industrial uses of existing industrial areas in a sustainable manner, while promoting more opportunities for commercial and office development close to residential development and transit. The Ladner MTC and Scott Road FTDA are key locations for commercial and office uses. The OCP also recognizes the importance of agriculture to Delta’s economy and contains a robust and up-to-date set of policies about protecting agricultural lands and enhancing economic viability of the agricultural industry.</p>			
Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live			
	Section	Policy	Applicable OCP Policies
Policy 2.1.10	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Delta has a large supply of industrial lands, with industrial activities supported by Section 2.3. Policies 2.3.26 through 2.3.32 speak to Boundary Bay Airport, our Employment Lands area. Policies 2.2.1 and 2.2.2 speak to commercial uses in Urban Centres in appropriate built forms. 2.2.5 through 2.2.11 relate to revitalization in Ladner Village, part of Ladner MTC. 2.2.12 speaks to supporting commercial, office, and other employment opportunities in the Scott Road Corridor FTDA. Finally, 2.2.26 encourages new neighbourhood corner stores/cafes throughout lower density residential areas.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	<p>Policy 2.2.1 is to reinforce Urban Centre areas by supporting an appropriate supply of office space above ground level and retail at ground level.</p> <p>Policy 2.2.5 and 2.2.6 encourage revitalization in Ladner Village through incentives for the private market and focused public realm investments.</p>

		Policy 2.2.12 is to support an appropriate supply of office space above ground level and retail at ground level along the Scott Road Corridor.
c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Major commercial uses are permitted only within the Urban Centre and Scott Road Corridor designations. Institutional uses are only permitted within the Civic and Institutional designation.

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

Section	Policy Text	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Please see Map 7.
b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	n/a
c)	include policies for Industrial lands that:	See below.
i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Policy 2.3.1 is to maintain the industrial land base for industrial use. Only industrial uses are permitted within the industrial designation.
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	These are permitted within the Industrial land use designation (see Section 1.5.1).
iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	These uses are not permitted within the Industrial land use designation (see Section 1.5.1).
iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Policy 2.3.7 is to facilitate the intensification/densification of industrial forms.

v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	Policy 2.3.16 is to provide greater opportunities for transit and active transportation to industrial areas. Policy 2.3.17 speaks to parking requirements.
vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Policies 2.3.2 through 2.3.6 and 2.3.9 through 2.3.11 are land use planning initiatives that support economic growth and diversification of industrial areas.
vii)	provide infrastructure and services in support of existing and expanding industrial activities	Policies 2.3.21 through 2.3.25 speak to transportation services in support of industrial activities; policies 2.3.37 through 2.3.49 relate to providing utilities
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	Policies 2.3.44 through 2.3.46 specifically support waterfront industries; Policy 2.3.25 is to consider the Railway Association of Canada and FCM Guidelines for New Development in Proximity to Railway Operations”; Policies 2.3.22 and 2.3.23 speak to supporting the port and using rail and marine transport for goods movement.
ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Policies 2.3.18 through 2.3.20 speak to the relationship between industrial lands and other land uses.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	n/a
d)	include policies for Employment lands that:	See below.
i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	Policies 2.3.26 through 2.3.31 maintain and support the functions of the Boundary Bay Airport and related employment uses. This is Delta’s only Employment Lands.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	n/a – Delta’s only Employment Lands is the Boundary Bay Airport
iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and	n/a – Employment Lands are not located in Urban Centre or FTDA.

		other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	n/a – Employment Lands are not located in Urban Centre or FTDA.
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context. 	Delta’s Employment Lands are designated Industrial, which only permits industrial with potential accessory caretaker unit. See Section 1.5.1.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policy 2.3.32 is to assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, mitigate impacts on ecosystems, and reduce natural hazard risks. Policies 2.3.40 - 2.3.42speak to mitigating impacts on ecosystems, energy efficiency, and waste reduction in industrial areas more broadly.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	Policy 2.3.32 is to assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, and reduce natural hazard risks.
Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Please see Maps 2 and 7

	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Policy 2.6.16 speaks to expanding urban opportunities for accessing local food.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	See below.
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	In Section 1.5.1, agricultural lands are designated Agricultural, which protects agricultural uses. Policies 2.6.1, 2.6.3, and 2.6.6 speak to supporting farm and directly supportive uses on agricultural lands, while considering other sites for other uses.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Policy 2.6.2 is to maintain the parcel size of Delta’s agricultural land and encourage consolidation of agricultural parcels to increase parcel size, rather than fragmentation of agricultural lands.
	iii)	support climate change adaptation including: <ul style="list-style-type: none"> • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies 	<p>Policy 2.6.21 is to monitor and assess flood risks, irrigation water, salinity levels, dike stability, and flooding.</p> <p>Policy 2.5.9 is to encourage improvements to field drainage on agricultural lands.</p> <p>Policy 2.5.12 is to meet engineering standards for drainage and flood risk in new developments and would apply in agricultural lands.</p> <p>Policy 2.5.25 is to monitor salinity levels in agricultural irrigation water supply and consider the installation of a new intake.</p>
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Policies 2.6.10 through 2.6.13 are edge planning policies for minimizing conflicts at the urban-rural interface.
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the <i>Agricultural Land Commission Act</i>	Policy 2.6.14 is to support economic diversification on agricultural lands that allow ancillary, complementary activities permitted by the <i>Agricultural Land Commission Act</i> .

			Policy 2.6.15 is to encourage supporting businesses and services to locate in Delta.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Policies 2.6.7, 2.6.14, and 2.6.18 are specific policies that speak to alignment with ALC legislation and regulations. Policy 2.6.32 includes "review policies and regulations, where applicable, with the Minister's Bylaw Standards and ALC legislation and regulations".
Policy 2.3.13	Section	Policy	Supplementary Information
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Policy 2.6.11 and 2.6.16 speak to raising and promoting public awareness of agriculture

Goal 3

Metro 2050 <u>Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards</u>			
<i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i>			
Goal 3 Targets			
Policy with Target	Applicable OCP Policies		Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 	<i>Please see response in Targets section</i>		<i>Please see response in Targets section</i>
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	<i>Please see response in Targets section</i>		<i>Please see response in Targets section</i>
Strategy 3.1: Protect and enhance Conservation and Recreation lands			
Policy 3.1.9	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Please see Maps 2 and 7.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below.
	i)	drinking water supply areas	n/a
	ii)	environmental conservation areas	All environmentally sensitive areas are designated Conservation and

		Leisure in the OCP (Section 1.5.1), which supports their protection and enhancement.
iii)	wildlife management areas and ecological reserves	All wildlife management areas and ecological reserves are designated Conservation and Leisure in the OCP (Section 1.5.1), which supports their protection and enhancement.
iv)	forests	Policy 2.7.2 is to minimize habitat loss, fragmentation and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning; 2.7.5 is to promote “naturescaping” and the provision of wildlife habitat (e.g. pollinator gardens and trees) on public and private land.
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Policy 2.7.4 is to encourage the protection, enhancement, restoration, and reopening of natural watercourses and policy 2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Policies 2.7.5 and 2.7.7 are related to environmentally sensitive and green infrastructure inventory development, which will help to identify ecosystem areas that provide buffers for natural hazard impacts.
viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none"> o major parks and outdoor recreation areas; o education, research and training facilities, and associated uses that serve conservation and/or recreation users; o commercial uses, tourism activities, and public, cultural, or community amenities; o limited agricultural use, primarily soil-based; and 	The main uses of the Conservation and Leisure land use designation (Section 1.5.1) are: environmentally sensitive areas, natural areas, passive parks or parks with limited programming, nature and wildlife reserves, regional parks, and agricultural uses on lands within the Agricultural Land Reserve.

		o land management activities needed to minimize vulnerability / risk to climate change impacts	
	c)	Include policies that:	See below.
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Policy 2.7.3 is to protect environmentally sensitive areas from adjacent land use impacts through measures such as edge planning, buffers, and development permit requirements.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Policy 2.7.2 is to minimize habitat loss, fragmentation, and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs.
Policy 3.2.7	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please see response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below.
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Various development permit requirements support the protection, enhancement, and restoration of ecosystems.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Policy 2.7.11 relates to collaboration for the preservation of Burns Bog; 2.7.12 is to work with local Indigenous groups to find joint opportunities for stewardship, restoration, and research of natural areas; and 2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.

iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policy 2.7.2 speaks to minimizing habitat loss, fragmentation, and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning.
iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Policy 2.7.3 is to protect environmentally sensitive areas from adjacent land use impacts through measures such as edge planning, buffers, and development permit requirements.
c)	Include policies that:	See below.
i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Policy 2.7.1 is to enhance knowledge of Delta's natural assets through inventories and developing ecosystem management/restoration plans.
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Policy 2.6.24 speaks to protecting stands of trees on farmland. Policies 2.7.5 relates to increasing tree planting; Policy 2.7.14 is a urban forest canopy coverage target; and, Policy 2.7.15 is to implement the Urban Forestry Strategy. Our Urban Forestry Strategy has more detailed annual tree planting goals. Various development permit areas require tree planting.
iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Policy 2.7.24 is to encourage land use and development practices that minimize soil erosion and loss; Policy 2.9.36 relates to removal of invasive species.
iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Policy 2.9.2 is to work with Metro Vancouver and adjacent municipalities to enhance and maintain a municipal multi-purpose corridor-trail system that links local parks, open spaces, recreational facilities, residential areas, wildlife corridors and places of work, and that provides connections to regional trails and greenways.
v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Policy 2.7.4 and 2.7.5 support natural stormwater management and Policy 2.7.17 speaks to Integrated Stormwater Management Plans; 2.8.19 is to work with Metro Vancouver and utility companies to encourage water conservation.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality			
Section	Policy	Applicable OCP Policies	
Adopt Regional Context Statements that:			
a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>	
b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	See below.	
Policy 3.3.7	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geosystems, and zero emission vehicle charging infrastructure	Policy 2.8.14 is to support architects and developers in implementing the BC Energy Step Code and Zero Carbon Step Code and ensure municipal developments requirements stay in alignment. Policy 2.8.21 is to encourage developers to demonstrate high standards of sustainability in construction, energy systems, EV charging, and other green features.
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	Policies 2.4.14 through 2.4.19 speak to design, infrastructure, and programs that encourage transit. Policies 2.4.20 through 2.4.31 speak to active transportation including design, infrastructure, and programs for cycling, rolling, and walking.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Policy 2.1.19 is to encourage housing in centres and along key corridors close to shops, services, transit, and other amenities to promote “complete communities” and support housing with focused infrastructure and amenity investments. Policy 2.8.23 is to Plan for land use that concentrates growth, contains urban sprawl, encourages active transportation, minimizes impervious area, and locates residential use in proximity to services and transit.
Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			

	Section	Policy	Applicable OCP Policies
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Policies 2.5.12 through 2.5.18 are related to dikes and flood proofing; Policy 2.10.31 is to provide resources for extreme weather protection; Policy 2.8.3 is to update Delta's Climate Change Initiative on a regular basis.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	Policy 2.8.20 is to include environmental and resilience implications in land use decisions.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Policy 2.7.32 is to consider environmental, social and economic dimensions, including natural hazard and climate change risk assessment, when making decisions about municipal investments.
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Policy 2.8.20 is to include environmental and resilience implications as part of land use decisions and planning related to the built environment.
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Policies 2.5.12 through 2.5.18 relate to flood hazard management.

Goal 4

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices			
Describe how the OCP and other supporting plans and policies contribute to this Goal:			
Goal 4 Targets			
Policy with Target	Applicable OCP Policies	Supplementary Information	
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please see response in Targets section</i>	<i>Please see response in Targets section.</i>	
Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
Policy 4.1.8	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Policies 2.1.2 through 2.1.6 and 2.1.8 through 2.1.11 address needs identified in the housing needs report.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policies 2.1.2, 2.1.3, 2.1.4, 2.1.6, 2.1.9, and 2.1.10 speak to meeting the need for diverse housing options. Policy 2.1.15 speaks to exploring rental tenure zoning.
	c)	identify policies and actions that contribute to the following outcomes	-
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Policies 2.1.2, 2.1.3, 2.1.4, 2.1.6, 2.1.9, and 2.1.10 speak to meeting needs across the housing continuum. Policy 2.1.15 speaks to exploring rental tenure zoning.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policies 2.1.2, 2.1.4, and 2.1.7 relate to family-friendly housing; Policies 2.1.2, 2.1.4, 2.11.18, and 2.11.19 speak to housing for seniors; Policies 2.1.2, 2.1.4, and 2.11.6

			speak to providing accessible/adaptable units.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Policies 2.1.2, 2.1.4, 2.1.6, and 2.1.10 speak to increasing diversity of tenure options. Policy 2.1.15 speaks to exploring rental tenure zoning.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Policies 2.1.16 and 2.1.17 speak to increased density and diversity in ground-oriented housing in traditionally single-detached neighbourhoods.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Policy 2.1.19 and 2.1.20 speak to integrating residential and transportation planning.
	vi)	increased social connectedness in multi-unit housing	Policy 2.11.29 is to encourage building designs that support social connections.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Policies 2.11.26 through 2.11.36 speak to urban design throughout the City and in specific neighbourhoods; Policy 2.1.16 and 2.1.17 speak to integrating small scale multi-unit housing in low density neighbourhoods.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Policies 2.5.10 through 2.5.16 relate to flood hazard management. Policy 2.8.20 is to include environmental and resilience implications as part of land use decisions and planning related to the built environment.
Policy 4.1.9	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please see Delta's Housing Needs Assessment and Action Plan.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please see Delta's Housing Needs Assessment and Action Plan.
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	Please see Delta's Housing Needs Assessment and Action Plan.

	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please see Delta’s Housing Needs Assessment and Action Plan.
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please provide response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Policies 2.1.12 and 2.1.13 explain the Tenant Relocation and Rental Stock Protection Policies.
	c)	identify the use of regulatory tools that protect and preserve rental housing	Policy 2.1.13 explains the Rental Stock Protection policy, which helps to protect and preserve rental stock. Policy 2.1.15 speaks to exploring rental tenure zoning.
	d)	identify policies and actions that contribute to the following outcomes:	See below.
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policy 2.1.14 speaks to determining a target for non-market and/or rental housing for new developments in Urban Centres and the Scott Road FTDA. Policy 2.1.15 speaks to exploring rental tenure zoning.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Policy 2.1.13 explains the Rental Stock Protection policy, which helps to protect and preserve rental stock through redevelopment. Policy 2.1.15 speaks to exploring rental tenure zoning.
	iii)	protection and renewal of existing non-market rental housing	Policy 2.1.13 explains the Rental Stock Protection policy, which helps to protect and preserve rental stock through redevelopment. Policy 2.1.15 speaks to exploring rental tenure zoning.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Policies 2.1.12 and 2.1.13 explain the Tenant Relocation and Rental Stock Protection Policies.
v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Policy 2.8.14 supports implementation of the BC Energy Step Code, Policy 2.8.19 speaks to	

			implementing the City's Electric Vehicle Strategy.
Policy 4.2.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Please see Delta's Housing Needs Assessment and Action Plan.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Please see Delta's Housing Needs Assessment and Action Plan.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Please see Delta's Housing Needs Assessment and Action Plan.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Policy 2.1.11 is to collaborate with senior levels of government and other partners for supportive housing units.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Policy 2.1.10 is to facilitate development of housing for groups with needs by non-profits. Policy 2.1.11 is to collaborate with senior levels of government and other partners for supportive housing units.
Policy 4.3.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Please see Delta's Housing Needs Assessment and Action Plan.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Please see Delta's Housing Needs Assessment and Action Plan.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Please see Delta's Housing Needs Assessment and Action Plan.

Goal 5

Metro 2050 <u>Goal 5: Support Sustainable Transportation Choices</u>		
<i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i>		
Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking		
Section	Policy	Applicable OCP Policies
Adopt Regional Context Statements that:		
a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Policies 2.4.14 through 2.4.19 encourage and support improved transit; Policies 2.4.20 through 2.4.31 encourage and support improved active transportation.
b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Policies related to 2.4.37 through 2.4.40 speak to Transportation Demand Management.
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Policy 2.4.36 requires streetscape design that supports active transportation as articulated in Engineering Design Criteria. Policy 2.4.28 is to enhance opportunities for walking, rolling, and cycling.
d)	support the transition to zero-emission vehicles	Policy 2.8.19 is to implement Delta’s Electric Vehicle Strategy.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Policy 2.9.2 supports implementation of regional greenways. Policy 2.4.21 is to implement the Cycling Master Plan, which includes the Regional Greenway and Major Bikeway Networks.
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy 2.9.2 is to work with Metro Vancouver and adjacent municipalities to enhance and maintain a municipal multi-purpose corridor-trail system that links local parks, open spaces, recreational facilities, residential areas, wildlife corridors and places of work, and that provides

			connections to regional trails and greenways.
Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
	Section	Policy	Applicable OCP Policies
Policy 5.2.6	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Please see Map 7.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Policy 2.4.7 is to provide safe and efficient connections to enhance goods movement via roads and highways. Policy 2.3.24 is to continue improvements to roads to service industrial areas and enhance goods movement. Policy 2.3.25 is to consider the <i>Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations</i> . Policy 2.3.23 is to promote rail and marine transport as alternatives for goods movement.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Policy 2.4.37 is to support regional, community, and corporate Transportation Demand Management (TDM) initiatives to encourage more efficient use of the transportation system.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	The land use designations in Section 1.5.1 secure and support adjacent land uses for railways, truck routes, and access points to navigable waterways.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Policy 2.7.29 is related to noise abatement and restrictions relating to ambient noise (e.g. residential, traffic, construction and industrial sources, aircraft/marine traffic, etc.). Policies 2.8.10 and 2.8.11 relate to mitigating air quality impacts. Policies 2.3.21 through 2.3.24

			<p>speaks to reducing traffic congestion and mitigate negative effects in industrial areas.</p>
	f)	<p>identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods</p>	<p>Policy 2.3.39 speaks to encouraging electric vehicle charging infrastructure in industrial areas for goods movement. Policy 2.4.7 speaks to creating safe and efficient connections for goods movement. Policy 2.8.9 speaks to mitigating air quality impacts from goods movement.</p>

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Development Permit Area Guidelines and Requirements

1. Land or areas of land designated LV1, LVC, LV2, LV3, LV4, LV5, LV6, SD1-A, TUC, SD1-B, SD2, SD3, SD4, SD5, ND1, ND2, ND3, ND4, ND10, ND12, SRC, CC, SPEA respectively on the maps numbered IIA, IIB, and IIC attached hereto and forming a part of the Schedule E are given a Development Permit Area Designation on the basis of the attached justification and guidelines for the development of each designated area.
2. A Development Permit shall not be required:
 - a. for accessory buildings and garages for single family residential development in any designated area except LV6;
 - b. for interior renovations to existing buildings in any designated areas;
 - c. for exterior renovations to existing buildings in any designated area which do not involve structural alterations to the buildings;
 - d. for structural alterations and additions to existing single family dwellings in any designated area provided the floor area of the structural alterations or additions do not exceed 25 percent of the existing floor area or 50m², whichever figure is lower;
 - e. for single family residential development in any designated area except LV2, LV6, SD2, SD3, ND1 and ND10, so long as all floodproofing, environmental protection and restrictive covenant requirements of the designated area have been met;
 - f. for single family residential development on any existing lot in any designated area, where a Development Permit covering the lot was issued at the time of the subdivision creating the lot and where all floodproofing, environmental protection, hazardous condition and restrictive covenant requirements of the designated area have been met;
 - g. for signs referred to in Sections 5.1, 5.2 and 5.3 of 'Delta Sign Bylaw No. 4235, 1988' as amended;
 - h. for the subdivision of land, an addition to a building or structure, the construction of a building or structure or any addition thereto, the alteration of land, or the alteration or demolition of a building, structure or protected heritage property feature in the LV-1 area for which a Heritage Alteration Permit is required;

- i. for a subdivision of a previously occupied building to which section 9 of the *Condominium Act* applies, provided that no building permit is required for the building and that the applicant has satisfied all development permit requirements or conditions which would otherwise have been imposed, and all standards which would otherwise have applied, in relation to the subdivision.
- j. as a condition of subdivision where:
 - i. a Development Permit has been obtained and notice registered against the land; and
 - ii. all requirements of the existing Development Permit and all current development permit requirements have been satisfied.

notwithstanding the above:

Sections 2 (d), (e), (f), (h) and (j) do not apply to SPEA.

- a. for dike maintenance and reconstruction of other public works in "LV6 – Riverside", undertaken by the Province of BC, the municipality, or their authorized agents.
- b. in Development Permit Area SPEA, a Development Permit shall not be required in the following circumstances:
 - i. For emergency actions required to prevent, control or reduce an immediate threat to life or to public or private property including:
 - Emergency actions for flood protection, erosion protection, and clearing of obstructions;
 - Emergency works to protect repair or replace public utilities;
 - Clearing of an obstruction from a bridge, culvert or drainage flow; and repairs to bridges or safety fences; and
 - Removal of a tree when there is an imminent danger of the tree falling and causing an injury to persons or property, or when a tree failure has already occurred as a result of a natural cause and presents an immediate hazard.

All actions used to resolve emergency situations must be reported to The Corporation of Delta's Engineering Department, and the appropriate Federal and Provincial authorities immediately.

- ii. For public works and services undertaken by The Corporation of Delta and others if such works and services have been approved by the Director of the appropriate department in consultation with Fisheries and Oceans Canada. Such works and services include but are not limited to:
 - The construction or maintenance of a public utility placed in or upon a public thoroughfare or public utility easement;
 - The construction, widening, improvement, maintenance or repair of any land, watercourse, highway, street, bridge or other public thoroughfare; and
 - The improvement or maintenance of any lands within the municipal parks system or on municipal streets or boulevards.
- iii. For "development" associated with an "agricultural use". For the purpose of this Development Permit Area, "development" and "agricultural use" shall have the meaning assigned to them in Schedule SPEA-2 of the SPEA Development Permit Guidelines and Requirements.
- iv. For the re-establishment of a stream setback area by removing non-native vegetation and/or planting vegetation according to a Vegetation Management Plan that has been prepared to a professional standard and approved by the Director of Community Planning and Development.
- v. For in-stream development and habitat restoration, not otherwise requiring a permit from The Corporation of Delta, provided that the activity complies with all Provincial and Federal standards and requirements, and The Corporation of Delta is notified of the activity.
- vi. For proposed developments on properties located within 30 metres of the Fraser River Estuary, including Boundary Bay and Roberts Bank, if the proposed development has been reviewed by the Fraser River Estuary Management Program (FREMP) Environmental Review Committee, and the development application is accompanied by a letter from FREMP identifying environmental protection criteria, and the proposed development meets all of the criteria identified in the letter.

LV1 Ladner Village

Category: “e” (Establishment of objectives and provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV1
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

The commercial Village of Ladner has special character. The continuation of historical patterns of commercial activity to improve the commercial areas and services is essential for the well-being of Ladner’s economic activity.

The objective of the development permit area is to encourage formation of a liveable village and a desirable commercial and residential mix.

Guidelines:

The following guidelines illustrate the general approach to be taken to achieve desired commercial nodes and commercial and residential mix.

Development Permits issued in this area shall be in accordance with the following:



1. Parking areas in the existing shopping centres may be permitted to be developed for additional commercial/multiple family residential development with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from all streets, so as to give a new form to existing commercial areas.
3. The siting of commercial/multiple family residential developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide visual breaks and buffers, as well as to enhance the appearance of this area.
5. The size and scale of buildings should relate to adjacent development and provide a transition between the commercial and less intensive uses.
6. Outside of the diked area no building or any part thereof shall be constructed, reconstructed, moved or extended, nor shall any mobile home unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab of areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than three point five (3.5) metres Geodetic Survey of Canada datum. No building shall be constructed or located within thirty (30) metres of the natural boundary of the Fraser River unless construction on piles is used or fill is placed in such a manner that the toe of the protected embankment does not project beyond the natural boundary of the Fraser River. Where landfill is used to achieve the elevation provisions, the face of the landfill slope shall be adequately protected against erosion from floodwater.
(This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
7. No building shall be constructed or located within six (6) metres of natural boundary of any swamp, slough, pond or ditch.
8. A restrictive covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.
9. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
10. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
11. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
12. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LVC Ladner Village Core Development Permit Area

As shown on "Map IIA Ladner Development Permit Areas".

Purpose:

- » Revitalization of an area in which a commercial use is permitted.
- » Establishment of objectives for the form and character of commercial, industrial and multiple family residential development.
- » Establishment of objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions.
- » Protection of development from hazardous conditions.

Justification:

Ladner Village has a unique form and character with an intimate scale, variety of shops and services, and mix of building forms including historic buildings. The Village contains the historic commercial centre and waterfront on the west side of Chilukthan Slough and modern commercial mall development on the east side of the Chilukthan Slough. The Ladner Village waterfront was historically the focus of the community of Ladner. Over the years this has changed with the commercial focus moving to other village streets and later to the malls on Ladner Trunk Road leaving the waterfront less vibrant and difficult for people to access physically and visually.

The waterfront is a unique place within Ladner Village with opportunities to provide strong linkages to the harbour reflecting and celebrating the historic fishing and farming roots of the community.

The following guidelines are intended to help new development achieve this revitalization and transformation while building on and reinforcing elements of the existing development patterns and historical industrial/commercial context.

Ladner Village is located in the floodplain of the Fraser River and, as such, although it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines (SDG) found elsewhere in this bylaw, in addition to the following guidelines.

Guidelines Preamble

For each subsection, the following Ladner Village guidelines are organized according to four nested scales: Placemaking and Context; Accessibility and Connectivity; Comfort and Enjoyment; and Materiality and Durability.

This structure is intended to provide a logic to the guidelines, to allow the reader to understand how specific guidelines are related to the core objective of good urban design. Overall, these four scales have the following objectives:

- » **Placemaking and Context:** Demonstrate thoughtful consideration and effort to reinforce Ladner Village’s unique qualities and sense of place within the design of public spaces, buildings, landscapes.
- » **Accessibility and Connectivity:** Consider the full diversity of the Ladner Village community and ensure that designs of buildings, parks, and open space networks meet the needs of everyone – regardless of age and ability – and effectively connect people to community spaces and special places.

- » **Comfort and Enjoyment:** Demonstrate thoughtful design that contributes to the quality of public space and create comfortable spaces for people to enjoy year-round.
- » **Materiality and Durability:** Utilize high quality and durable materials in landscape and building design.

Heritage considerations are integrated throughout the guidelines. Contemporary design can be complementary to heritage buildings. New construction will provide quality and continuity with pedestrian spaces while ensuring heritage buildings are visually celebrated and framed within an appropriate setting. Historic buildings should not become anomalies within the Village at risk of demolition or inappropriate alteration. Rather, new development should help facilitate efforts to conserve historic buildings by supporting the retention of heritage values in building and landscape design.

Development permits issued in this area shall be in accordance with the following guidelines:



1.0 Streetscape, Pedestrian Paths and Site Landscaping

Objective:

To complement the quality of Ladner Village’s pedestrian spaces by enhancing its network of cohesive streets and vibrant open spaces.



Chisholm Street looking west

- 1 Pedestrian spaces connect to the Village to the waterfront.
- 2 Outdoor gathering spaces to contribute to year-round enjoyment of the waterfront.
- 3 Banners and signage contribute to historic interpretation of the area.
- 4 Raised dike accommodates pedestrian circulation and flood protection.

Guidelines

- 1.1 Share the vibrant, rich story of place
- a. Explore opportunities to maintain and/or reestablish the historical street pattern and/or open view corridors to key waterfront and cultural/historic landmarks to emphasize unique natural setting and village character.
 - b. Utilize site, building and landscape design to establish and/or reinforce distinct landmarks (e.g., 'gateways') in key locations throughout the Village to support intuitive wayfinding. Examples include:
 - » **Paths & Edges:** including priority pedestrian enhancements between and beyond the Village and the waterfront, along Delta Street, Chisholm Street, 48 Avenue and strengthened greenway connections and riparian landscape enhancements along the Chilukthan Slough edge.
 - » **Districts & Nodes:** including ongoing enhancement of core commercial areas within the Village and priority gathering spaces such as the areas used by the Ladner market, Stokes & Cullis Plaza, and Elliott Street Wharf.
 - » **Landmarks:** including architectural features (e.g., prominent building corners and/or facades) and/or structural elements (e.g., signage, pedestrian overpass, etc.).
 - c. Where opportunities exist, development should contribute to historical interpretation within Ladner Village through the incorporation of artifacts, traditional materials and colours, public art, interpretive signage and/or storytelling elements within site, building and/or landscape designs
- 1.2 Create an accessible and interconnected network of pedestrian spaces
- a. Maintain and renew the fine-grained scale of Ladner Village through compact blocks and frequent pedestrian access points that link to neighbourhood amenities, the waterfront, Chilukthan Slough, and/or parking areas.
 - b. Moderate the scale of new development by incorporating connected, safe and attractive open spaces and pedestrian linkages.
 - c. Incorporate attractive and informative signage for pedestrians that is continuous with other wayfinding signs in the area.
 - d. Ensure continuity within streetscape designs (e.g., pathway materials) to promote clarity and accessibility for users.

Refer to the most recent Building Access Handbook when designing for universal accessibility.



- 1.3 Provide for year-round comfort and enjoyment within pedestrian spaces
 - a. Contribute to the network of diverse public open spaces (varying in scale, program, form and character) to support a range of user groups within the Village. Strategies may include pedestrian plazas, pocket parks, and other creative ways to physically expand and compliment the public realm on private parcels.
 - b. Front patios, display areas, seating and other semi-private space in front of businesses are encouraged.

Sidewalk patios are subject to the conditions of a patio permit.

- c. Active commercial use such as displays, sandwich boards and signs on the first portion of the sidewalk immediately adjacent the building are encouraged.
- d. Locate and design outdoor gathering spaces to maximize human comfort throughout the seasons (e.g., consider sun angle and prevailing winds).

- e. Incorporate appropriate lighting in public spaces and pathways.
- f. Provide high quality street furniture which may include benches, bollards, waste receptacles, information, art works, etc.

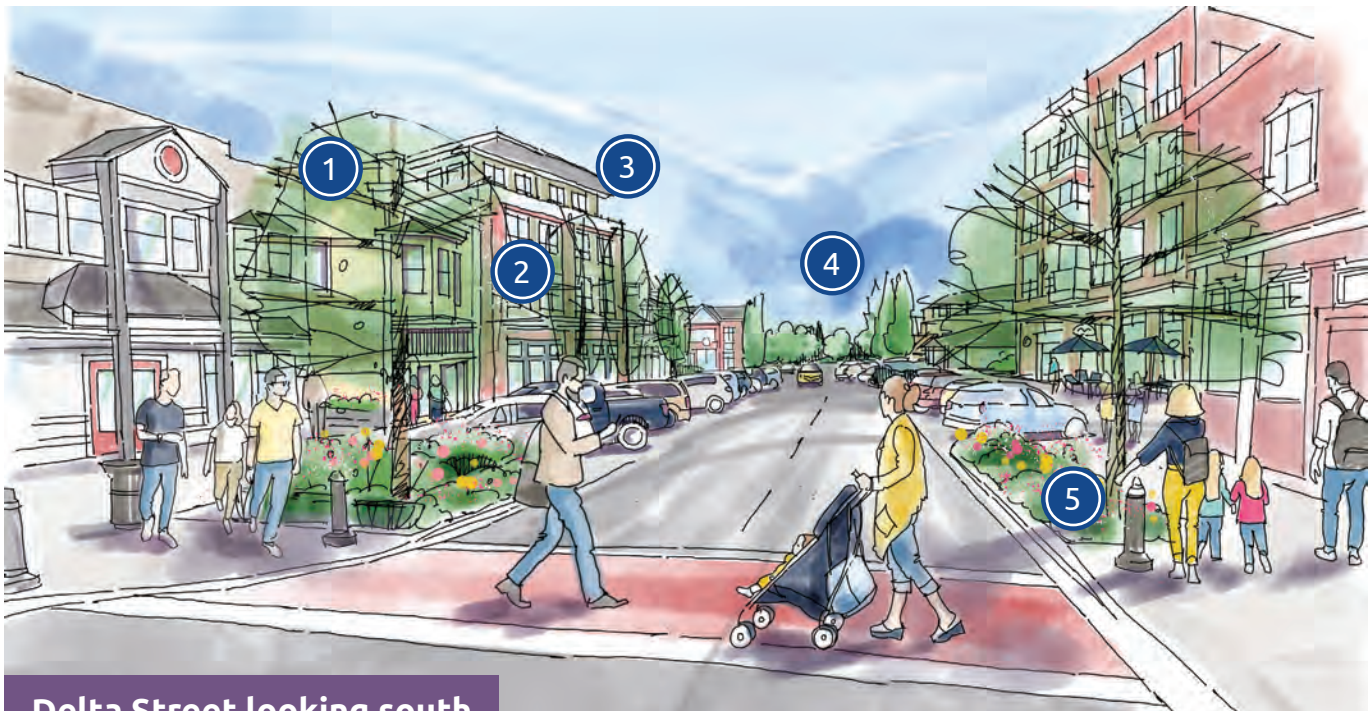
- 1.4 Choose high-quality and durable materials
 - a. Utilize high-quality, durable, flood-resistant, natural/native and contemporary public realm elements including paving, lighting, furnishings, signage, and landscaping. Ensure exterior materials can withstand the range of seasonal environmental conditions.
 - b. Wherever possible, utilize nature-based solutions within public realm improvements to enhance sense of place. Examples include street trees (for passive cooling and incorporating locally-adapted species with seasonal interest) and rain garden swales (for stormwater management and incorporating native riparian vegetation).



2.0 Building Design

Objective:

To enhance local identity, the pedestrian environment, and liveability through building design and siting.



Delta Street looking south

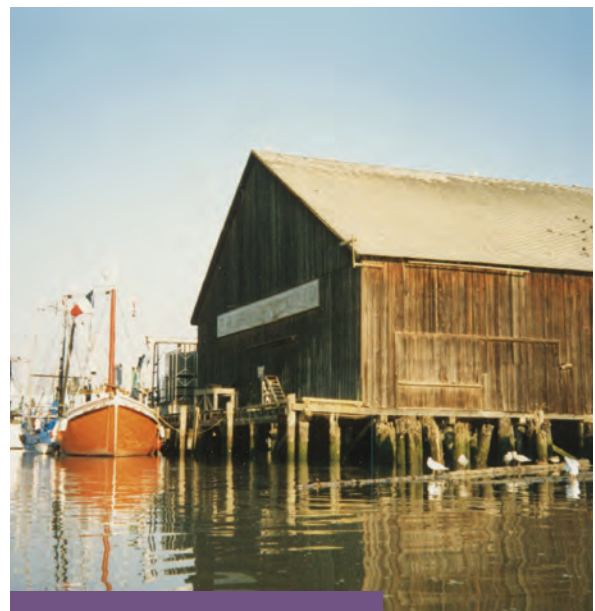
- ① Retained heritage building, contributes historical context to the streetscape
- ② Overheight single storey with weather protection
- ③ Building step backs on upper storey
- ④ Landmark views are preserved
- ⑤ Nature based solutions including rain gardens

2.1 Buildings blend Ladner's past and future with heritage elements and complimentary contemporary forms

- a. Honour Ladner's built heritage through building designs that:
 - » Retain and re-use historic and/or culturally significant structures in ways that respect their unique value and potential for placemaking;
 - » Utilize historical building precedents to inform building designs, including, scale, form and character elements;
 - » Complement existing heritage values and incorporate traditional building forms and character defining elements, including but not limited to: street and lane patterns, building setbacks, streetwall height and roof forms, and traditional building materials;
 - » Utilize roof forms that respect the existing scale and form displayed by historic Village architecture. This includes simple gable or flat roof forms with subordinate roof forms as required. On the waterside of Chisholm Street, this includes the cannery roof form.
- b. Where consolidation is required (e.g., development spans historic lot lines), buildings should visibly demarcate historical patterns with facade articulation (e.g., setback), change in cladding material and/or glazing to "echo" historical space(s).
- c. Consider neighbouring facade treatments and design new facades to maintain a continuous but varied street wall.

2.2 Building designs contribute to a unique quality of ground-orientation and connection to place.

- a. Building design and massing should consider and respond to landmark views, including but not limited to views of landscape features (e.g., waterfront) and/or prominent architectural elements.
- b. Building design should activate the street through active ground-floor uses and/or well-defined, accessible entries. For commercial uses, this may include large, visually-accessible display windows and/or patio spaces. For residential uses, this may include multiple entries (e.g., townhouse frontages) and semi-public open spaces.
- c. Create a clear connection and demarcation between public, semi-public and semi-private spaces through built form elements such as porches, screen walls and planters.



Cannery Roof Form

- 2.3 Building designs enliven Ladner Village and comfortably frame spaces for people
- a. Maintain the pedestrian scale and quality of existing streetscapes as defined by minimally-setback, over height single-storey retail frontages.
 - b. Building designs should:
 - » Where adequate road dedication exists, be constructed with minimal setbacks from all streets to activate the street;
 - » Encourage pedestrian activity through the provision of outdoor spaces linked to commercial units (e.g., café seating) and functioning as an extension of the public realm;
 - » For commercial buildings, generally reflect narrow frontages (e.g., 7.6 m wide) to provide for an unbroken line of retail or otherwise interesting uses and activity;
 - » Incorporate individually expressed storefronts rather than repetitive forms which are discouraged;
 - » Emphasize a 2 storey street wall through a material differentiation of upper floors and/or building step backs.
 - c. Where large buildings (e.g., consolidation, greater than 4 storeys) are proposed, use features such as articulation, vertical rhythms, roof forms, balconies, awnings, materiality differences, and stepping back of the upper storeys to reduce large, monolithic building volumes and shading of the public realm.
 - d. Demonstrate sensitive transitions to adjacent buildings by recessing or stepping back upper floors and/or stepping down floors between buildings.
 - e. Incorporate weather protection through structures, canopies, awnings and overhangs with understructure lighting where appropriate. Canopies should have a minimum vertical clearance of 2.2 m measured from the sidewalk. Canopies should preferably extend at least 1.8 m from the building face while maintaining a minimum 0.6 m setback from the outer face of the curb.
 - f. Entrances should be recessed.



Building step backs and stepped masses



Building step backs and stepped masses

- g. Window openings should be regular in their placement and extensive enough to provide for views into displays of goods or interior activity on the ground floor. Transom windows are encouraged. Windows in the side elevation of buildings which are visible from the street are encouraged.
- h. Incorporate exterior lighting design within overall building designs to supplement street lighting.
- i. Consider signage design within overall building design to ensure complimentary character. All applications for new developments and major renovations to existing commercial and mixed use developments must include a comprehensive sign plan.

2.4 Materials

- a. The use of traditional materials – including horizontal wood siding, board and batten wood siding, shingles, metal siding, brick, wood trim, heavy timber detailing (e.g., exposed post and beam) – is encouraged. Hardie composite siding is an acceptable substitute for new construction. Synthetic materials are generally discouraged. Avoid the use of vinyl siding and trim.
- b. Where feasible, restoration and redevelopment should retain and reuse existing historic building materials.
- c. The use of flood-resistant/resilient materials in the design of ground level spaces is encouraged.

2.5 Waterfront

- a. Where feasible, locate new buildings following the historical siting (e.g., extending out over the water on piles).
- b. Incorporate “back porches” accessible to the public in new buildings on the waterfront.
- c. Where building heights are allowed up to 6 storeys on the south side of Chisholm, step the fifth and sixth floors back to minimize shading on pedestrian space on the north side of Chisholm Street.



Large window display that provides views into ground floor activity



Window openings that are regular in placement

3.0 Landscape Design

Objective:

To enhance the pedestrian environment through the creation of comfortable and enjoyable outdoor spaces.

- 3.1 Retain and enhance landscape features that reflect Ladner's waterfront context and Village character, respectively.
- Utilize native species and locally-adapted, non-invasive riparian vegetation to enhance connections to the waterfront and slough-edge pedestrian spaces.
 - Utilize more formal plantings of native or similarly hardy species to create seasonal interest and enhance pedestrian spaces within the Village.
 - Demonstrate multiple objectives within landscape designs, including but not limited to: habitat enhancement (e.g., riparian areas, pollinators, etc.), green infrastructure (e.g., stormwater, passive cooling, etc.), and enhancement of pedestrian space (e.g., safety, comfort and beautification).
- 3.2 Create connective and accessible landscapes
- Select plant materials to screen and/or buffer undesirable views while preserving and enhancing desirable views.
 - Consider "right tree, right place" and plant-size-at-maturity when specifying landscape materials to minimize conflicts.
 - Utilize continuity in landscape designs to support intuitive wayfinding.



Landscape design that screens parking, provides seasonal interest and enhances pedestrian environment

3.3 Design landscapes for pedestrian comfort and seasonal interest

- a. Optimize benefits of landscape design relative to pedestrian comfort and enjoyment by:
 - » Designing landscapes as an extension of interior spaces and creating places for informal gathering, sitting and/or resting within open space designs;
 - » Utilizing movable furniture to accommodate flexibility within landscape designs and public spaces;
 - » Planting trees adjacent to pedestrian spaces to provide cooling shade in summer months;
 - » Selecting plant species with seasonal interest (e.g., fall colour, spring blossoms and/or pleasing fragrance); and
 - » Accommodating water and flood-adapted plants within functional landscape designs – including rain gardens, swales and rock drains – to support stormwater management and flood protection strategies.



- 3.4 Ensure sustainable landscape designs through the use of native plants and durable materials
- Emphasize the use of native, drought-resistant and flood tolerant species suitable to local growing conditions.
 - Minimize the amount of impervious surfacing and maximize space for depressional storage within landscape designs.
 - Encourage landscape designs that apply sustainable stormwater designs to reduce the speed of run-off, keep stormwater clean and allow for gradual infiltration into the ground.
- 3.5 Waterfront
- Landscape designs should prioritize enhancement of the riparian / foreshore environment. Utilize a palette of site-adapted native plants that, beyond habitat restoration, serve to link the pedestrian realm to an expanded natural space along the waterfront and slough.



4.0 Parking, Loading and Service Access

Objective:

To enhance the pedestrian environment through minimizing the impacts of parking, loading and service access on the Village environment.

4.1 Minimize the extent and impact of surface parking:

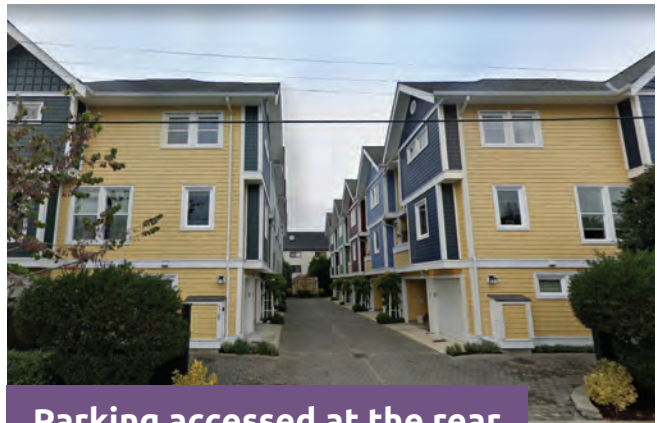
- » Wherever possible, locate off-street surface parking out of sight, behind or wrapped by retail or other uses and accessed via laneways.
- » Contiguous areas of surface parking should be broken into smaller lots and landscaped to soften visual impact, capture and store runoff and mitigate stormwater inputs into nearby watercourses.
- » Optimize on-street parking design.

4.2 Ensure comfortable access through:

- » Using shared service areas where possible between developments, including public and private lanes, driveways, and service courts.
- » Providing clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.



Angled parking



Parking accessed at the rear of the building

5.0 Intentional Design of Flood Protection Measures

Objective:

To ensure flood protection measures are visually appealing and well-integrated with the public realm.

- 5.1 Ensure flood protection infrastructure is visually appealing and comfortable for pedestrians. Strategies include:
- » Add transitions and/or visual screens to the infrastructure through landscaping, trellises, etc.
 - » Break up large blank walls of the dike through articulation, public art, planters, textured concrete, etc.
 - » Emphasize connections to the water by integrating pedestrian pathways and access within retaining walls and/or dike infrastructure.
 - » Include circulation (stairs, ramps) to invite people to interact with flood infrastructure and the water's edge.



6.0 Floodproofing

Objective:

To protect development from flooding hazards.

- 6.1 All building elevations must meet or exceed flood construction level policies, which are subject to review, and consider rising sea level over the longer term.
- 6.2 A restrictive covenant will be required under Section 219 of the *Land Title Act* acknowledging that the land may be subject to flooding and saving the Municipality harmless from any claims arising out of damages to lands or buildings by flooding.



LV2 Chilukthan Slough / Ladner Canal

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions.)

Area: Development Permit Area LV2
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

The waterfront area is subject to flooding, debris flows and erosion. The slough bank is subject to erosion and requires protection of existing vegetation and tree cover or hard surface engineered protection.

The objective of the development permit area is to prevent damage to natural environment and to improve development through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas so as to reduce sloughing.
4. For development in that area south of 44th Avenue, and east of the Chilukthan Slough, no building or any part thereof shall be constructed, reconstructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres Geodetic Survey of Canada datum. Notwithstanding the foregoing, the minimum flood construction level for construction of an elementary school on Lot 316, District Lot 177, Group 2, NWD, Plan 51237, P.I.D. 004-905-130 is 1.95 metres Geodetic Survey of Canada datum. No building shall be constructed or located within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
5. A restrictive covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

LV3 Delta Civic Centre

Category: "e" (Establishment of objectives and provision of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV3
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

This is the central civic area for all of Delta where major civic, institutional, government and recreation facilities are located. Comprehensive and yet flexible urban planning is required to allow the centre to function and grow.



Guidelines:

The following guidelines illustrate the general approach to be taken.

Development Permits issued in this area shall be in accordance with the following:

1. Parking areas in the existing facilities may be permitted to be developed for additional uses with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from major roads, so as to give a new form to existing streets.
3. The siting of developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide and form a sense of formal streetscape, visual breaks and buffers, as well as to enhance the appearance of this area.
5. The size and scale of buildings should relate to the existing civic buildings.
6. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
7. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
8. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
9. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LV4 Ladner East-Urban

Category: “b” (Protection of development from hazardous conditions) and “e” (Establishment of objectives and provision of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV4 22
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

The provision of Municipal services to this area is resulting in rapid growth. This neighbourhood also functions as a main entry point to the Ladner Village.

The area is located in the floodplain of the Fraser River and as such, although all of it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

The objectives of the development permit area are to encourage a healthy mix of land uses which are suitable for a neighbourhood context and to protect development from flooding hazards.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. The siting of commercial and multiple family residential developments may be varied to encourage optimum development of land and for better traffic circulation patterns.
2. Landscaping shall be used to provide visual breaks and buffers, as well as to enhance the appearance of the area.
3. The size, scale and function of buildings shall complement existing development in the neighbourhood.
4. Commercial development shall be clustered and shall have architectural unity.
5. Pedestrian and bicycle circulation shall be provided as a continuous linkage within the neighbourhood.
6. Siting and elevation of all buildings shall be in accordance with floodproofing requirements hereinafter set out, which are based on standards established by the Minister of Environment.
7. A Restrictive Covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.
8. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
9. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
10. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
11. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LV5 Ladner East-Rural

Category: “b” (Protection of development from hazardous conditions) and “e” (Establishment of objectives and provision of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV5
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

This is an agricultural area of the Municipality with urban arterial roads through it. A number of temporary and permanent urban uses are located adjacent to these highways.

The area is located in the floodplain of the Fraser River and as such, although all of it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

The objectives of the development permit area are to encourage development which maintains the integrity of the agricultural area and the highway system and to protect development from flooding hazards.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Encroachment into the agricultural areas shall be discouraged.
2. Urban uses shall be clustered to maintain the area's agricultural integrity.
3. Landscaping shall be used to provide a sense of streetscape, visual breaks and buffers, as well as to enhance the appearance of the area.
4. The size and scale of buildings shall complement the rural nature of the area.
5. Temporary buildings shall be discouraged.
6. Siting and elevation of all buildings shall be in accordance with floodproofing requirements hereinafter set out, which are based on standards established by the Minister of Environment.
7. A Restrictive Covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.
8. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
9. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
10. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
11. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LV6 Riverside

As shown on "Map IID Riverside Development Permit Area".

Purpose:

- » Protection of natural environment
- » Protection of development from hazardous conditions

Justification:

Protection of the riparian area is critical to the maintenance of a healthy aquatic environment. Riparian areas adjacent to the Fraser River have direct influence on aquatic habitat values. They provide essential habitats for supporting a diversity of plants, invertebrates, fish, birds, mammals, and other wildlife. The River itself supports salmonids that are important to commercial, recreational, aboriginal, and natural resources. It also serves as a natural system for the storage, drainage and purification of water. Because of their environmental importance and sensitivity, the conservation of the riparian areas adjacent to the Fraser River is deemed essential to the public interest. Environmental impacts resulting from development or redevelopment of the upland and water areas outside the dike in the Riverside area must be mitigated in an effort to conserve and restore riparian habitat and vegetation along the Fraser River.

The waterfront area is also subject to flooding, debris flows, and erosion. The River bank is also subject to erosion and requires appropriate protection.

The areas of land above the natural boundary of the Fraser River shall remain free of development, except in accordance with conditions of the permit.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Development in this area must:
 - a. protect, restore and enhance the riparian habitat;
 - b. minimize the impact on natural conditions, including the biodiversity of the area, watercourse interactions and groundwater flows;
 - c. provide for the retention, revegetation and long term maintenance of plants and vegetation;
 - d. be protected from damage by flooding and erosion or be located on portions of the lot not subject to flooding or erosion.
2. An applicant for a Development Permit in this area must furnish, at his or her expense, a detailed review by a suitably qualified Registered Professional Biologist knowledgeable in the riparian habitats of Delta which includes:
 - a. a topographic and vegetation survey with a contour interval of 1 metre and a proposed boundary of the titled lot area which should remain free (the "leave area") from development in order to protect the riparian habitat. The boundary of the leave area shall be physically located on the ground by a BC Land Surveyor (BCLS), and the mapping of vegetation and top of bank shall be based on the latest available survey data;
 - b. where the proposed leave area differs from setbacks recommended by Federal/Provincial Guidelines, the detailed review must include supporting criteria and rationale for any differences;
 - c. an environmental impact statement describing the effects of the proposed development on natural conditions, including biodiversity of the area, watercourse interactions and groundwater flows;
 - d. a habitat conservation and enhancement plan for the leave area which includes retention or revegetation and long-term plant maintenance;
 - e. a scale drawing of the site, location and type of planting, a plant list including species and plant size with commitments for how they will be maintained, including provisions for replacing unhealthy, dying or dead plants. Vegetation planted in a leave area shall be native species, and selected for erosion control and fish and habitat values;
 - f. a description of how human intrusions into the leave area will be controlled, including the design of fencing or landscape barriers; and
 - g. proposed measures to protect, restore and enhance the leave area and to reduce the impacts of development on this area.

3. Where development is potentially affected by hazardous conditions, the applicant shall provide, at his or her expense, a detailed report signed and sealed by a suitably qualified Professional Engineer. This report shall confirm that the proposed development will not be subject to flooding, debris flows, or erosion slip and may be safely used for the use intended or specify those steps necessary to protect the proposed development from flooding and erosion and ensure that the proposed development may be safely used for the use intended.
4. The developer and his agents will be held accountable:
 - a. through the provision of a monetary security equal to the amount of the estimate for implementing the habitat conservation and enhancement plan within the leave area;
 - b. through the provision of bonding to secure on-site and off-site construction works required to implement the habitat conservation and enhancement plan within the leave area.
5. Any development must incorporate erosion and sedimentation controls during site preparation and construction. The finished development must also include measures to mitigate erosion.
 - a. The sequence and timing of earthworks shall be designed to minimize run-off and avoid erosion and siltation.
 - b. No building or any part thereof will be constructed, reconstructed, moved or extended, nor shall any mobile home unit, modular home or structure be located with the underside of the wooden floor system or top of concrete slab of areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than three point five (3.5) metres Geodetic Survey of Canada datum.

TUC Tsawwassen Urban Centre

Background

The Tsawwassen Urban Centre is envisioned to become a walkable, complete community where current and future residents can live, work, shop, play, and feel part of a well-connected and integrated community. The plan seeks to integrate sustainable urbanism and the principles of Complete Communities through more dense land uses and additional amenities to build and enhance the existing neighbourhoods within and adjacent to the Tsawwassen Urban Centre. A natural transition in density will be maintained, with low and mid-rise building forms on the periphery, and higher forms towards the core around the intersection of 56th Street and 12th Avenue. Public open spaces dispersed throughout the Tsawwassen Urban Centre will be connected and surrounded by ground-level retail high streets that prioritize pedestrian comfort and enjoyment for people of all ages and abilities.

Applicability

This DPA establishes objectives for the form and character of commercial, multi-unit residential, and mixed-use buildings (per Section 488(1)(f) of the Local Government Act).

The Tsawwassen Urban Centre DPA applies to the area shown on "Map IIB Tsawwassen Development Permit Areas". Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines (SDG) found elsewhere in this bylaw, in addition to the following guidelines.

Guidelines

1.0 Site Design

- 1.1 Building Siting
 - a. A mix of building typologies should be considered to create a diverse streetscape and architectural variety.
 - b. Buildings should be framed around open spaces and uses at the ground level, with activated ground floor facades that allow for an indoor-outdoor connection between the public and semi-private spaces.
 - c. Site buildings to create a variety of pedestrian spaces along streets and within sites which will accommodate activities, such as outdoor eating, retail display areas, flexible seating, street entertainment and informal gatherings.
 - d. Design buildings with consideration of views to and from key community parks, open spaces, and amenities. Integrate on-site open spaces with park areas.
 - e. Minimize shadowing on open spaces through strategic building placement and design.
 - f. Consider additional building setbacks where a development abuts a bus stop to account for pedestrian volumes.
 - g. When improving sites where existing buildings are set back from the street with parking in front, comfortable pedestrian routes should be provided along both the sidewalk next to the street and the sidewalk next to the building.
 - h. Sites intended for seniors' care facilities should ensure site design includes bus pick-up and drop-off areas that facilitate those with mobility challenges.



2.0 Building Form

2.1 Building Massing

- a. Transition form and massing from the core towards lower density neighbourhoods.
- b. Limit apparent visual length and mass of building elevations by stepping and/or using appropriate articulation. Consider interrupting the mass of longer buildings with visual breaks that create sight lines through the site.
- c. Encourage building massing that steps down when adjacent to a pedestrian connection.
- d. Podiums should be 2-4 storeys in height.

2.2 Building Design & Materials

- a. Building designs should contribute to a unique quality of ground-orientation and connection to place.
- b. Building design and massing should consider and respond to landmark views, including but not limited to views of landscape features or prominent architectural elements.
- c. Building design should activate the street through active ground-floor uses and well-defined, accessible entries. For commercial uses, this may include large, visually-accessible display windows or patio spaces. For residential uses, this may include multiple entries and semi-public open spaces.
- d. In mixed-use buildings, retail units should be located at-grade fronting pedestrian areas, while ground-oriented residential uses can be located away from retail areas.



- e. Ground floor retail should incorporate unique design elements to provide a visually interesting facade.
- f. Use porches, screen walls, planters, and surface treatments to create connections between public and private spaces.
- g. Taller buildings should use features such as articulation, vertical rhythms, balconies, awnings, materiality differences, and stepping-back of the upper storeys to reduce large, monolithic building volumes and shading of the public realm.
- h. Encourage building design that maximizes access to sunlight and sky views on neighbouring properties.
- i. Buildings should incorporate wood elements to blend with the architectural elements of the existing neighbourhood.
- j. Weather protection should be provided along retail high streets with structures, canopies, awnings, and overhangs with understructure lighting along sidewalks and key pedestrian routes. Canopies should have a minimum vertical clearance of 2.2 metres measured from the sidewalk.



3.0 Site Circulation

3.1 Pedestrian and Non-Vehicular Circulation

- a. New development and redevelopment proposals are required to include a comprehensive pedestrian circulation plan to show routes across the subject property, connections to adjacent properties and pedestrian amenities, and connections across the four quadrants centred around 12th Avenue and 56th Street. The routes should link a variety of public parks, open spaces, services, and facilities, including Winskill Park, Highland Park, and View Crescent Park.
- b. Create frequent pedestrian access points throughout the site to access the existing road network, parkades, parks, and neighbourhood amenities.
- c. Streets should be designed to allow for bicycle movements along with vehicular traffic.
- d. Incorporate accessibility into the public realm.
- e. In retail and high pedestrian traffic areas, provide sufficient internal sidewalk and walkway widths to accommodate high pedestrian traffic, strollers, wheelchairs, and other mobility aids.
- f. Consider curbless environments for retail streets to improve accessibility and flexibility of site use.
- g. Utilize bollards, planters, or similar installations in curbless environments to direct vehicle traffic for safety.



3.2 Parking & Loading

- a. Strongly encourage underground parking and limit surface parking to curbside convenience parking.
- b. For new developments, access and egress to/from any adjacent parcels should remain achievable for future development.
- c. Encourage shared parking in mixed-use developments.
- d. Support safe and efficient pedestrian circulation in parking structures through the provision of raised walkways, clear signage, and appropriate lighting.
- e. All loading areas should be screened from view. Where possible, locate loading areas at the rear of buildings.



3.3 Service Areas

- a. Where possible, provide shared service areas between buildings or sites.
- b. Locate mechanical units and equipment such as electrical kiosks and gas metres away from visible public realm and provide screening (e.g., landscaping).
- c. Design underground parking mechanical vents to be flush to the ground and locate them away from the public realm. Alternatively, incorporate venting into architectural features that help to enhance the public realm.
- d. Commercial garbage storage and pick-up areas should be located in areas that limit impacts on adjacent uses.

4.0 Public Open Space & Amenity Space

- a. The amount and scale of open public space and outdoor private amenity space provided should be consistent with the size of the development and density of the neighbourhood.
- b. Public open spaces should be centrally-located and designed to feel open, allowing for flexible use and programming.
- c. Public open spaces should be designed to allow for comfortable outdoor gathering throughout the seasons, with consideration given to rain protection, sun exposure, and wind protection.
- d. Ensure public spaces are accessible for all ages and abilities.
- e. Apply Crime Prevention Through Environmental Design (CPTED) principles in site, building, parking, walkway, and landscape design.
- f. Incorporate architectural and landscaping details at park and plaza entrances to create gateway features.
- g. Incorporate local character and culture through public art as a focal point, or as an integrated part of the overall public open space and amenity area design.



5.0 Landscape Design

- a. Refer to local street standards to serve as examples for on-site design to create an environment that is more interesting for pedestrians and fosters a sense of place.
- b. All new development and redevelopment projects should provide high-quality, durable, and resilient materials for furnishings, lighting, and paving. Furniture design, colour, and style must be consistent or coordinated within all quadrants in the Tsawwassen Urban Centre.
- c. Use materials that are comfortable and safe for users in different seasons, while considering durability. Wood materials are preferable over metal for seating, for example.
- d. Weather protection should be provided along retail high streets with structures, canopies, awnings, and overhangs along sidewalks and key pedestrian routes. Canopies should have a minimum vertical clearance of 2.2 m measured from the sidewalk.
- e. Seating should consider accessibility and versatility of use.
- f. As much as possible, use plant materials or natural features (instead of fencing) to define outdoor private spaces.
- g. Planting should be provided along street edges.
- h. Plant shade trees along pathways and seating areas.



- i. Use a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to site growing conditions to support habitat creation. Use flowering shrubs and trees to add colour.
- j. Minimize impermeable surfaces and maximize landscapes with high infiltration rates.
- k. Sidewalks and pedestrian-only routes should be denoted by decorative paving (i.e., unit pavers, brick and tile, exposed aggregate concrete, stamped or coloured concrete, etc.), which has a different texture and colour from vehicular zones.
- l. Design landscape features with forms and materials that compliment the surrounding architectural characteristics and scale for uniformity in the public realm.
- m. Consider functional landscaping such as rain gardens and rock gardens for stormwater management where appropriate.
- n. Consider special features such as roof gardens with raised beds, rainwater catchment areas that can serve as part-time water features, fruit trees, and community gardens where appropriate.

Site Lighting

- a. Incorporate Tsawwassen standard street lighting elements into on-site lighting design. Design should be coordinated across the Tsawwassen Urban Centre.
- b. Incorporate exterior lighting design within overall building designs to supplement street lighting, including under weather protected awnings.
- c. Lighting fixtures should be installed to provide adequate public security in parking areas and between buildings.



6.0 Signage

In conjunction with the City of Delta Sign Bylaw No. 5860, 2000, the following design guidelines shall be considered:

- a. Incorporate continuous and consistent wayfinding signs throughout the Tsawwassen Urban Centre to assist in pedestrian wayfinding.
- b. Provide consistent, legible, and intuitive wayfinding for both commercial and public amenities that enhance the urban character of the Tsawwassen Urban Centre.
- c. Integrate signage with building design to complement architectural detailing.
- d. Signs shall be designed with durable, high-quality, weather resistant materials.
- e. Sign design should consider universal accessibility and use high contrast or other design features to maximize visibility at the pedestrian scale.
- f. Install low-height landscaping around the base of free-standing commercial signs consistent with the landscaping design of the site and surrounding area.

7.0 Gas Station Guidelines

- a. Canopies and adjacent service buildings should be architecturally integrated.
- b. Garbage containers should be located within a covered enclosure with a gate to block them from view from the public realm, including from above. The enclosures should be designed with materials that reflect the architectural character of the surrounding area.
- c. Access points should be combined to eliminate those directly adjacent to the corner of two streets. A landscaped area with benches and appropriate street furniture adjacent to the intersection should be developed in the resulting space.
- d. Use concrete bands and pavers of contrasting textures and colours to minimize large asphalt areas, and identify customer parking areas, gas pump service areas, and pedestrian routes to the service building.
- e. A continuous, well-lighted pedestrian route should be provided around service stations.
- f. Site lighting should be diffused and directed toward the interior of the site so as to reduce the impact on adjacent properties.
- g. Monument signs should be integrated with the landscaping and architectural character of the surrounding area.
- h. Landscaping, planters, and low decorative fencing should be used along the street frontage to define the site perimeter.

SD1-A Tsawwassen Neighbourhood Centre and Corridors

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- » Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

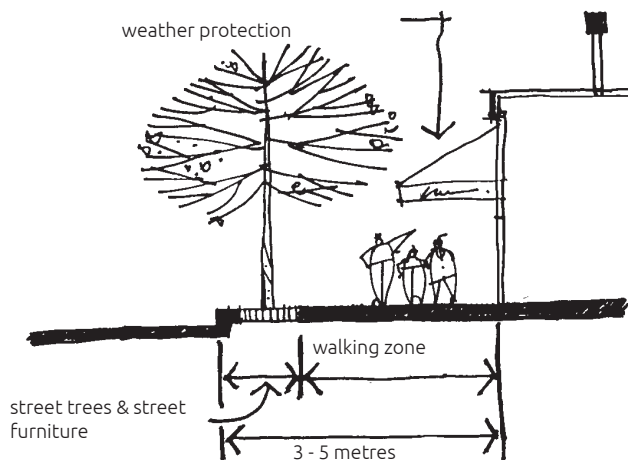
The main corridors and areas around the neighbourhood centre in Tsawwassen are a result of unstructured development over the years which has led to a core which lacks an image and a sense of place. Although the town centre has a number of positive aspects, i.e.;

- » convenient and plentiful parking,
- » small town scale,
- » a range of goods and services,
- » efficient layout,
- » cultural amenities, and
- » nearby residential neighbourhoods.

The following negative aspects dominate;

- » the division of the core by a provincial highway,
- » the lack of any pedestrian precinct,
- » the strip mall image with too much asphalt,
- » excessive and poor quality signage, and
- » the poor quality landscaping.

The objective of this development permit area is to set out criteria to implement town centre policies and to specifically improve its image and pedestrian environment.



1.0 Pedestrian-Oriented Streetscapes

The following objective, requirements and guidelines apply along “streets” which includes public roads and private rights-of-way within commercial areas within the town centre.

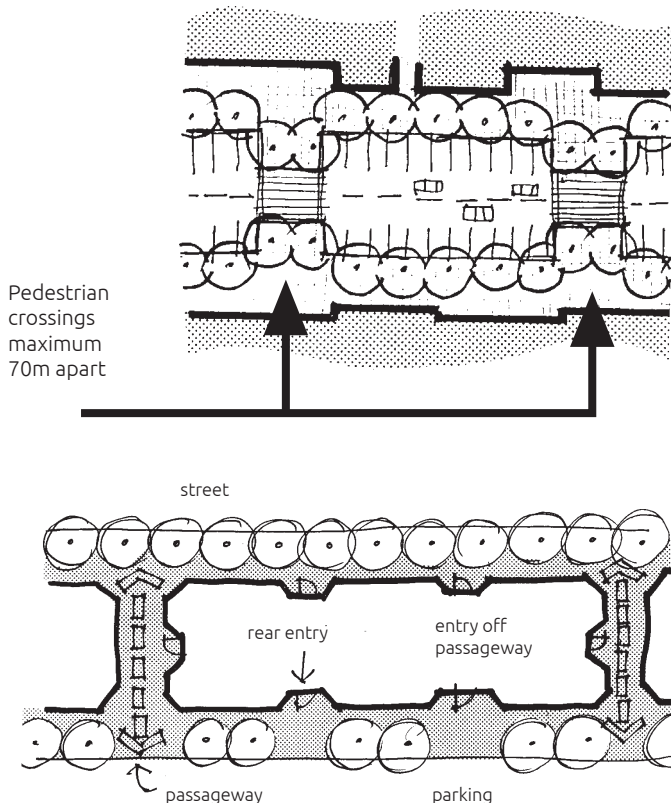
Objective:

To encourage design of a better pedestrian environment on a variety of continuous routes through all town centre quadrants to strengthen the small town character.

Pedestrian Routes

Requirements:

- 1.1 Provide weather protection, such as eaves or awnings, integral to the building design, along pedestrian routes adjacent to buildings and, where buildings are set back from the street by 25 metres or more, through parking lots separating streets from storefronts.



Guidelines:

- 1.2 A network of sidewalks along streets and pedestrian-only routes linking retail, entertainment and cultural uses, to open spaces and the surrounding neighbourhoods should be designed to maximize pedestrian comfort and use.
- 1.3 Sidewalks and pedestrian-only routes should be denoted by decorative paving (i.e., unit pavers, brick and tile, exposed aggregate concrete, stamped or coloured concrete, etc.), which has a different texture and colour from vehicular zones.
- 1.4 Sidewalks and walkways should be a minimum of 3 metres wide, (but 4-5 metres is preferred).
- 1.5 On shopping streets, pedestrian crossings should be provided at intervals of no more than 70 metres. Crossings should be identified by extending curbs and sidewalks out to travel lanes.
- 1.6 Where parking is located behind buildings with retail frontages, rear entrances to stores should be provided. Pedestrian passageways from rear parking to the street must be provided approximately every 30m so that they are easily accessible. Some shop entrances should open off these passageways.

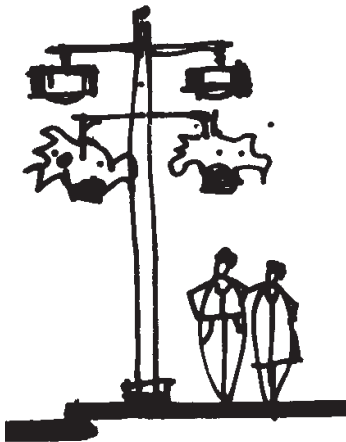
Landscape and Street Furniture

Requirements:

- 1.7 Where no specific landscape theme for a street is proposed, 7 cm caliper, deciduous street trees, with 2.4 metre standards (distance between ground and beginning of branching), are required to be planted close to the curb, in tree grates, at 9 metre intervals. Placement of street trees must allow clear visibility from vehicles at intersections and driveways and not conflict with utility corridors or opening doors of parked vehicles.

Guidelines:

- 1.8 All new development and redevelopment projects should provide high quality street furniture which may include bus shelters, benches, waste receptacles, newspaper dispensers, information kiosks, art works, etc. Furniture design, colour and style must be consistent or co-ordinated within all quadrants in the town centre.
- 1.9 In order to create an environment which is more interesting for pedestrians, encourage the use of metal light poles equipped to accommodate banners, seasonal decorations, hanging baskets and pedestrian-scale lighting.



Pedestrian-scale lighting equipped for a variety of ornamentation

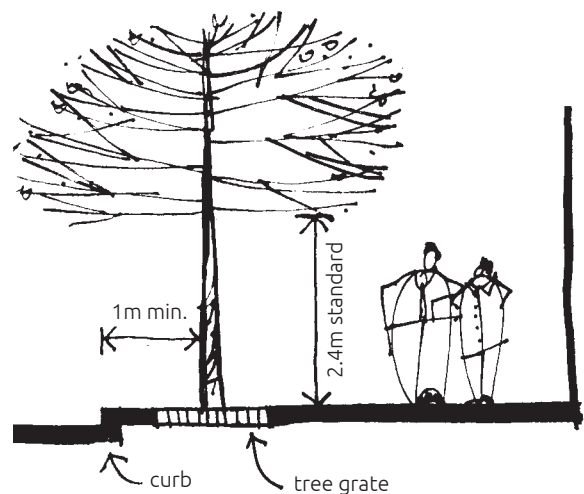
Building Form

Requirements:

- 1.10 Step facades of buildings to create a variety of pedestrian spaces.
- 1.11 Multiple-family housing which faces 55th Street in the northwest quadrant must be designed with a similar form and scale to the single family houses on the opposite side of the street, (i.e., units with individual, exterior entrances, and building form, height and materials which are typical of single family housing).
- 1.12 All garbage areas must be screened from view while being accessible for pick-up. Commercial garbage storage and pick-up areas shall be located away from housing or adequate acoustical barriers be provided.
- 1.13 All loading areas must be screened from view. Where possible, locate loading areas at the rear of buildings. Acoustical barriers should be provided.

Guidelines:

- 1.14 Provide interesting walls, which are not blank, adjacent to pedestrian routes. Display windows and structural detailing, such as lattices with vines, are two suggested ways of articulating walls.

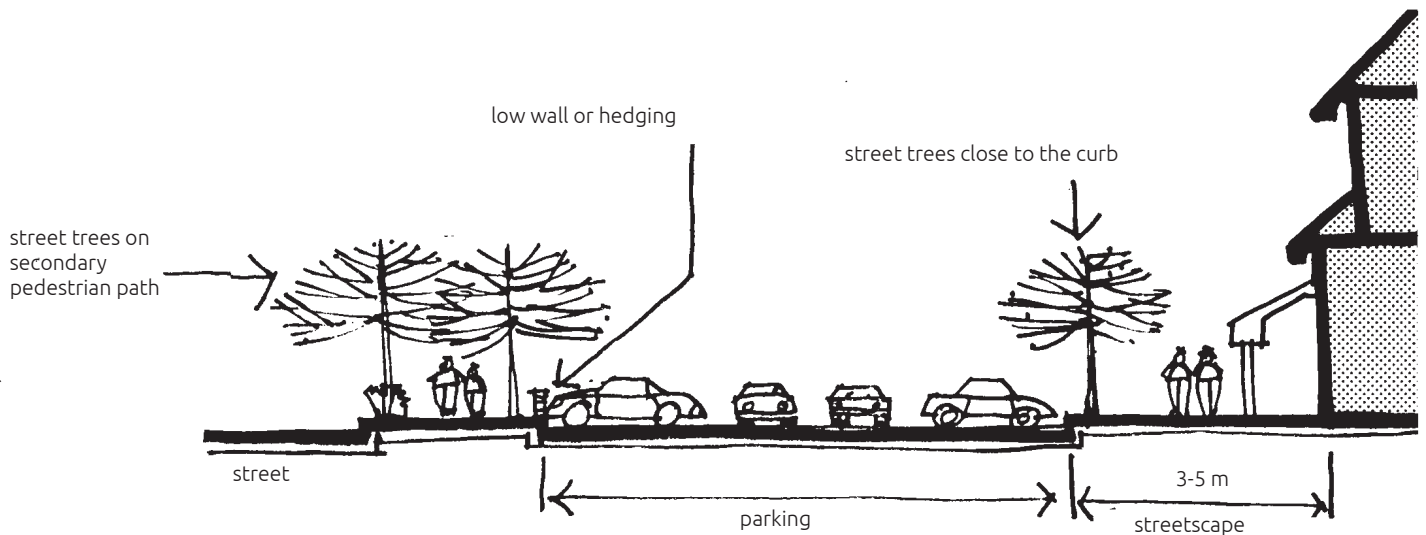


- 1.15 New buildings and renovations to existing buildings must be compatible with a small town or village character emerging in Tsawwassen. Elements which can express this image include traditional materials with natural finishes such as wood, brick, and cedar shake roofs, architectural elements such as windows with multiple mullions, peaked roofs, narrow storefronts (i.e., 30m maximum frontage with entries every 15m), personalized entrance ways and natural colours.
- 1.16 All buildings should provide interior bicycle storage areas for long-term users (i.e., bicycle storage in residential buildings for residents and in commercial buildings for employees), and exterior bicycle storage for short-term users (i.e., bicycle racks along streets for shoppers).

Building Siting

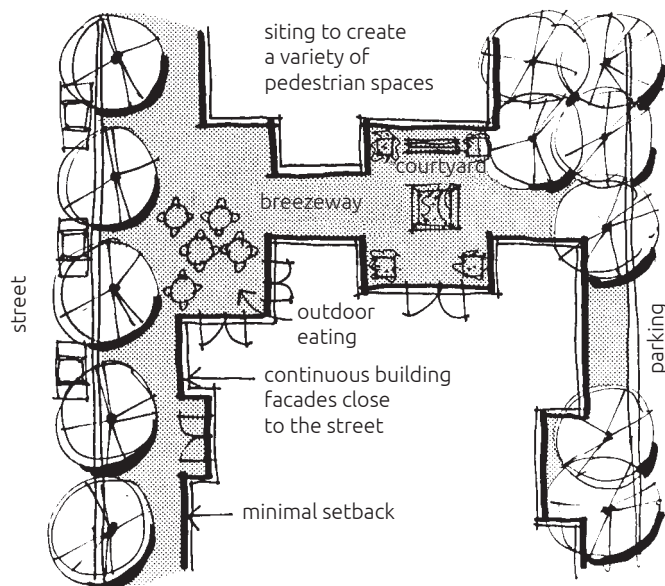
Requirements:

- 1.17 A master plan for the entire site is required for every development application including phased projects. The master plan must indicate the relationship to neighbouring buildings, streets and pedestrian areas.
- 1.18 Buildings must be sited in such a manner to create a variety of pedestrian spaces along streets and within sites which will accommodate activities including, outdoor eating, street entertainment and informal gatherings.
- 1.19 In new developments, buildings containing non-residential uses should be sited close to the street with no parking between building and curb. On 12th Avenue, the siting of buildings to create a 4 to 7 metre wide sidewalk is encouraged.
- 1.20 On shopping streets, buildings must be sited to create a wide sidewalk (e.g., 3-5 metres) between the curb and the buildings.



Guidelines:

- 1.21 When improving sites where existing buildings are set back from the curb with parking in front, provision of comfortable pedestrian routes should be provided along both the sidewalk next to the street and the sidewalk next to the building.
- 1.22 Setbacks for residential uses should be greater (e.g., 7.5 m front and rear, 4.5 m side) to provide privacy and security for residents.



Example of a variety of pedestrian spaces

2.0 Signage**Objectives:**

To encourage the use of high quality signs which blend with the size and design of surrounding buildings and reinforce the small town character.

To reduce the “visual pollution” created by too many large signs with too many messages.

To coordinate signs for buildings, groups of buildings and multi-tenant complexes.

Guidelines:

- 2.1 All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
- 2.2 A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
- 2.3 A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
- 2.4 (A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

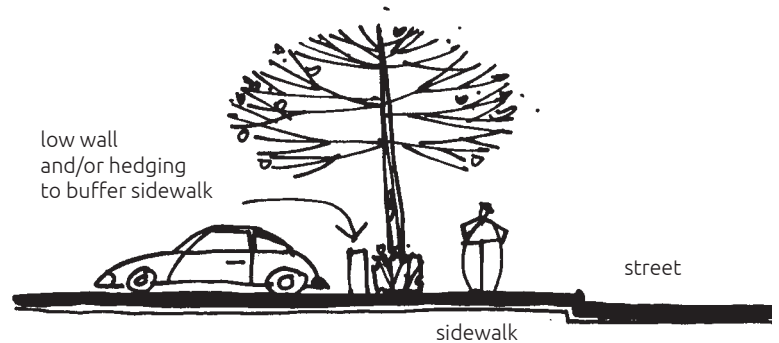
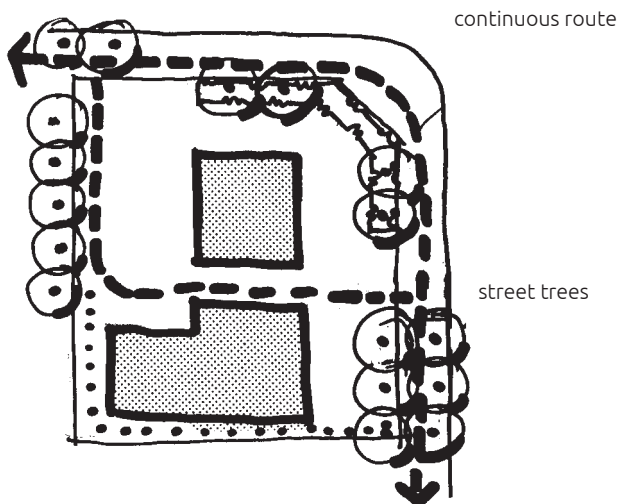
3.0 Upgrade Gasoline Service Stations

Objective:

To improve the pedestrian environment associated with gasoline service stations.

Guidelines:

- 3.1 Landscaping, decorative paving, benches and other street furniture should be used to provide a pedestrian-friendly environment.
- 3.2 Access points should be combined to eliminate those directly adjacent to the corner of two streets and a landscaped area with benches and appropriate street furniture adjacent to the intersection be developed in the resulting space.
- 3.3 Sidewalks should be separated from parking or other paved areas which are not used for access with a low wall or hedging and plant street trees at regular intervals.
- 3.4 A continuous, well-lighted pedestrian route should be provided around service stations.



Possible pedestrian routes

4.0 Parking

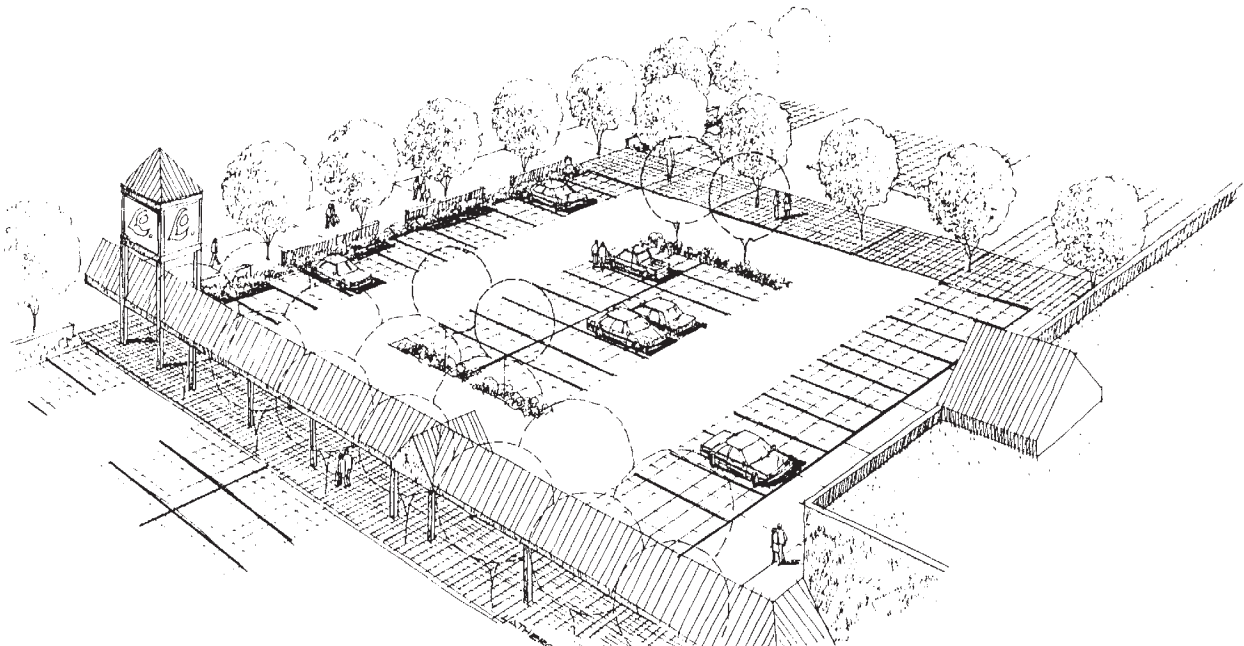
Objective:

To improve the appearance of, and pedestrian access through surface parking areas, and to ensure that new development provides convenient parking.

Surface Parking

Requirements:

- 4.1 All surface parking areas shall contain planting which:
 - a. buffers parking from adjacent streets and defines the edge where no building edge exists,
 - b. highlights pedestrian routes through, and
 - c. provides visual relief from large expanses of paving and parked cars.
- 4.2 One 7cm calliper deciduous tree for every four parking spaces is required.
- 4.3 All landscape areas shall have a minimum width and length dimension of 1.2 m.
- 4.4 Trees planted in parking lots shall be adequately protected from damage by vehicles with curbs or planting areas or bollards a minimum of 1 m from the trunk. Pre-cast concrete wheel stops are not considered adequate protection for trees in parking areas.



Artist's perspective for illustrative purposes

Guidelines:

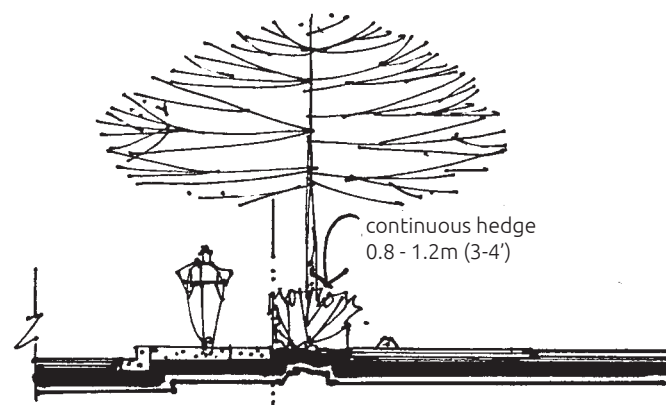
- 4.5 Design surface parking lots as open spaces which not only store cars, but allow a range of other uses, (i.e., outdoor markets, festivals, ceremonies, etc.).
- 4.6 Divide large parking areas into smaller clusters of not more than 75 cars. Each cluster should be clearly defined by a building or significant (3 m minimum width) usable landscape area (i.e., pedestrian path through parking area) and curb extensions.
- 4.7 A low (1 m max.) masonry wall may be used in the place of low hedging to buffer parking from adjacent streets and define the edge of parking areas where no building edge exists.
- 4.8 Decorative paving, (i.e., unit pavers, brick and tile, exposed aggregate concrete, stamped or coloured concrete, etc.), should be used exclusively, or in combination with asphalt, in a pattern which reflects other potential uses of the space. Decorative paving on all pedestrian paths through and around surface parking areas, pedestrian paths across driveway access points, and other areas should comprise a minimum of 30% of the total paved parking surface.
- 4.9 Vandal-proof lighting fixtures should be installed to provide adequate public security in parking areas. Shorter, pedestrian-scale lighting to highlight pedestrian routes through parking areas should be provided.
- 4.10 Pedestrian-only walkways with benches, (where appropriate) and weather protection should be provided through parking areas not more than 70 m apart. Differentiate pedestrian-only zones with decorative paving, and significant landscape. This decorative paving will be considered part of the 30% decorative paving requirement.

Parking on Shopping Streets**Guidelines:**

- 4.11 All shopping streets should have convenient parking along the edge with pedestrian crossings at not more than 70m intervals. On-street parking can be parallel, 45°, 60° or 90°. Appropriate maneuvering space shall be provided in accordance with "The Delta Zoning Bylaw No. 2750, 1977".

Other Options For Parking**Guidelines:**

- 4.12 Other forms of parking, including roof top, two-level which has direct access to daylight and fresh air, and underground, should be considered in new developments specifically for employee parking and overspill parking during peak periods and to allow a portion of the surface parking area to be used for special purposes including outdoor markets, sales and promotions, community events, etc.

**Buffer parking from street**

5.0 KinVillage

KinVillage, as shown on the map below, is an area providing seniors' rental accommodation, congregate care, and residential care. Development in this area shall be in accordance with the SD1-A guidelines and requirements, the Sustainable Design Guidelines, and the following guidelines.

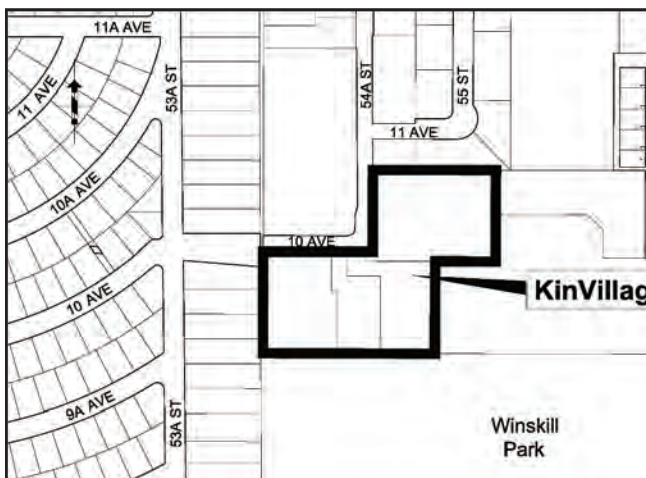
Objective:

The objective is to guide long-term phased redevelopment of the KinVillage lands and create a healthy, safe and accessible residential and care precinct.

Open Space, Site Design and Landscaping

Guidelines:

- 5.1 Integrate high-quality landscaping consisting of extensive trees and shrubs, special landscape features like outdoor seating, ornamental lighting and clear way-finding signage to enhance active and passive outdoor green spaces.
- 5.2 Design for universal accessibility for pedestrians. Walkways should be wide (e.g., minimum 2 m width). Separate vehicular and pedestrian traffic where possible.



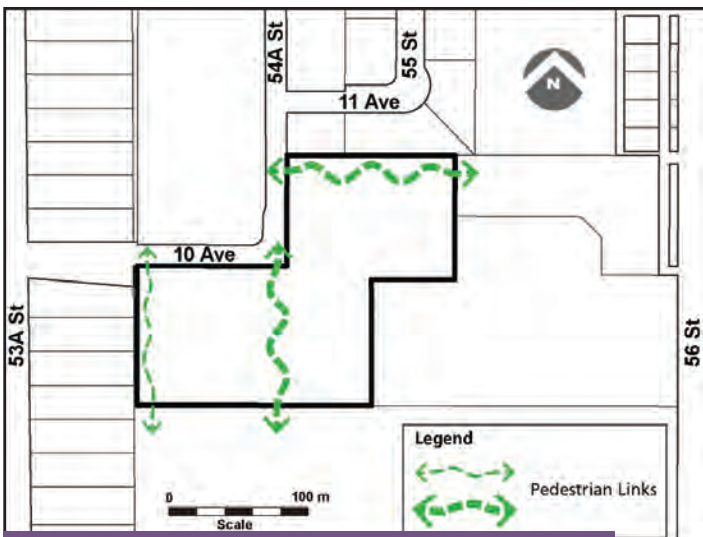
KinVillage, Tsawwassen, BC

- 5.3 Maintain public pedestrian access through the site to Winskill Park and the lawn bowling site as part of an integrated pathway system, as noted on the map below.
- 5.4 Ensure site design includes bus pick-up and drop-off areas that facilitate those with mobility challenges.
- 5.5 Plant shade trees along pathways and seating areas and retain mature healthy trees where possible.
- 5.6 Consider special features such as roof gardens with raised beds, rainwater catchment areas that can serve as part-time water features, fruit trees, and community gardens where appropriate.
- 5.7 Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to site growing conditions. Use flowering shrubs and trees to add colour.
- 5.8 As much as possible, use plant materials or natural features (instead of fencing) to define outdoor private spaces. Open spaces should be designed to be accessible to all user and age groups. Secure wandering loops may need special consideration.
- 5.9 Apply Crime Prevention Through Environmental Design (CPTED) principles in site, building, parking, walkway and landscape design.

Building Character

Guidelines:

- 5.10 Building design should reflect the residential character of the surrounding area and should not have an institutional appearance.
- 5.11 Consider stepping top floors and using flat roofs to minimize height. Provide a transition in height and massing of new buildings to neighbouring two and three storey residential buildings. Buildings in the areas outlined on the map below should be a maximum of four storeys.
- 5.12 Limit apparent visual length and mass of building elevations by stepping and/or using appropriate articulation. Consider interrupting the mass of longer buildings with visual breaks that create sight lines through the site.
- 5.13 Articulate buildings at grade to create human scale and to enhance the pedestrian realm. Add interest to building facades with architectural detailing, projections like bay windows, fenestration detailing, roof forms, and variations in massing, materials, and colours.
- 5.14 Design buildings with consideration of views to and from Winskill Park. Integrate on-site open spaces with park areas.
- 5.15 Indoor and outdoor amenity spaces should be designed for broader community use and a range of demographic groups.
- 5.16 Incorporate comfortable entrance areas including secure access, seating areas, and pick-up/drop-off areas that are separated from traffic and service zones. Provide articulation at building entrances for weather protection and to enhance wayfinding.
- 5.17 Use glazing to provide visual access to community, public and commercial uses.
- 5.18 Use natural and durable materials as much as possible.
- 5.19 Screen mechanical units and equipment.



Maintain public pedestrian access

Signage

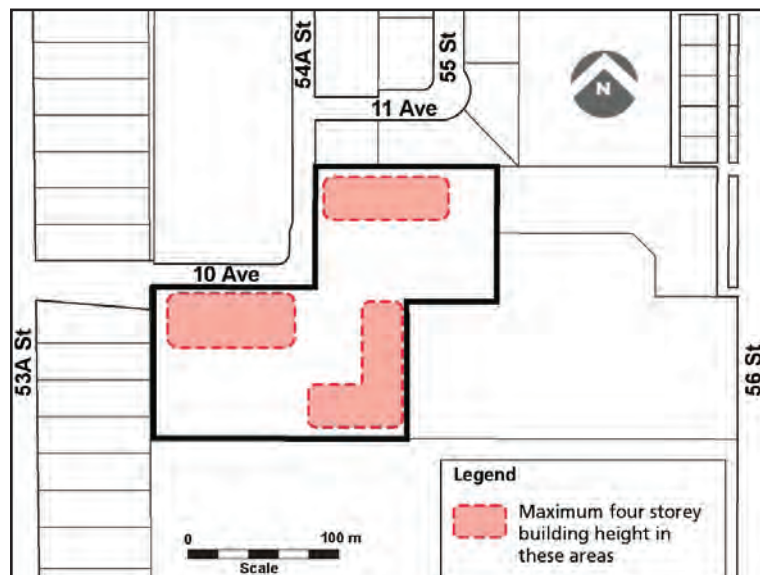
Guidelines:

- 5.20 Provide a comprehensive wayfinding/sign plan.
- 5.21 Integrate signage with building design to complement architectural detailing.
- 5.22 Signage should be at a pedestrian scale.

Parking and Loading

Guidelines:

- 5.23 Accommodate parking primarily below grade with limited visitor and commercial parking (short term) at grade.
- 5.24 Incorporate decorative paving for driveways and parking areas to encourage dual use where feasible.
- 5.25 Ensure all parking areas (surface and underground) are well lit and directed to avoid adjacent residential uses.
- 5.26 Locate loading and service areas away from public/pedestrian zones and screen appropriately.



Building height guidelines

SD1-B Entrance To Tsawwassen

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- » Protection of development from hazardous conditions.
- » Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

56th Street is the main entrance to the Tsawwassen neighbourhood centre and the larger community. The commercial strip lacks character and a sense of entry.

A portion of the area is located in the floodplain of the Fraser River and, as such, although most of it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

The objectives of this development permit area are to set out criteria to implement Area Plan policies to improve the image and appearance of the entrance to Tsawwassen and to protect development from flooding hazards.

Guidelines and Requirements:

Guidelines and requirements in Sections 2, 3, 4 and 5 for Tsawwassen Neighbourhood Centre and Corridors - SD1-A, and the following requirements apply to Development Permit Area SD1-B.

1.0 Floodproofing

Objective:

To protect development from flooding hazards.

Requirements:

- 1.1 For all development in that area north of 17A Avenue, no building or any part thereof shall be constructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres Geodetic Survey of Canada datum. No building shall be constructed within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. (This Guideline is based on a standard established by B.C. Environment, Lands and Parks.)
- 1.2 In the areas which may be subject to flooding, a restrictive covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

SD2 English Bluff (Tsawwassen Escarpment)

Category: “b” (Protection of development from hazardous conditions)

Area: Development Permit Area SD2
As shown on "Map IIB Tsawwassen Development Permit Areas".

Justification:

The waterfront area is subject to mud flows, debris flows, erosion, land slip, and subsidence. The ocean frontage slopes are subject to erosion and require protection of existing vegetation and tree cover.

The objective of the development permit area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas not subject to sloughing.
4. Existing vegetation and tree cover should be preserved, except for areas approved for roadways, buildings and structures.
5. No building or any part thereof shall be constructed, reconstructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than the Flood Construction Level, unless lesser elevations are established by the Ministry of Environment and Parks. No building shall be constructed within seven point five (7.5) metres of the natural boundary of the sea, nor within seven point five (7.5) metres of the inboard toe of any dike, nor within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia).

6. A development affected by hazardous conditions shall be subject to the conditions established by a suitably qualified Professional Engineer. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia).
7. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

SD3 Boundary Bay Foreshore and the Southlands

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions)

Area: Development Permit Area SD3
As shown on "Map IIB Tsawwassen Development Permit Areas".

Justification:

The waterfront and back-up lands areas are subject to flooding, mud flows, subsidence, and damage to wildlife and fisheries habitat.

The objective of the development permit area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issues in this area shall be in accordance with the following:

1. Alteration of the natural drainage of the site should be minimized.
2. All new lots created should provide for suitable building sites in areas not subject to sloughing.
3. For all development, no building or any part thereof shall be constructed, reconstructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres Geodetic Survey of Canada (GSC) datum. The minimum land surface elevation around construction shall be two point three (2.3) metres GSC. No building shall be constructed within seven point five (7.5) metres of the natural boundary of any tidal area or within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.
4. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

SD4 Tsawwassen Golf and Country Club

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- » Protection of development from hazardous conditions.
- » Establishment of objectives for the form and character of commercial and multiple family residential development.

Justification:

These guidelines provide direction and coordination for commercial, including private recreational, and multiple family residential developments in this Development Permit Area in order to meet the following planning objectives:

- » Creating a transition between the community of Tsawwassen and the agricultural land to the north;
- » Creating a walkable community with an open, park-like and pedestrian-friendly environment;
- » Contributing to environmental sustainability;
- » Achieving high standards of building and landscape design; and
- » Enhancing the area character and presenting an appealing gateway to Tsawwassen.

This area is located in the floodplain of the Fraser River and, as such, although it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

Guidelines:

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Site Design and Streetscapes

Objective:

To foster the creation of a pedestrian-friendly, golf course residential community and provide a transition between the agricultural land and the Tsawwassen community and an appealing gateway to Tsawwassen.

1.1 Site Design

- a. Create a distinctive landmark at the site entrance at 16 Avenue and 52 Street through landscape treatment.
- b. Provide high quality landscape treatment, including shrub and tree planting, and landscape features as appropriate, along Highway 17 and 52 Street to reflect the role of these streets as gateways to Tsawwassen, convey the community's identity and reflect the role of this development as a transition to the agricultural lands to the north.
- c. Incorporate landscaped berms as a noise attenuation measure for residential units exposed to traffic noise from major roads, and a buffer between the golf course and adjacent roads.
- d. Provide and design private and semi-private outdoor open space taking into consideration the passive and active recreation needs of the residents likely to live in the development.
- e. The use of arbors, trellises and other creative elements to define points of entry, instead of gates, is encouraged.

- f. Apply Crime Prevention Through Environmental Design principles in site, building, parking area, walkway and landscape design.

1.2 Streetscapes and Pathways

- a. Provide public pathways through the site including a main route along the 16 Avenue alignment.
- b. The 16 Avenue route should be designed to safely accommodate cyclists and pedestrians. It should be designed in keeping with the recreational and park-like setting and include ample green boulevards.
- c. Provide a network of pathways on site to connect site facilities for residents.
- d. Incorporate trees and landscaping, outdoor seating, ornamental lighting, art, outdoor seating and other street furniture in the design of the public and private streetscapes and the pathway system.
- e. Use low level, high quality fencing along the 16 Avenue alignment, including materials such as wrought iron, brick, stone, and decorative wood picket fencing, etc. in combination with low landscaping on the street side.

- f. Use low transparent fencing, alone or in combination with low shrubs, next to pathways in order to maintain opportunities for casual surveillance.
- g. Install appropriate lighting along walkways, streets, public pathways and in parking areas. Arrange lighting so that all direct rays of light illuminate only the outdoor areas and not adjacent residences.
- h. Plant shade trees along sidewalks and pathways.
- i. Plant flowering trees in yards fronting streets to add colour and texture to the streetscape.

1.3 Site Landscaping

- a. Preserve and incorporate mature trees into the overall landscape design of the site.
- b. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions.
- c. Use plant material or landscape features, rather than continuous fencing or walls, to define outdoor open space areas for private use and public use.
- d. Use landscaping to screen utility kiosks, meters and refuse/recycling areas.
- e. Where possible, provide wildlife habitat in the design of landscaped areas and the golf course and its water features.

2.0 Building Character

Objective:

To encourage a west coast design character for buildings which are integrated and interactive with the golf course landscape.

2.1 Building Siting

- a. Locate buildings and recreational facilities to create a park-like landscape including ample open green space in setback areas with wide sidewalks and landscaped boulevards next to the curb.
- b. Locate and design commercial and residential buildings to complement each other and bring out a unifying design theme.
- c. Locate buildings so as to create varied and interesting streetscapes.
- d. Site buildings to maximize views over the golf course and site open spaces, and to maximize sunlight orientation.

2.2 Building Form

- a. Dedicate street level floor space of commercial buildings to retail, restaurant, personal service and other similar uses which add to the vibrancy of the streetscape.
- b. Provide weather protection over building entrances.
- c. Maintain a pedestrian scale in the design of comfortable and user-friendly building entrances and facades (e.g., secure access, seating area, and pick-up/drop off areas for apartments).

- d. Add interest to the building facades by creative use of projections such as bay windows, architectural detailing, window panes and trims, roof forms, variation in massing, colours, and materials.
- e. Reinforce the overall residential character and community identity in the design of the clubhouse.
- f. Maintain a pedestrian scale in the design of the apartment buildings by incorporating architectural detail to provide a strong relationship with the sidewalk and street and reduce massing.
- g. Consider providing roof gardens as an outdoor amenity for the apartment residents.
- h. Design indoor amenity space and other common areas in the apartment building to be wheelchair accessible.
- i. Screen all exterior mechanical units or equipment from view.
- j. Introduce variation on the building facades to give individual identity to adjacent units and break up roof forms to reduce massing.
- k. Locate and design units to maximize privacy and minimize over-viewing.
- l. All under-building parking must be screened from view or located below finished grade.

3.0 Sustainable Design

Objective:

To maximize sustainable design opportunities.

- 3.1 Maximize retention of existing trees.
- 3.2 Provide lot drainage in substantial conformity with the approved master storm water management plan.
- 3.3 Orient and design buildings to maximize natural light and southern exposure.
- 3.4 Consider providing green roofs as a sustainability feature.
- 3.5 Provide geothermal heating and cooling systems.
- 3.6 Use energy saving fixtures and devices in public and private areas.
- 3.7 Maximize the amount of landscaped area and permeable surface on the site. Maximize use of permeable material for areas such as patios, sidewalks, outdoor parking areas and entrance driveways to visually define them and reduce impacts of asphalt pavement.
- 3.8 Use storm water for irrigation where practical.
- 3.9 Apply and adhere to the principles of sustainable resource management as set out by the Audubon Society's Cooperative Sanctuary Program in the redevelopment of the golf course, including the placement of native vegetation throughout the golf course to provide a natural habitat for birds and wildlife.

4.0 Parking and Loading Areas

Objective:

To enhance the areas for parking and loading/unloading and make them convenient and pedestrian-friendly.

- 4.1 Locate surface parking areas away from the street or screened from direct views from the street with berming and landscaping.
- 4.2 Minimize excessive use of asphalt in parking areas by ensuring each aisle accesses a double row of parking.
- 4.3 Provide landscaping incorporating shade trees, shrubs and ground covers on the edges and in pockets throughout parking areas in keeping with and reinforcing the park-like character of the site and to break up parking areas into smaller sections.
- 4.4 Incorporate decorative pavement to break up parking areas and to identify pedestrian routes.
- 4.5 Provide direct pedestrian connections, between the parking areas and the apartment entrances, the retail stores and services, and the clubhouse, on clearly identifiable walkways. These walkways should have a minimum width of 2 m.
- 4.6 Ensure all areas in the surface and underground parking areas are well lit. Use ornamental lighting in outdoor areas and pedestrian scale lighting along walkways. Arrange lighting so that all direct rays of light illuminate only the parking areas and not any adjoining premises.
- 4.7 Provide long and short term bicycle parking facilities in all areas of the development.
- 4.8 Locate loading areas in unobtrusive locations, out of direct view of residential units, the street, and the clubhouse or screen them from view.

5.0 Signage

Objective:

To reinforce the pedestrian-scale environment with innovative unobtrusive signage.

- 5.1 Include a comprehensive sign plan to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.
- 5.2 Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged.
- 5.3 Free-standing signs should be low scale, and be designed to complement the architecture of buildings and integrate into landscaped areas.
- 5.4 Minimize the number of messages on all signs.
- 5.5 Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque background.

6.0 Floodproofing

Objective:

To protect development from flooding hazards.

- 6.1 No building or any part thereof shall be constructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres geodetic Survey of Canada datum. No building shall be constructed within six (6) metres of the natural boundary of any swamp, slough, pond or ditch.
- 6.2 In the areas which may be subject to flooding, a restrictive covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that the land may be subject to flooding and saving the Municipality harmless from any claims arising out of damages to lands or buildings by flooding.

SD5 Southlands Village

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- » Establishment of objectives for the form and character of commercial and multiple family residential developments.
- » Revitalization of an area in which a commercial use is permitted.
- » Protection of development from hazardous conditions.
- » Establishment of objectives to promote energy conservation and reduce greenhouse gas emissions.

Justification:

These guidelines provide direction and coordination for all commercial and multiple family residential developments in this Development Permit Area in order to meet the following planning objectives:

- » Create a community which is appropriately integrated with its agricultural context and expresses that context in its neighbourhood character and identity.
- » Create a community that promotes, sustains and contributes to the viability of urban agriculture both within the community and on adjacent publicly owned agricultural land.
- » Create a sustainable community that preserves and enhances the ecological and environmental values of the land.
- » Create a walkable and pedestrian-oriented community with commercial and residential uses, and an extensive public open space network and public amenities.
- » Create a more complete community, by enhancing the range of existing housing types in Tsawwassen.

Guidelines:

In the event of a conflict between this Development Permit Area and any other applicable Development Permit Area, then the more stringent requirement shall apply.

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Site Design and Streetscapes

Objective:

To foster the creation of a pedestrian-oriented community with a traditional agricultural village character that is compatible with the adjacent publicly owned agricultural lands.

Guidelines:

1.1 Site Design

- a. Create a distinctive landmark at the access road at 56 Street and 4 Avenue through the development of open space amenities, which may include feature landscape areas, neighbourhood identification signage, and corner pedestrian plaza treatment.
- b. Provide high quality landscape treatment, including shrub and tree planting, walkways, and landscape features as appropriate along the new road access from 56 Street, as well as along the Boundary Bay Road and 3 Avenue frontages, to reflect these connections as important public amenities that link to the existing surrounding community.
- c. Include measures for attenuating noise along Boundary Bay Road where adjacent to residential buildings. Typical examples include planted berms or fencing structures. Any built attenuation structures should be aesthetically consistent with the area's agricultural character.

View of Market Street, Market Square and High Street from the South-East



- d. Provide and design a range of outdoor spaces that consider the passive and active recreation needs of residents and the broader community, including greenways, multi-use pathways, small parks, and community gardens.
 - e. Consider the multi-use potential of open spaces for parking, recreation, social activities and community events.
 - f. Provide a family of landscape elements that identify and define private and public spaces, and serve as landmarks and way-finding devices in the public realm. Typical examples include street furnishings, benches, lamp standards, refuse containers, bollards and lighting; use of consistent palette of paving materials to reinforce a hierarchy of multi-use pathways, pedestrian pathways and plazas; and a consistent package of way-finding, neighbourhood and landmark identity markers.
 - g. Provide a variety of edge conditions on public and private lands along the interface with agricultural lands. These may include a variety of conditions along the edge of agricultural lands such as pedestrian and multi-use pathways, hedgerows and landscape buffers, rest stops and way-points along paths with seating opportunities, public information and displays. Locate agricultural support buildings including equipment and tool sheds and produce stands, as well as gates and controlled access points for the farm activity and the public, on the public edge of agricultural lands.
 - h. Apply Crime Prevention Through Environmental Design (CPTED) principles in site, building, parking area, walkway and landscape design.
- 1.2 Streetscape and Pathways
- a. Provide a network of public, multi-use pathways to connect the various neighbourhoods within the community and link to the Boundary Bay Village, public spaces and amenities, as well as the existing surrounding community.
 - b. Provide public pathways through the community including two major east-west pathways; a major north-south pathway along the west side of Boundary Bay Road; and a major north-south pathway along the western edge of the development area as shown in Figure A on the next page.
 - c. Incorporate trees and landscaping, lighting, outdoor seating and street furniture in the design of public and private streetscapes and pathways.
 - d. Use a variety of landscape elements including hedges and hedgerows, in combination with low, open fencing to define the interface between private and public spaces, and ensure natural surveillance of all public open spaces.
 - e. Provide dark sky friendly lighting on streets and in public open spaces, and low level lighting on public pathways, while avoiding directing light toward residences.

1.3 Site Landscaping

- a. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions, and consistent with the agricultural heritage and context of the site.
- b. Enhance wildlife habitat in landscaped greenways, public spaces and in agricultural buffers and water features, by providing hedgerows, continuous tree canopies, and continuous pathways.
- c. Plant shade trees on streets and along pathways, and encourage the planting of flowering trees and shrubs in front yards to add colour and texture to the streetscape.

Public Pathway and Pedestrian Network

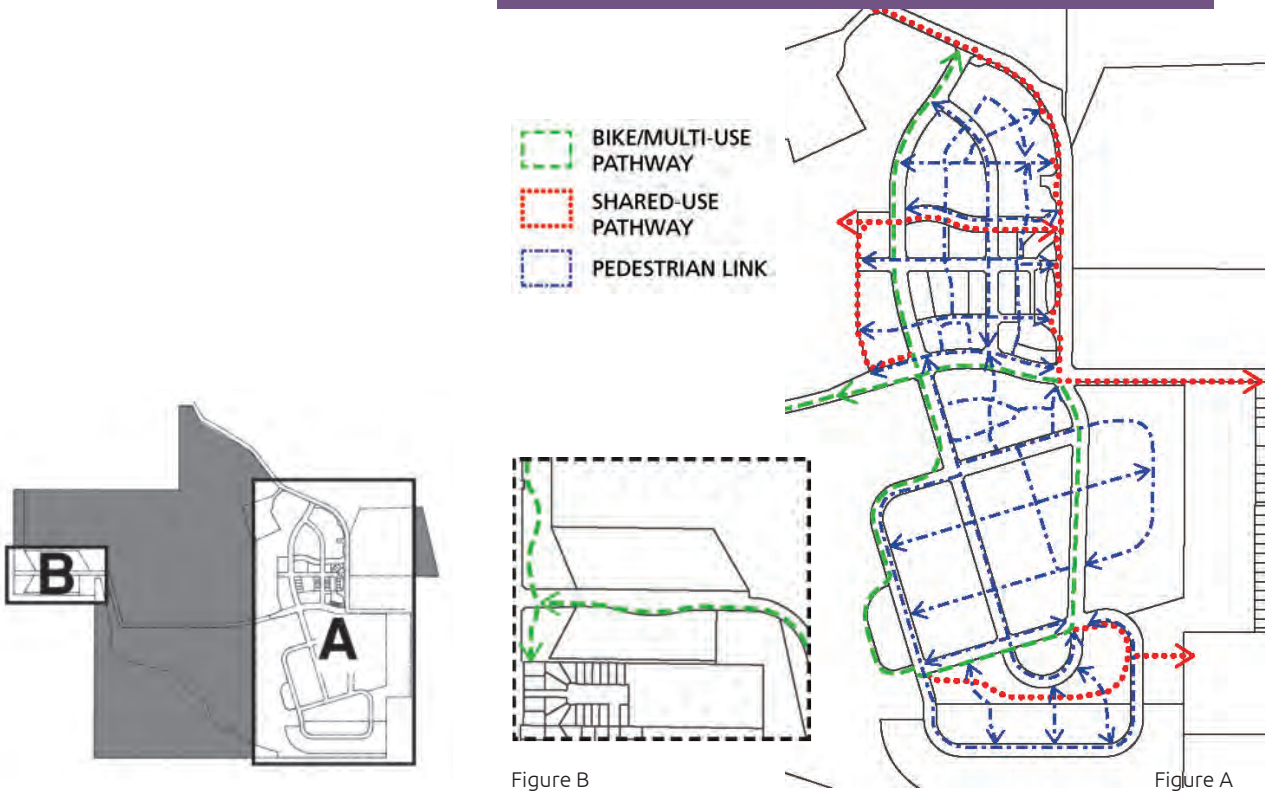


Figure B

Figure A

2.0 Building Character

Objective:

To encourage buildings that in composition evoke the character of farmsteads and rural agricultural villages that are integrated into the agricultural and natural landscape. Encourage buildings that reflect the traditional character of rural dwellings and village buildings, or provide a contemporary interpretation of such buildings.

Guidelines:

2.1 Building Siting

2.1.1 Flood Control Strategy

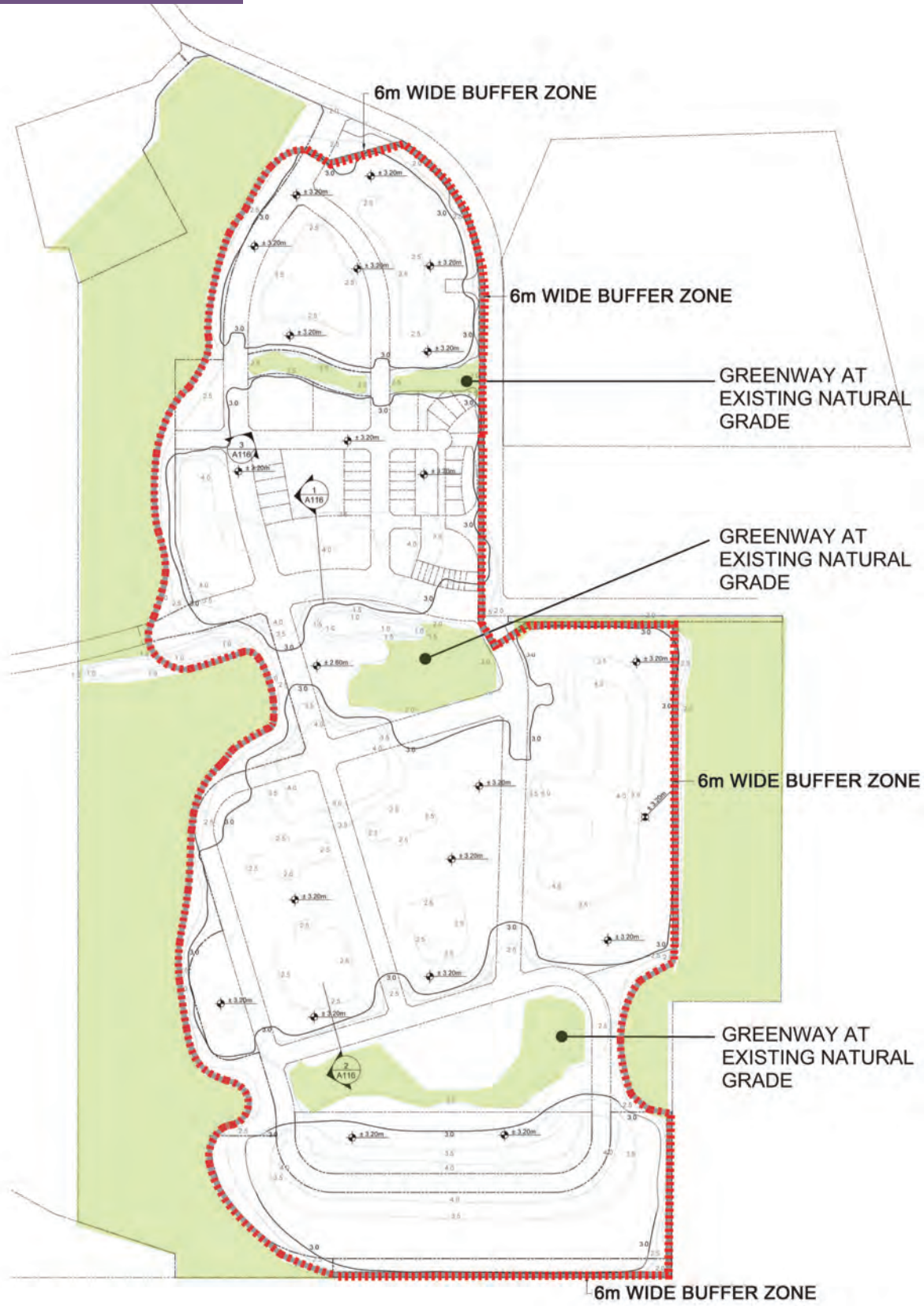
- a. To naturally transition the development into existing grades, as well as accommodate any future changes associated with off-site flood protection, the proposed flood protection strategy provides a continuous 6 m (20 ft) wide buffer zone along the perimeter of the Southlands Village portion of the development that contains the transition to existing grade, as shown on the Buffer Zone Map. Pedestrian pathways and landscaping in the transition zone alleviate the appearance of the grade change.

- b. For all new construction, no building or any part thereof shall be constructed with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters, lower than 4.2 m geodetic Survey of Canada datum, except for the parking of vehicles.

2.1.2 Village Centre – Market Square, Public and Heritage Buildings

- a. Locate buildings in such a manner as to create a focus on the Red Barn and Gunn House as the primary components of the hierarchy of buildings in the Village Centre. Buildings on adjacent sites and surrounding streets should have their fronts oriented to the Red Barn and Gunn House, as well as be arranged to frame and enclose the sites they occupy by means of continuous building frontages on surrounding street frontages.
- b. Locate buildings with minimal setbacks to streets, lanes and sidewalks, to provide a sense of enclosure around the public open spaces.

Buffer Zone Map



Plan of Market Square, framed by buildings along High Street and Market Street



- c. Locate buildings to create sightlines to the Market Square, Red Barn and Gunn House from the gateway entries at either end of the High Street, within the Village Centre.
- d. Locate buildings with ample sidewalks along streets, lanes and plazas to enhance the pedestrian experience and promote urban sidewalk activity and interaction with buildings.



2.1.3 Village Centre – High Street, Commercial, Mixed Retail-Residential

- a. Locate buildings with minimal setbacks to create sidewalks which promote retail sidewalk activity and to allow for year round weather protection in the form of arcades and awnings.
- b. Locate buildings to provide ample sidewalks along the High Street to enhance the pedestrian experience and promote urban sidewalk activity and interaction with buildings, as well as landscape plantings and street trees adjacent to street parking, and to provide locations for street furnishings, including benches, bollards, street lamps and street trees.
- c. Locate buildings to create a continuous retail frontage along the High Street and to reinforce the pedestrian and public realm with neighbourhood service, retail, restaurant and café uses that animate the street.



2.1.4 Village Centre – Mixed Live-Work

- a. Locate live-work buildings to create an urban and public interface with the street and sidewalk. Provide accessible connections to workshop, studio, or retail storefronts, incorporating signage and way-finding elements into the landscape and/or building.
- b. Incorporate building elements on the main floor that create an impression of a retail storefront, or industrial overhead door, to evoke non-residential character, and to support the work activity of this occupancy.



2.1.5 Village Centre – Rowhouses

- a. Locate rowhouses, which are on fee-simple lots, with minimum 3.0 m (10 ft) front setbacks to provide a defined private entry to each rowhouse from the public sidewalk, and to include foundation planting and formal landscape of semi-private space.
- b. Locate rowhouses to create a continuous residential frontage along the High Street, and to create a similar urban interface to sidewalks on other streets and lanes within the Village Centre.
- c. Locate rowhouses to allow a grade separation of 0.6 m to 1.0 m (2 ft to 3 ft) from sidewalk grades at public streets to enhance the definition of public and private space.



2.1.6 Cluster Houses (Townhouses)

- a. Locate cluster houses with minimum 3.0 m (10 ft) front yard setbacks on public streets to maintain a close and intimate connection of residences to streets, but permit landscaping of front yards to enhance streetscapes and individualize residences.
- b. Locate cluster houses with minimum 2.0 m (7 ft) side yard setbacks to permit their use as private outdoor space for each individual unit within the building.
- c. Locate cluster houses with varied setbacks to create the impression that these larger buildings may have pre-existed surrounding buildings, thereby creating the impression of permanence and history.



2.1.7 Country Flats (Apartments)

- a. Locate buildings with orientations that formally address public streets, private lanes and public pathways.
- b. Locate buildings to provide for convenient and comfortable pick-up and drop-off areas at primary building entrances.
- c. Locate buildings such that they provide for private deck or patio space and individual entries for ground floor units.
- d. Locate buildings to define strong street edges, to anchor corners, and to serve as gateway buildings within the Village Centre.



2.1.8 Single Family Cottages

- a. Locate buildings in clusters of eight to twelve dwellings to form a pocket neighbourhood, with pedestrian-oriented accesses, and formal landscaped common area.
- b. Locate buildings to provide semi-private outdoor space for each dwelling, defined by low, open fencing and landscaping to encourage a sense of individual identity as well as natural surveillance of common areas.
- c. Locate buildings with minimal setbacks to internal sidewalks and pathways, to promote an intimate relationship to pedestrians and encourage interaction between residents.
- d. Locate buildings along greenways and public open space, with a similar intimate relationship, and encourage adoption of shared space for personal and/or community gardening.



2.1.9 Townhouses

- a. Locate townhouses with minimum 3.0 m (10 ft) front setbacks to provide broadened sidewalks, and to include planting and formal landscape of semi-private space.
- b. Locate townhouses to create a comfortable residential frontage and urban interface to sidewalks on streets and lanes within the Village Centre.
- c. Locate buildings such that they provide for private deck or patio space.
- d. Locate townhouses to allow a grade separation of 0.6 m to 1.0 m (2 ft to 3 ft) from sidewalk grades at public streets to enhance the definition of public and private space.

2.2 Building Form and Character

2.2.1 Village Centre – Market Square, Public and Heritage Buildings

- a. Alexander/Gunn House exterior to be retained in its existing restored condition. The interior may be adapted for future public uses as required, but without major modification to the building structure or exterior elements such as windows, doors, and roof elements.
- b. The Red Barn is to be retained as a structure in its current location, and while the building does not carry heritage significance, it is representative of the history of farming on the site. Adaptive re-use of the Red Barn should maintain the character of the existing building, and modifications or additions should be of a contrasting character so as to clearly distinguish the original building from the intervention.



Alexander/Gunn House

- c. The new community building on Market Square is to draw inspiration from traditional public and institutional buildings, and include a landmark element in its form or detail, such as a spire, tower, silo or other totemic element. It is to have simple massing that evokes a formal character as a public building and a functional building, in keeping with farm buildings and structures.
- d. Materials, finishes and colours to be rooted in heritage and historic colour palettes that are appropriate for the architectural reference and period of the design. Exterior finishes to be a varied palette of wood products, including lapped siding, shingle, board and batten. Cementitious-wood fibre products with similar appearance are acceptable. Architectural metal panel and siding products, such as corrugated metal panel, and ribbed vertical panel are acceptable. Masonry and natural stone may also be used as major or secondary accent materials, but applied in a manner that expresses the load-bearing nature of the material.



Rendering of Potential Renovation to Red Barn

2.2.2 Village Centre – High Street, Commercial, Mixed Retail & Residential

- a. The form and character of mixed-use buildings in the Village Centre are required to honestly express their functions, with non-residential architectural forms that evoke retail, commercial, or agricultural character.
- b. Materials, finishes and colours to be consistent with these non-residential architectural references and building types, with a focus on wood products, including vertical channel siding, vertical board and batten, and panel and batten. Cementitious-wood fibre products with similar appearance are acceptable. Use of masonry products, bricks of various dimensions and types are appropriate, as well as metal finishes. Windows at the ground level retail and commercial spaces should be storefront-type windows of either metal or wood, in contrast to wood or vinyl on residential buildings.
- c. Buildings should be designed to incorporate areas and elements for commercial signage that are in keeping with retail storefront architectural precedents, in addition to being compliant with the Delta Sign Bylaw.
- d. All garbage and recycling must be screened from view while being accessible for pick-up. Commercial garbage storage and pick-up areas shall be located away from housing or adequate acoustical and visual barriers be provided.
- e. Utility kiosks, meters, and similar equipment shall be located away from housing if possible. Adequate visual and acoustical barriers shall be provided for those areas located near residential units.

2.2.3 Village Centre – Mixed Live-Work

- a. The form and character of mixed live-work buildings in the Village Centre are required to honestly express their functions, with non-residential architectural forms that evoke industrial, commercial, or agricultural character.
- b. Materials, finishes and colours to be consistent with these non-residential architectural references and building types, with a focus on wood products, including vertical channel siding, vertical board and batten, and panel and batten. Cementitious-wood fibre products with similar appearance are acceptable. Use of masonry products, bricks of various dimensions and types are appropriate, as well as metal finishes. Windows at the ground level retail and commercial spaces should be storefront-type windows of either metal or wood, in contrast to wood or vinyl on residential buildings.
- c. Buildings should be designed to incorporate areas and elements for commercial signage that are in keeping with retail storefront architectural precedents, in addition to being compliant with the Delta Sign Bylaw.

2.2.4 Single Family Cottages, Cluster Houses, Townhouses, Rowhouses, and Country Flats (Apartments)

- a. The form and character of all forms of residential buildings are encouraged to explore a variety of the following architectural responses:
 - » Architectural reference to housing forms and styles that have been historically typical of farmhouses in the region such as the Craftsman, Prairie, and Bungalow style of catalogue housing. These may be most appropriate for smaller cottage, detached, or semi-detached dwellings.
 - » Architectural reference to the historic rowhouse or townhome, typically fee simple with shared party walls, is an appropriate reference for ground-oriented, multi-dwelling buildings.
 - » Architectural reference to courtyard housing, typical of European village vernacular, including semi-private courtyards serving as outdoor space, access and/or circulation. Buildings of this type should have a formal and more urban connection to the surrounding public streets and sidewalk.

- » Architectural reference to more functional farm buildings, such as barns and sheds is appropriate. Organizing dwelling units in a cluster of smaller building masses with a variety of roof forms would be consistent with the application of this architectural reference. This may be most appropriate for cluster and multi-dwelling buildings.
 - » Architectural responses which seek to interpret any of the above in a more contemporary manner are also acceptable, as a means of allowing the completed neighbourhood to achieve a more organic and evolved character.
- b. Windows should be either wood or vinyl; roof fascias to be painted wood; gutters and downspouts to be painted metal, copper or natural galvanized metal.
 - c. All ground floor dwellings to have an external access to surrounding pathways, sidewalks and streets by means of an articulated front entry door.
 - d. Front doors should be wood or metal, natural or painted, colours to be consistent with the heritage colour palette, or appropriate for the chosen architectural reference.
 - e. Fencing in front yards not to exceed 1.2 m (4 ft) in height, and 1.8 m (6 ft) in height in rear yards, of wood or metal, and maintaining vision and sightlines above 1.5 m (5 ft).

3.0 Sustainable Design

Objective:

To promote sustainable design.

Guidelines:

- 3.1 Encourage the retention of existing trees.
- 3.2 Provide lot drainage in substantial conformity with the approved master Stormwater Management Plan, and use stormwater for irrigation where practical.
- 3.3 Orient and design buildings to consider natural light and solar heat gain on southern exposures.
- 3.4 Use energy saving fixtures and devices in public and private areas.
- 3.5 Encourage the use of landscaped area and permeable surfaces on the site, in public areas, and reduce the amount of non-permeable asphalt paving.
- 3.6 Apply sustainable resource management principles in the design of greenways and buffers including the placement of native vegetation to provide and enhance natural wildlife habitat.
- 3.7 Use storm water for irrigation where practical.

4.0 Parking and Loading Areas

Objective:

To enhance the areas for parking and loading to be convenient and pedestrian-friendly.

Guidelines:

- 4.1 Locate surface parking areas for commercial and multiple family residential developments behind buildings, in parking courtyards away from direct views from the street.
- 4.2 Locate required parking in smaller parking areas dispersed throughout the community rather than in larger centralized parking areas.
- 4.3 Incorporate landscaping into parking areas to enhance their appearance, and provide shade and screening and introduce permeable area.
- 4.4 Incorporate decorative pavement accents in parking areas to emphasize pedestrian surfaces rather than vehicular.
- 4.5 Provide ample pedestrian connections, including accessible connections between parking areas and buildings of a minimum of 2m (7ft) in width.
- 4.6 Ensure all areas in the surface and underground parking areas are well lit. Use ornamental lighting in outdoor areas and pedestrian scale lighting along walkways. Lighting should be oriented downward and contained to the areas being lit and not spilling onto adjacent premises.
- 4.7 Provide short and long term bicycle parking facilities in the development.
- 4.8 Locate loading areas in unobtrusive locations, out of direct view of residential units and the street, or screened from view.

5.0 Signage

Objective:

To reinforce the pedestrian scaled environment with innovative and unobtrusive signage.

Guidelines:

- 5.1 Include a comprehensive sign plan in all applications to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.
- 5.2 Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged where permitted.
- 5.3 Limit free-standing signs to a low scale, not exceeding 2.4m (8ft) in height.
- 5.4 Design free-standing signs to complement the architecture of buildings and integrate into landscaped areas.
- 5.5 Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque backgrounds.

ND1 Fraser River Escarpment

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions)

Area: Development Permit Area ND1
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The waterfront area is subject to mud flows, debris flows, erosion, land slip and subsidence. The River bank and ravine slopes are subject to erosion and require protection of existing vegetation and tree cover.

The objective of the development permit area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas not subject to sloughing.
4. All existing vegetation and tree cover should be preserved, except for the area approved for buildings and structures.
5. A development affected by hazardous conditions shall be subject to the conditions established by a suitably qualified Professional Engineer. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
6. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to mud flows, debris flows, erosion, landslip and subsidence and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by mud flows, debris flows, erosion, landslip and subsidence.

ND2 Delsom Lands

As Shown on "Map IIC North Delta Development Permit Areas".

Purpose:

Establishment of objectives for the form and character of commercial and multiple family residential developments.

Justification:

These guidelines provide direction and coordination for all commercial and multiple family residential developments in this Development Permit Area in order to meet the following planning objectives:

- » Creating a walkable community;
- » Providing a pleasant and pedestrian-friendly environment;
- » Contributing to environmental sustainability;
- » Achieving high standards of building and landscape design; and
- » Enhancing the area character and presenting an appealing gateway to North Delta.

A view southeast to main drive entry



Guidelines:

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Site Design and Streetscapes

Objective:

To foster the creation of a pedestrian-friendly, walkable community and provide an appealing gateway to North Delta.

1.1 Site Design

- a. Create a distinctive landmark at the site entrance at 84 Avenue and Delsom Crescent through building design and siting as well as landscape treatment.
- b. Provide extensive, high quality landscape treatment, including extensive shrub and tree planting, public art, landscape features, ornamental lighting and banner hangers as appropriate, along Nordel Way and 84 Avenue to reflect the role of these streets as gateways to North Delta and convey the community's identity.
- c. Incorporate noise attenuation measures for residential units exposed to traffic noise from major roads.
- d. Provide and design outdoor open space taking into consideration the passive and active recreation needs of the residents likely to live in the development. Consider provision of community gardens as an outdoor amenity for the residents.
- e. Consider the dual use of common outdoor areas for parking and recreational or social activities especially in multiple family residential areas.
- f. Use arbors, trellises and other creative elements to define points of entry, instead of gates. Gated communities are not supported.
- g. Apply Crime Prevention Through Environmental Design principles in site, building, parking area, walkway and landscape design.
- h. Do not provide vehicular connection through the site from Delsom Crescent to the surrounding streets of Modesto Drive, Ramona Way, 82 Avenue and 108 Street except for emergency vehicles.

Passive and active open space to meet the needs of residents



1.2 Streetscapes and Public Pathways

- a. Provide public pathways and view platforms through the site in substantial conformity with the approved park and pathway plan to develop a network connecting neighbourhoods and open spaces.
- b. Incorporate trees and landscaping, outdoor seating, ornamental light fixtures, art and other street furniture in the design of the public and private streetscapes and the pathway system.
- c. Use low level, high quality fencing along Delsom Crescent, including materials such as wrought iron, brick, stone, and decorative wood picket fencing, etc. in combination with low landscaping on the street side.
- d. Use low transparent fencing, alone or in combination with low shrubs, next to public pathways in order to maintain opportunities for casual surveillance.
- e. Ensure all outdoor areas are well lit. Install pedestrian scale lighting along walkways and public pathways. Arrange lighting so that all direct rays of light illuminate only the outdoor areas and not adjacent residences.
- f. Plant shade trees along sidewalks and pathways.
- g. Plant flowering trees in yards fronting streets to add colour and texture to the streetscape.

Trellis is used to define entry



Public pathway through residential development



1.3 Site Landscaping

- a. Preserve and incorporate stands of mature trees into the overall landscape design of the site.
- b. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions.
- c. Use plant material or landscape features, rather than continuous fencing or walls, to define outdoor open space areas for private use and public use.
- d. Use landscaping to screen utility kiosks, meters and refuse/recycling areas.
- e. Where possible, provide wildlife habitat in the design of landscaped areas.

Low transparent fencing in combination with low landscaping



2.0 Building Character

Objective:

To encourage the design of pedestrian-scaled buildings which are integrated and interactive with the landscape.

2.1 Building Siting

2.1.1 Neighbourhood Commercial and Seniors' Apartment Development

- a. Locate buildings to create a comfortable streetscape for pedestrians along Delsom Crescent, including wide sidewalks and landscaped boulevards (minimum 1.2 m) next to the curb.
- b. Locate and design commercial buildings to complement each other and bring out a unifying design theme.

2.1.2 Townhouse Development

- a. Orient residential units abutting Delsom Crescent such that their front entries have direct access to the street sidewalk.
- b. Locate garages and carports away from Delsom Crescent, except for the "Ridge Homes" site where garage doors must be recessed and scaled back so as not to dominate the streetscape.
- c. Site buildings to maximize views over open spaces and visually integrate buildings and open spaces.

Pedestrian-friendly streetscape with wide sidewalk and street trees.



2.2 Building Form

2.2.1 Neighbourhood Commercial and Seniors' Apartment Development

- a. Design buildings to have multiple street-oriented commercial units to enhance interest along the street.
- b. Dedicate street level commercial floor space to retail, restaurant, personal service and other similar uses which add to the vibrancy of the streetscape. Locate professional offices preferably on the second storey.
- c. Provide weather protection over building entrances and sidewalks along building frontages as part of the overall design.
- d. Maintain a pedestrian scale in the design of building entrances and facades.
- e. Add interest to the building facades by creative use of projections such as bay windows, architectural detailing, window panes and trims, roof forms, variation in massing, colours, and materials.
- f. Provide appropriate transition between different land uses and densities.
- g. Provide a comfortable and user-friendly entrance to the seniors' apartments (e.g., secure access, seating area, and pick-up/drop off area), separated from the commercial activities on the other part of the site.
- h. Provide roof gardens as an outdoor amenity for the apartment residents.
- i. Design seniors' dwelling units, indoor amenity space and other common areas in the apartment building to be wheelchair accessible.
- j. Screen all exterior mechanical units or equipment from view.



2.2.2 Townhouse Development

- a. Provide individuality from site to site, consistent with the overall pedestrian-friendly and walkable community character by the creative treatment of street entrances, building setbacks, building articulation, exterior materials, windows, trim works, porches, verandahs, dormers and rooflines.
- b. Limit building heights of the sites shown cross-hatched on the map entitled “Maximum Building Height” to a mix of 2- and 3 storeys to add interest and address site conditions.
- c. Maintain a pedestrian scale in the building design by minimizing building height and reducing massing.
- d. Introduce variation on the building facades to give individual identity to adjacent units and break up roof forms to reduce massing.
- e. Locate and design units to maximize privacy and minimize over-viewing on neighbouring properties.
- f. Provide an attractive design to the building facades along Nordel Way and 84 Avenue, presenting an appealing gateway to North Delta.
- g. Reinforce the overall residential character and community identity in the design of the private amenity building as a landmark.

3.0 Sustainable Design

Objective:

To maximize sustainable design opportunities.

- 3.1 Maximize retention of existing trees.
- 3.2 Provide lot drainage in substantial conformity with the approved master storm water management plan for the Delsom lands.
- 3.3 Orient and design buildings to maximize natural light and southern exposure and minimize penetration of the high summer sun into the interior space.
- 3.4 Consider providing green roofs as a sustainability feature, including roof gardens.



- 3.5 Provide geothermal heating and cooling systems in the commercial and seniors' apartment development and private amenity building.
- 3.6 Use energy saving fixtures and devices in public and private areas.
- 3.7 Maximize the amount of landscaped area and permeable surface on the site. Maximize use of permeable material for areas such as patios, sidewalks, outdoor parking areas and entrance driveways to visually define them and reduce impacts of asphalt pavement.
- 3.8 Use storm water for irrigation where practical.

4.0 Parking and Loading Areas

Objective:

To enhance the areas for parking and loading/unloading and make them more pedestrian-friendly.

- 4.1 Locate surface parking areas for commercial and multiple family residential developments behind buildings, away from direct views from the street.
- 4.2 Break up large parking areas into smaller sections, defined by buildings and/or curbed landscaped strips at least 1.5 m in width and planted with shade trees, shrubs and ground covers.
- 4.3 Incorporate decorative pavement to break up parking areas and to reinforce the dual use of space where appropriate.
- 4.4 Provide direct pedestrian connections, including wheelchair/scooter access, between buildings and between the parking areas or the seniors' apartment entrance and the retail stores and services on clearly identifiable walkways. These walkways should have a minimum width of 2 m.
- 4.5 Ensure all areas in the surface and underground parking areas are well lit. Use ornamental lighting in outdoor areas and pedestrian scale lighting along walkways. Arrange lighting so that all direct rays of light illuminate only the parking areas and not any adjoining premises.
- 4.6 Provide long and short term bicycle parking facilities in the development.
- 4.7 Locate loading areas in unobtrusive locations, out of direct view of residential units and the street, or screen them from view.

Short-term bicycle parking



5.0 Signage

Objective:

To reinforce the pedestrian-scale environment with innovative unobtrusive signage.

- 5.1 Include a comprehensive sign plan in all applications to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.
- 5.2 Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged.
- 5.3 Limit free-standing signs to a low scale, i.e., not exceeding 2.4 m in height.
- 5.4 Design free-standing signs to complement the architecture of buildings and integrate into landscaped areas.
- 5.5 Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque backgrounds.

Pedestrian-scaled projecting signs encouraged



ND3 Annieville

Category: “e” (Establishment of objectives and provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area ND3
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The commercial village at Annieville has a special character and provides local services. Creation of commercial activity nodes (urban villages) to improve the commercial areas and services is essential for the well-being of North Delta’s economic activity

The objective of the development permit area is to encourage formation of a healthy commercial node and a desirable commercial and residential mix.

Guidelines:

The following guidelines illustrate the general approach to be taken to achieve desired commercial nodes and commercial and residential mix.

Development Permits issued in this area shall be in accordance with the following:

1. Parking areas in the existing facilities may be permitted to be developed for additional commercial/multiple family residential development with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from River road, so as to give a new form to existing commercial areas.
3. The siting of commercial/multiple family residential developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide visual breaks and buffers, as well as to enhance the appearance of the area.
5. The size and scale of buildings should relate to adjacent development and provide a transition between the commercial and less intensive uses.

6. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
7. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
8. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
9. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

ND4 River Road Village (Sunbury)

Category: "e" (Establishment of objectives and provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area ND4
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The commercial strip development along River Road has very little character and provides rather marginal services. Creation of commercial activity nodes (urban village) to improve the commercial areas and services is essential for the well-being of North Delta's economic activity.

The objective of the development permit area is to encourage formation of a healthy commercial node and a desirable commercial and residential mix.

Guidelines:

The following guidelines illustrate the general approach to be taken to achieve desired commercial nodes and commercial and residential mix.

Development Permits issued in this area shall be in accordance with the following:

1. The village may be permitted to be developed for additional commercial/multiple family residential development with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from River Road, so as to give a new form to existing commercial areas.
3. The siting of commercial/multiple family residential developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide visual breaks and buffers, as well as to enhance the appearance of the area.
5. The size and scale of buildings should relate to adjacent development and provide a transition between the commercial and less intensive uses.

6. A development affected by hazardous conditions shall be subject to the conditions established by a suitably qualified Professional Engineer. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
7. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to hazardous conditions and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings hazardous conditions.
8. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
9. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
10. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
11. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

ND10 Cougar Creek Headwaters

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions)

Area: Development Permit Area ND10
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The Creek area is subject to debris flows, erosion and land slip. The bank and ravine slopes are subject to erosion and require protection of existing vegetation and tree cover.

The objective of the Development Permit Area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas not subject to sloughing.
4. All existing tree cover should be preserved, except for area approved for roadways, buildings and structures, which should be designed to minimize coverage.

ND12 Nordel Social Heart

As Shown on "Map IIC North Delta Development Permit Areas".

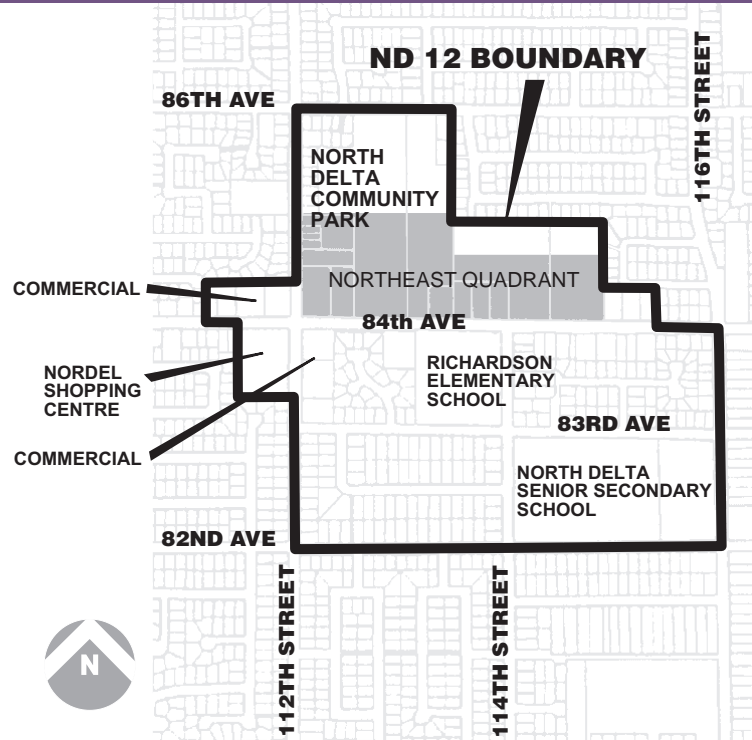
Purpose:

- » Revitalization of an area in which a commercial use is permitted.
- » Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

The objective of the Development Permit Area is to revitalize the character and function of Nordel encouraging a node of commercial, recreational, cultural and educational facilities, and open space, supported by a mix of residential uses, including multiple-family development, as the community focus for North Delta.

Nordel Social Heart DP Area (ND12) Boundaries



The pedestrian atmosphere and desirable cultural, commercial, and residential mix is considered vital to the economic self-sufficiency of this node. It should be a pleasant destination for North Delta residents at large but should also be a pleasant and attractive community to a local resident population and clientele.

The following guidelines illustrate the general approach to be taken to achieve the desired mix of commercial, residential, institutional and mixed-uses considered necessary for the revitalization of this area. Guidelines are provided both for streetscape treatments adjacent to developments and for building siting and form, as follows:

- » Primary pedestrian-oriented streetscapes - the lengths of 84th Avenue (except in the Northeast Quadrant), 112th and 114th Streets within the development permit area
- » Secondary neighbourhood streetscapes - all other public roads within the North Delta Social Heart
- » Streetscape for the north side of 84th Avenue from 112th to 114th Streets within the Northeast Quadrant
- » Treatment of the east-west pedestrian route within the Northeast Quadrant
- » Building form and siting for mixed-use and commercial buildings
- » Building form and siting for multiple-family buildings
- » Signage for commercial and other uses.

Development Permits issued in the Nordel Social Heart area shall be in accordance with the following objectives and guidelines:

1.0 Pedestrian-Oriented Streetscapes

Objective:

To ensure that commercial, multiple-family residential, mixed-use and institutional developments contribute to a pedestrian-oriented environment with a green, park-like character.

1.1 Primary Pedestrian Streetscapes

84th Avenue (Except In Northeast Quadrant),
112th And 114th Streets

Guidelines:

- a. The streetscape concept for these three streets should include a grass boulevard with street trees at regular intervals adjacent to the curb. The preferred width of the boulevard strip is 2 metres but will be narrower where there are obstacles to achieving the desired width. Exceptions to the grass boulevard are permitted at heavily-travelled locations including bus stops, vehicular crossings, and intersections.
- b. Concrete sidewalks of a minimum width of 2.0 metres should be provided adjacent to the grass boulevards in a textured finished concrete treatment.
- c. The location of the grass boulevard and sidewalk should be adapted to retain existing mature vegetation.
- d. Street trees should be planted at approximately 7 metre intervals unless an existing street tree pattern is in use in the same block.

- e. Development along the north side of 84th Avenue between 112th and 114th Streets requires a special streetscape treatment involving a double row of street trees (refer to section 1.3 of these guidelines).
- f. The width of driveway crossings of these three streetscapes should be minimized.
- g. All new development and redevelopment projects should provide high-quality street furniture which may include bus shelters, benches, waste receptacles, newspaper dispensers, information kiosks, public art, etc. Furniture design, colour, and style of fixtures should be co-ordinated. Pedestrian-scale lighting should be considered for commercial projects in the vicinity of 84th Avenue and 112th Street, to be located in the grass boulevard in line with the street trees and at the approaches to both key intersections of 84th Avenue with 112th and 114th Streets.

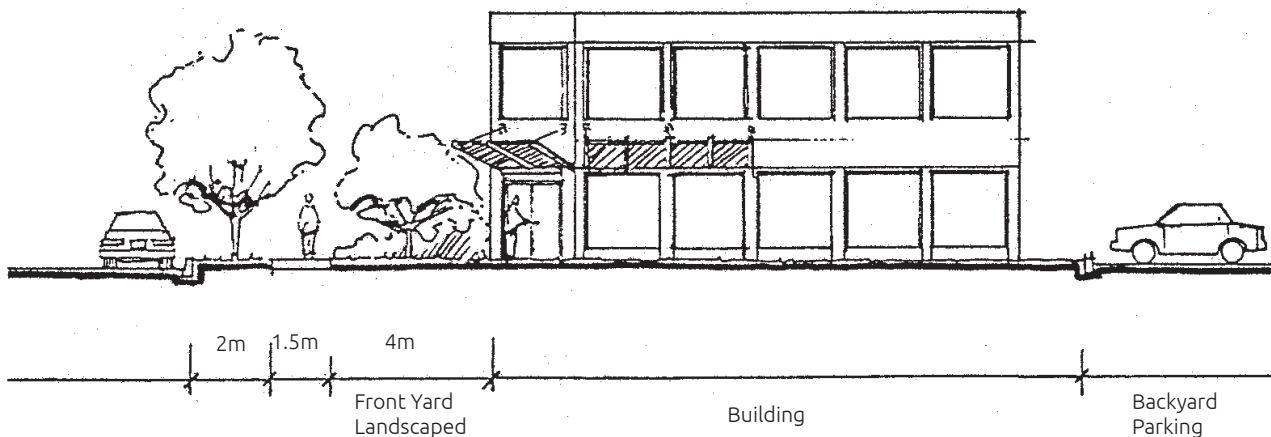
1.2 Secondary Neighbourhood Streetscapes

Other Streets Within The Nordel Social Heart Than 84th Avenue, 112th And 114th Streets

Guidelines:

- a. The streetscape concept for all secondary streets should include a concrete sidewalk, in a textured finish, and street trees at regular intervals. Where space is adequate, a grass boulevard should be provided adjacent to the curb and be used for the planting of street trees. Exceptions to the grass boulevard are permitted at heavily-travelled locations including bus stops, vehicular crossings, and intersections.
- b. Concrete sidewalks at least 1.5 metres wide should be provided adjacent to the grass boulevards at the curb (or at the curb where boulevard are not available) in a textured finish.
- c. The location of the grass boulevard and sidewalk should be adapted to retain existing mature vegetation.
- d. Street trees should be planted at approximately 7 metre intervals unless an existing street tree pattern is in use in the same block.

Streetscape section for 84th Avenue outside of the North-East quadrant



1.3 Northeast Quadrant Streetscape

North Side Of 84th Avenue From 112th To 114th Streets

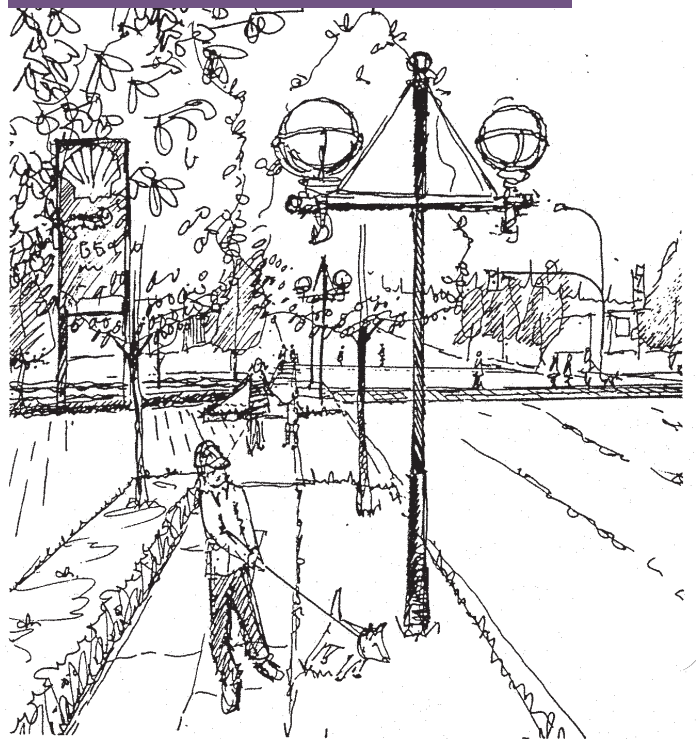
Guidelines:

- a. The streetscape concept should include a grass boulevard of a width of 3.0 metres with street trees at regular intervals adjacent to the curb. Exceptions to the grass boulevard are permitted at heavily-travelled locations including bus stops, vehicular crossings, and intersections. A second row of trees should be paired with the street trees in the boulevard 1.5 metres from the edge of the sidewalk within the front yards of all buildings fronting on 84th Avenue.
- b. Concrete sidewalks of a width of 2 metres should be provided adjacent to the grass boulevards in a textured finish concrete treatment.
- c. The width of the sidewalk should be adapted to retain existing mature vegetation.
- d. Street trees should be planted in pairs at approximately 7 metre intervals. The planting pattern should try to incorporate existing street trees in pairs.
- e. The width of driveways crossing the streetscape should be minimized.
- f. Pedestrian resting/seating areas should be located at intervals along the sidewalk on 84th Avenue. Each of the areas should provide bench seating and garbage receptacles. Preferred locations for these rest areas are at points where the sidewalk intersects with pedestrian routes linking to public open spaces within the Northeast Quadrant.
- g. All new development and redevelopment projects should provide high-quality street furniture which may include bus shelters, benches, waste receptacles, newspaper dispensers, information kiosks, public art, etc. Furniture design, colour, and style of fixtures should be co-ordinated.

Pedestrian resting area along sidewalk



Pedestrian scale lighting along sidewalk



- h. Pedestrian-scale lighting should be installed along this section of 84th Avenue, to be located either on existing street light poles or in the grass boulevard in line with the street trees, if on separate poles.
- i. The front setbacks of all buildings containing commercial or multiple-family residential uses fronting on the north side of 84th Avenue should be intensively landscaped with plant material to reinforce the park-like character of this streetscape. The front setback should be a minimum of 6 metres to ensure adequate space for landscaping. A maximum front setback of 12 metres is encouraged for new buildings in order to achieve a strong architectural street-wall for the Northeast Quadrant over time.

1.4 East-West Pedestrian Route
Within the Northeast Quadrant

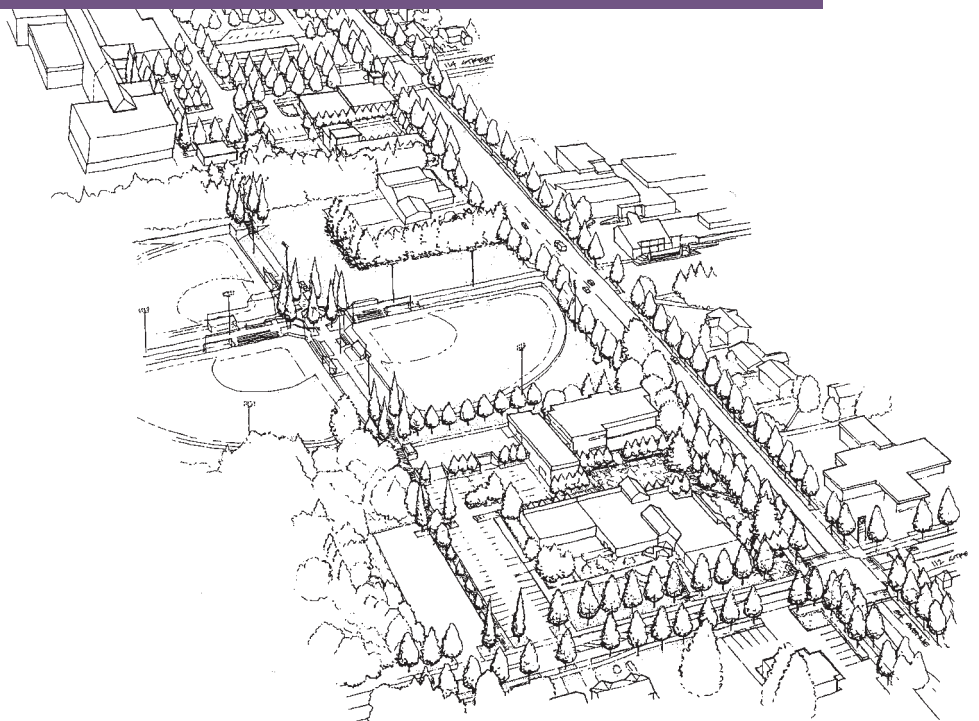
Objective:

To ensure that commercial and multiple-family residential and institutional uses contribute to the provision of an attractive, functional pedestrian route in a central east-west alignment within the Northeast Quadrant.

Guidelines:

- a. The facade of buildings adjacent to the east-west pedestrian route should be designed for pedestrian interest and include a number of overlooking windows. Green landscaping at the building foundation and screening of any visible parking lots should be provided.

Perspective sketch of Northeast quadrant with East-West community park walkway connection



- b. Pedestrian-scale lighting on the buildings or on poles and lighting of landscaping with upwardly directed spotlights is encouraged along pedestrian links to the central east-west route and along the sides of buildings edging the route.
- c. Wherever possible, facilities within the Northeast Quadrant should be linked to the route which should eventually connect from the intersection of 84th Avenue and 112th Street, through the library site, to the North Delta Recreation Centre. The alignment of the route should be kept as much on axis with the east-west walk between the ballfields in the Community Park as can be achieved.
- d. Any commercial or mixed-use development on the Boundary Health Unit or Credit Union site should address or integrate a pedestrian connection from the west end of the east-west walk between the ballfields in the Community Park towards the intersection of 84th Avenue and 112th Street. The substantial change in elevation at this location could be successfully integrated into a parking structure with access at the grade of the Health Unit building and pedestrian access from its roof at the grade of the ballfields.
- e. Future park programming and design will ensure that the 'driveway' entry (utility right-of-way) from 112th Street into the Community Park will be maintained or upgraded. There may be safety concerns regarding the underground utility line in relation to public usage. Where the location of utilities permits, the principles of tree-lined edges and walkways, pedestrian scale lighting and logical connections to the rest of the park and beyond will be respected. Decorative street lighting will also be considered.

84th Avenue and 114th Street intersection looking northward



2.0 Building Siting

2.1 Commercial and Mixed-Use Buildings

Objective:

To enhance the pedestrian environment for shoppers in the Nordel area through the siting of buildings containing commercial uses and related parking lots.

Guidelines:

- a. Commercial and mixed-use buildings fronting on either 84th Avenue (except on the north side between 112th and 114th Streets) or 112th Street should be located at the property line except for setbacks of a maximum width of 2 metres to accommodate a recessed entry, if desired, or of a maximum width of 4 metres to permit an outdoor eating area of a restaurant use.
- b. Parking should be located at the rear of buildings fronting on 84th Avenue or 112th Street, if possible, or, as a second choice in the interior, non-corner location sideyards of buildings. Where parking is adjacent to these streetscapes, parking should be screened by a landscape planting of a minimum height of 1 metre and a minimum depth of 1.2 metres.

2.2 Multiple-Family Residential Buildings

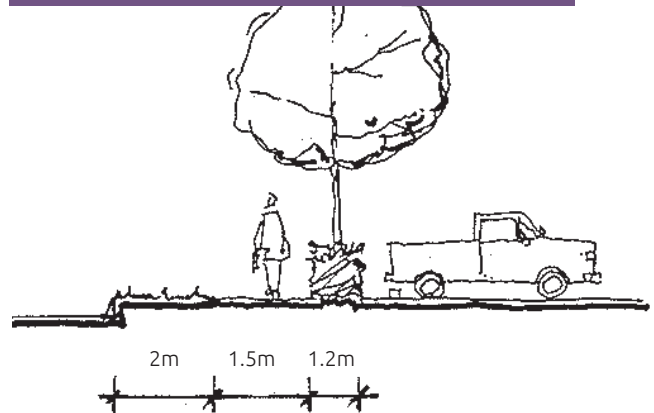
Objective:

To ensure that the siting of multiple-family residential developments contributes to the overall pedestrian-orientation and landscaped character intended for Nordel.

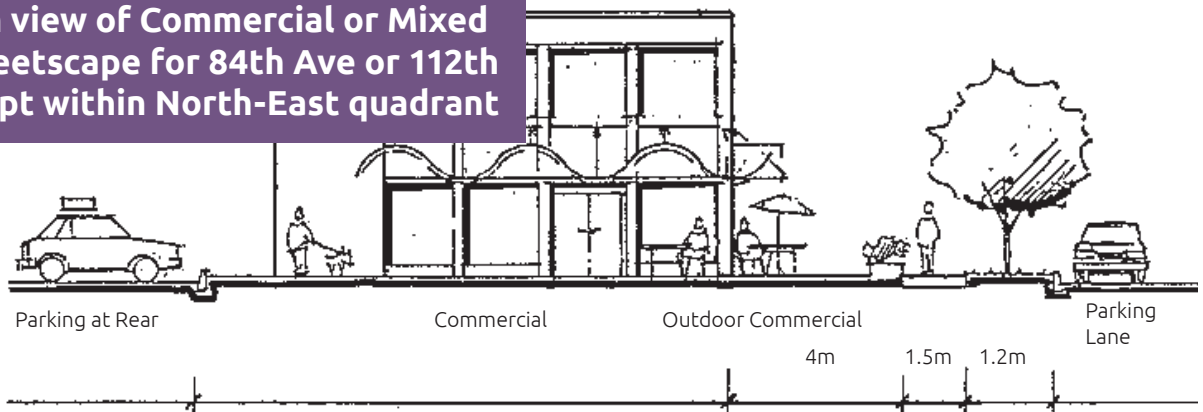
Guidelines:

- a. The front yard setback of multiple-family residential buildings should feature primarily soft landscape elements such as lawn, shrubs, and flowerbeds.

Section view of parking lot and landscape screening



Section view of Commercial or Mixed use streetscape for 84th Ave or 112th St except within North-East quadrant



- b. Parking should be sited where it is not visible from the sidewalks of adjacent streets. The preferred locations for parking are in underground parking or in surface lots located at the rear of the building.
- c. Driveway crossings of the sidewalk should be minimized in number and in their width to maximize sidewalk continuity.
- d. Vehicular access should be provided from streets other than 84th Avenue, if possible.
- e. The design of the building(s), the location and detailing of entries, and the landscape treatment of all property edges which face public streetscapes and other pedestrian-oriented open spaces should permit passers-by to enjoy their landscaping and attractive facades from adjacent sidewalks without impinging on the privacy of residents.

2.3 Institutional, Public, Non-Profit, and Other Community Oriented Buildings

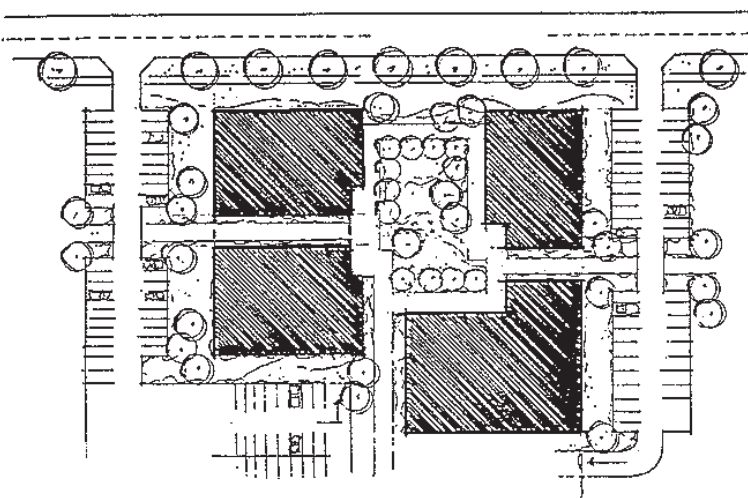
Objective:

To promote the siting of buildings in a park-like setting with groupings of compatible uses to form public courtyards which are animated by the comings and goings of building users and provided with public amenities which facilitate gathering and socializing.

Guidelines:

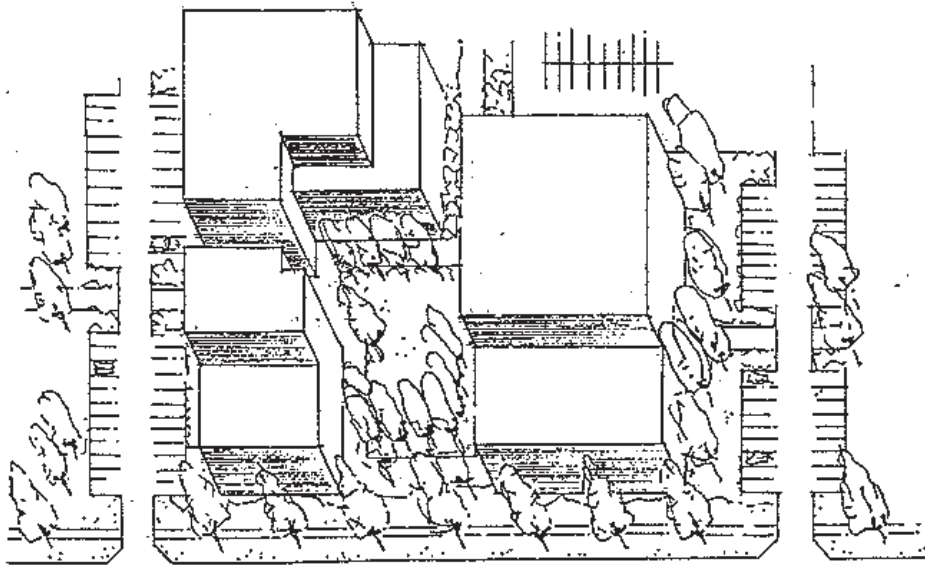
- a. Buildings should be organized in groupings around a shared central public courtyard. New buildings should be sited to maximize the potential for existing buildings to be integrated into a meaningful grouping. Courtyards should be visually open to view from the 84th Avenue pedestrian route and to the south exposure for sunlight.
- b. The main entrance(s) of new buildings should front on its shared courtyard so that most users will arrive and depart via this entrance. The entrance should be emphasized within the architectural design of the facade to be clearly visible from adjacent streetscapes and to have obvious visual connections to a main entrance evident from parking lots.

Schematic plan view of a courtyard grouping for institutional buildings



- c. Courtyards among buildings should be linked to the sidewalk of 84th Avenue and to the central east-west pedestrian route by generous pedestrian pathways of a minimum width of 2 metres and surfaced in paving material and pattern which is integrated with the surface treatment of the courtyard.
- d. Courtyards should be designed for intensive pedestrian traffic with hard surfaces in interesting paving materials and patterns. Public use of courtyards should be encouraged by providing extensive seating and amenities such as drinking fountains, information kiosks, public telephones, garbage receptacles, and public art installations.
- e. Parking lots should be located behind or at a distance from buildings where possible, so as to minimize their visibility from the courtyards and streetscape. Where parking fronts on public open spaces, it should be screened with landscape elements such as hedges or massed plantings of ornamental shrubs to a minimum height of 1.2 metres. Consideration should be given to providing opportunities for visual surveillance of parking lots from building entrances and windows, especially at passenger drop-off points. Parking lots should be generously landscaped internally to support the concept of a park-like setting throughout the Northeast Quadrant.

Courtyards linking to sidewalk as viewed from above



3.0 Building Form

3.1 Commercial and Mixed-Use Buildings

Objective:

To encourage buildings which contain either commercial or mixed commercial/ multiple-family residential uses to reinforce the urban design objectives for the Nordel Social Heart area and to increase pedestrian activity by providing offices or residential uses on second and third floors.

Guidelines:

- a. Commercial and mixed-use developments fronting on either 84th Avenue or 112th Street should include retail use at grade adjacent to these key pedestrian routes.
- b. The ground floor treatment of buildings fronting on 84th Avenue or 112th Street should feature extensive use of windows to provide views into either displays of goods or the interior of the commercial space, for the interest of passers-by.
- c. Use of awnings or canopies to offer weather protection to passing pedestrians is encouraged.
- d. Two or three storey buildings are preferred over one storey buildings to better define the vertical edges of shopping streets and to offer second and third storey locations for non-retail commercial uses, especially professional and community agency offices, and for residential uses. Both office and residential uses add customers for local shops and services and provide more surveillance of exterior spaces via overlooking windows.
- e. The architectural style of buildings should reflect their planned use. While historic elements and architectural references may be incorporated into a design, inauthentic theme style buildings (e.g., Spanish Mission or Tudor replicas) are discouraged. Desirable architectural elements include many windows (transparent rather than reflective), vertical definition to reduce the facade scale to the dimension of individual shopfronts, and strong top and first floor cornice lines. Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.
- f. Buildings at the key corners of the intersection of 84th Avenue and 112th Street should respond with a vertical element emphasizing the importance of the building corner.

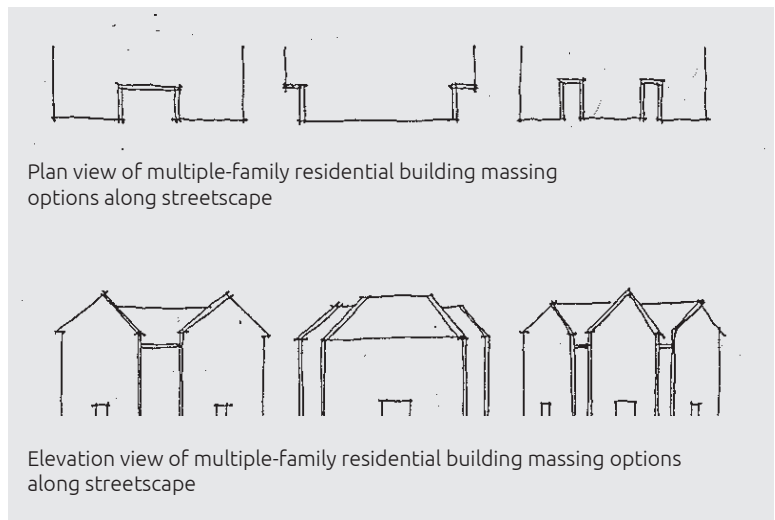
3.2 Multiple-Family Residential Buildings

Objective:

To integrate the design and landscape treatment of buildings which are exclusively or substantially multiple-family residential into the green, park-like character intended for the Nordel Social Heart.

Guidelines:

- a. The front setback of all residential buildings should be well-landscaped and easily seen by pedestrians on adjacent sidewalks. Private realm landscaping should reinforce the public realm treatment of regular street trees and concrete sidewalks.
- b. Entries into buildings should be located facing the fronting street and detailed with features typical of residential buildings, including overhanging weather protection of a porch or eave. Where feasible, such as with townhouse development and ground floor apartments, individual entries directly into units from the fronting street are encouraged.
- c. Architectural style, detailing, and materials should respond to the existing, predominantly single family residential development in the Nordel Social Heart. Elements adapted from single family houses such as sloping roofs, complex roof massing, bay windows, multiple pane windows, porches, chimneys, and prominent front doors should be used to integrate multiple-family project design into the character of the neighbourhood.
- d. Building massing should be articulated to reduce the apparent scale of buildings over two storeys or 15.0 metres in frontage in order to respond to the scale of the predominant buildings in the Nordel Social Heart. Buildings with a frontage of over 15.0 metres should be interrupted with a recess or projection to create visual relief. The upper floor of buildings above three storeys in total height, if permitted by zoning, should be enclosed within a roof-like form with residential design elements such as dormers, eaves, or bay windows.



3.3 Institutional, Public, Non-Profit and Other Community Oriented Buildings

Objective:

To integrate the design and landscape treatment of institutional, civic, and other community oriented buildings into the green, park-like character intended for the Nordel Social Heart; so as to contribute to the economic and functional revitalization of Nordel by helping create an attractive, friendly atmosphere for pedestrians.

- a. Provision of weather protection at the edges of courtyards, between buildings in a grouping, and along pedestrian paths leading to parking lots is encouraged and should be designed in keeping with the architecture and materials of the adjacent buildings.
- b. The architectural style of buildings should reflect their planned use. While historic elements and architectural references may be incorporated into a design, inauthentic theme style buildings (e.g., Spanish Mission or Tudor replicas) are discouraged. Desirable architectural elements include vertical definition to reduce the facade scale to the dimension of individual shopfronts, and strong top and first floor cornice lines. Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.
- c. Extensive use of windows of transparent rather than reflective glass is encouraged. In particular, extensive glazing of the entrance lobby is encouraged. An effort should be made to locate windows to overlook the courtyard, pedestrian pathways, and parking lots in the vicinity to promote the safety and security of pedestrians. When these windowless uses cannot be located in an interior portion of the building, blank windowless walls such as for gyms or theatres should be oriented away from courtyards and pedestrian routes.
- d. Buildings located at the corners of 84th Avenue and 112th and 114th Streets and the entry to the North Delta Recreation Centre should be designed to enhance the sense of gateway to the Nordel Social Heart with higher, more detailed building elements at these corners than the rest of the building.

4.0 Signage

Objective:

To encourage pedestrian-oriented signage instead of signs designed for viewing from vehicles travelling at highway speeds.

To reduce the visual clutter created by too many large signs with too many messages.

Guidelines:

- a. All applications for new commercial and institutional developments and major renovations to existing commercial and institutional developments must include a comprehensive sign plan.
- b. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
- c. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
- d. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

5.0 Sidewalk Patios

Objective:

To encourage institutional, commercial, and mixed-use developments to contribute to the comfortable environment for walking and shopping in the Nordel Social Heart by providing sidewalk patio seating on adjacent streetscapes which is inviting, safe, and functional.

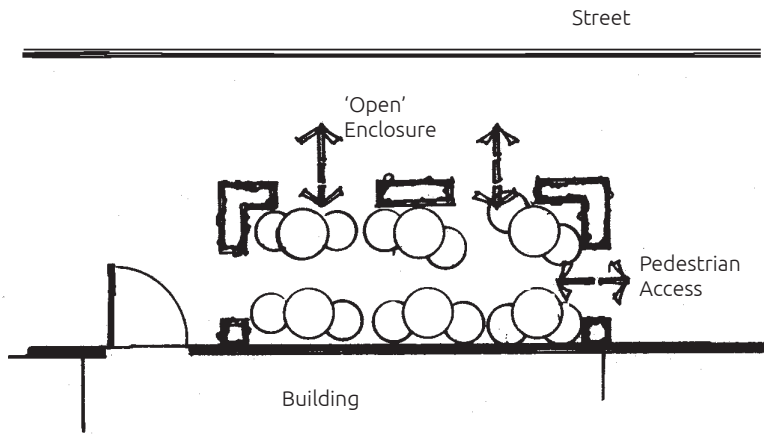
Guidelines:

- 5.1 Public Sidewalks
 - a. Eating and drinking establishment patios are encouraged on the public sidewalk adjacent to a properly zoned business enterprise subject to operator interest and the conditions of a valid Sidewalk Patio Permit.
 - b. Patio areas should incorporate seasonal plantings to beautify the streetscape.
 - c. Pedestrian access should be provided from the sidewalk into the outdoor seating area.
 - d. Preferably, there should be no enclosure around the patio or, alternatively, partial or visually permeable barriers such as widely spaced planter boxes, rail fencing, plexiglass, or rope and stanchion perimeters.
 - e. The perimeter enclosure including the height of any planting on top of an enclosure, should not exceed 0.9m.

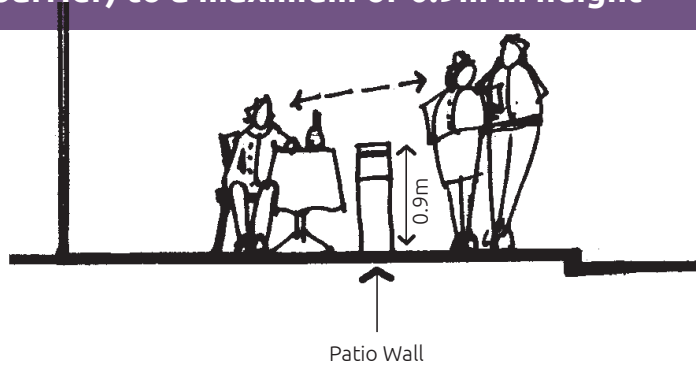
5.2 Private Property

- a. Where private patios are proposed adjacent to a street, a visual or pedestrian connection to and from the public streetscape is encouraged (e.g., open air windows viewing in, low fences or gateways).
- b. Any structural work associated with patios should be aesthetically sensitive to the main building and surroundings and should not consume, without Delta’s approval, landscaping works previously agreed to as part of an existing Development Permit or covenant for the subject property.

Schematic plan view of a partial patio enclosure with direct access to the sidewalk



Section view of sidewalk and patio with enclosure (barrier) to a maximum of 0.9m in height



SRC Scott Road Corridor

As Shown on "Map IIC North Delta Development Permit Areas".

Purpose:

Revitalization of an area in which commercial use is permitted.

Establishment of objectives for the form and character of commercial, industrial and multiple-family residential development.

Justification:

Scott Road is an important corridor that warrants special consideration. It is a major transportation corridor with a focus on commercial, and higher intensity residential uses within the community of North Delta. Future plans are to further intensify the uses to develop a series of high density mixed-use nodes along Scott Road with pedestrian-friendly environments. These guidelines are intended to guide a transition away from the current situation of large building setbacks from the street, narrow sidewalks next to travel lanes, large asphalt parking lots, limited landscaping, and cluttered signage which detract from the appearance and pedestrian qualities on Scott Road.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines in addition to the following guidelines.

1.0 Streetscape, Open Space and Site Design

Objective:

To encourage the revitalization and transformation of the Scott Road Corridor to be a functional transportation corridor which will accommodate rapid transit in the future and which will provide an attractive, inviting and comfortable environment for people to live, shop and work in.

Guidelines:**1.1 Streetscape and Pedestrian Paths**

- a. Design new and reconstructed streets and pedestrian routes to be accessible to all ages and abilities by implementing universal accessibility guidelines. Refer to the most recent Building Access Handbook when designing for universal accessibility.
- b. Provide easily accessible pedestrian connections from multiple-family developments to adjacent streets and to public and park amenities in the area.



- c. Provide frequent pedestrian and bicyclist connections from redeveloped sites to adjacent sites and neighbourhoods.
- d. Provide weather protection using awnings or canopies where possible and appropriate along streets with retail uses.
- e. Use decorative paving (e.g., unit pavers, brick, stone, etc.) to highlight pedestrian routes.
- f. New development and redevelopment projects should include high quality street furniture which may include benches, ornamental light fixtures, bollards, waste receptacles, information, art works, etc. in the design of public and private streetscapes. Design, colour and style must be consistent with the emerging area character and be coordinated within the area.
- g. Provide seating at regular intervals on sidewalks and other pedestrian paths for opportunities to rest.
- h. Prioritize pedestrian movement wherever possible and appropriate by:

- » Using curb extensions to minimize crossing distances on streets.
- » Maximizing visibility at crosswalks through lighting, high-visibility pavement markings, and clear sight lines.
- » Minimizing the width and number of new driveways that cross sidewalks and other pedestrian paths.
- » Incorporating raised sidewalks or other measures that prioritize pedestrian movement in and across lanes, driveways, and in parking areas.
- » Reducing vehicle speeds through traffic calming measures as appropriate.

1.2 Open Space, Site Design and Landscaping

- a. Incorporate small scale public open spaces associated with retail spaces into the pedestrian network to add vitality and interest to the streetscape, serve outdoor activities (e.g., café seating, sidewalk sales, display of products, etc.) and provide opportunities for seating.
- b. Sidewalk patios are subject to the conditions of a valid Sidewalk Patio Permit.
- c. New development and redevelopment is encouraged to incorporate public art in addition to artifacts and storytelling devices which provide historic interpretation in the streetscape and within developments to provide context and interest for users.
- d. Design neighbourhood green spaces to support activities such as dog walking, children’s play, and short walks close to home for older citizens. These green spaces should have a sunny south facing orientation and preferably be located within one block of residential developments. Pedestrian linkages may double as linear neighbourhood green spaces.
- e. Multiple-family residential buildings should be configured in a way that they form and give shape to communal open spaces for the use and enjoyment of residents of new development sites. Consideration should be given to sun and wind patterns, plant materials and the potential use of water in the design of these spaces.

- f. Private outdoor patio spaces leading to unit entries for street level residential uses should be above the elevation of the street by between 0.25 m to 1.0 m to create a sense of privacy. Landscape or other screening must allow a visual connection to the street and generally be kept to a maximum height of 1.2 m. Fencing must be of high quality including materials such as wrought iron, brick, stone and decorative wood picket fencing, etc. and can be used in combination with low landscaping on the street side.
- g. Introduce a variety of plant material, including coniferous trees, shrubs and ground covers in public, private and semi-private open spaces. Emphasize use of native and drought resistant species suitable to site growing conditions.



2.0 Building Character

Objectives:

To encourage new development and redevelopment which mitigates the domination of surface parking within the Scott Road Corridor.

To enhance the pedestrian environment through building design and siting.

Guidelines:

2.1 Building Siting

- a. Site buildings to create a finer-grained network of streets within larger sites. Design these streets to comfortably accommodate pedestrians and bicyclists.
- b. Site commercial, mixed-use, institutional, public and other community-oriented buildings to create wide sidewalks and a continuous retail frontage on pedestrian-friendly streets that are well defined by buildings. Setbacks should be between 3 m and 5 m to create this condition.
- c. Site buildings with residential uses at grade to allow space for semi-private patios at unit entries and landscaping while still maintaining a close relationship with the street. Setbacks should be approximately 5 m to create this condition.
- d. Allow for breaks in the façade where necessary to access parking to the rear of buildings.
- e. Combine accesses to the rear of buildings with neighbouring buildings wherever possible to minimize breaks in the retail frontage.
- f. Multiple-family developments within the Scott Road Corridor Development Permit Area must also meet the Community Corridor Development Permit Area Guidelines in Sections 1.2, 2.1, 2.2 and 3.0.



2.2 Building Form

- a. New development along the street should display a gradient in building height, with lower buildings adjacent to Scott Road and taller buildings located away from the street. Generally, building height adjacent to Scott Road should be three to five storeys to define the street wall to create an appropriate scale and degree of enclosure for the street. Higher buildings should be stepped back from streets at the fourth or fifth storey to allow sun access to the street.
- b. In areas designated Medium Density Residential (Scott Road) (MDR(SR)) buildings should have a minimum street wall height of three storeys on Scott Road. The upper storeys may either step back from the street or continue upwards along the street wall.
- c. Where buildings contain a mix of uses, locate retail and other uses which add to the vibrancy of the streetscape, on the ground floor along fronting streets and offices and/or residential on floors above the retail. Storefronts at grade should be fully transparent, using full height, clear glass.
- d. Where buildings are residential only or have residential uses on the ground level, incorporate ground-oriented units at the base of towers on fronting streets.
- e. New buildings should be human-scale and pedestrian-oriented.
- f. The ground storey of mixed-use buildings should have a minimum height of 4.5 m to encourage retail and commercial uses.
- g. Articulate building façades at regular increments to add variety, rhythm and a human-scaled dimension along the building face. The street level commercial façade should incorporate vertical delineations approximately every 8 m to 12 m in order to facilitate occupancy of multiple, small-scale tenants. Uninterrupted continuous glazing (horizontal) along the face of the building is discouraged.
- h. Incorporate overhangs to visually terminate the upper levels of buildings.
- i. Conceal or screen rooftop mechanical equipment in a manner compatible with the architectural character of the building or incorporate it within the building.
- j. Street level façades with retail uses should be designed to provide awnings, canopies, or other weather protection which work with building architecture to improve the year-round walkability.



- k. Variation between buildings to create interesting pedestrian spaces is encouraged. Consider neighbouring façade treatments and design new façades in order to continue a varied street wall.
- l. Residential entries should be given visual prominence through use of clear address signage, night time lighting, or the incorporation of landscape elements or other techniques.
- m. Entrances should be recessed.
- n. Building lighting to supplement street lighting is encouraged.

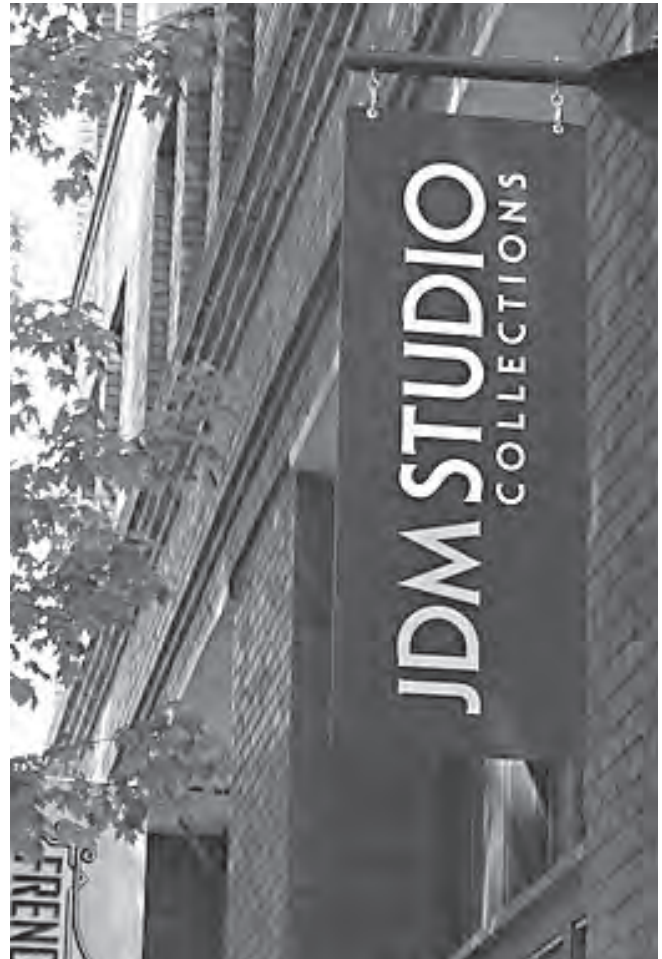
3.0 Signage

Objective:

To encourage pedestrian-oriented signage consistent with the emerging pedestrian character of the Scott Road Corridor.

Guidelines:

- a. All applications for new developments and major renovations to existing commercial and mixed-use developments must include a comprehensive sign plan. Refer to the Delta Sign Bylaw for detailed requirements.



- b. A comprehensive sign plan should work towards enhancing area character as outlined in the Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.
- c. Signage should not be placed in a manner that creates any significant blockage of the openness of storefronts.
- d. Design signage for pedestrians. Smaller scale signs which are incorporated into the building façade, small hanging signs, or street signage boards are desirable.

4.0 Parking, Loading and Garbage

Objective:

To reduce the negative impacts of parking and loading areas on the pedestrian-friendly character of the Scott Road Corridor.

Guidelines:

- a. Wherever possible, locate surface parking out of sight, behind or wrapped by retail or other uses. Surface parking in front of buildings does not contribute to pedestrian-friendly streetscape design.
- b. Areas where surface parking is provided should be broken into smaller lots and well landscaped to soften their visual impact and mitigate stormwater inputs into nearby watercourses.



- c. Encourage all new, higher density developments to accommodate parking in underground garages. Limited surface parking may be appropriate for retail users and residential visitors.
- d. Stacked parking, wrapped by retail or other uses may represent an economical solution for initial phases of redevelopment. When using this approach, care should be taken to ensure there are active edges along all sides of the development base. Proposals with exposed parkades are strongly discouraged.
- e. Ramps to underground parking should be placed perpendicular, not parallel, to streets and provided from rear lanes where possible or other locations rather than primary streets. Parking access directly from Scott Road is discouraged. Provide landscaping, overhead trellises or other devices that can soften the appearance of ramps within the streetscape.
- f. Locate loading zones at street level perpendicular to streets rather than parallel. Where possible, locate them at the rear of buildings. In larger developments internalize them so they are out of sight.
- g. Screen garbage areas from view while maintaining accessibility for pick-up. Wherever possible, garbage areas should be fully enclosed. Locate commercial garbage storage and pick-up areas away from residential uses and provide acoustical barriers where necessary.



CC Community Corridor

As Shown on "Map IIC North Delta Development Permit Areas".

Purpose:

Establishment of objectives for the form and character of commercial, industrial and multiple-family residential development.

Justification:

Both 84th and 72nd Avenues are important links through the community and are undergoing change to accommodate higher density residential land uses. With redevelopment, improvements are needed to the walking environment, and on 84th Avenue, the bicycling facilities as well. As redevelopment occurs, driveway crossings will be reduced in number with access being provided from lanes or side streets. This will result in fewer interruptions in walkways, bicycle lanes as well as travel lanes for vehicles or buses.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines in addition to the following guidelines.

1.0 Streetscape, Pedestrian Paths and Site Landscaping

Objective:

To guide the new character of multiple-family housing along the 84th and 72nd Avenue corridors which, together with streetscape improvements, will create a more pedestrian-friendly and aesthetically pleasing public realm and improvements to facilities for bicyclists on 84th Avenue.

Guidelines:**1.1 Streetscape and Pedestrian Paths**

- a. Design new and reconstructed streets and pedestrian routes to be accessible to all ages and abilities by implementing universal accessibility guidelines. Refer to the most recent Building Access Handbook when designing for universal accessibility.
- b. Provide easily accessible pedestrian connections from multiple-family residential developments to adjacent streets and to public, park and school amenities in the area.
- c. Provide opportunities for rest (i.e., seating) at regular intervals along sidewalks and pedestrian paths.
- d. Use decorative paving (e.g., unit pavers, brick, stone, etc.) to highlight pedestrian routes.
- e. Use low-level, high-quality fencing along 72nd and 84th Avenues including materials such as wrought iron, brick, stone and decorative wood picket fencing, etc. in combination with low landscaping on the street side to distinguish between the public and private realms.
- f. All new development and redevelopment projects should provide high-quality street furniture which may include benches, shelters at bus stops, ornamental light fixtures, bollards, waste receptacles, information kiosks, art works, etc. Design, colour and style should be consistent with the emerging area character and be coordinated within the area.
- g. On the 72nd and 84th Avenues streetscapes incorporate standard sidewalks (e.g., 1.5 m wide), and where possible wider sidewalks (e.g., up to 2.0 m), separated from the curb by a landscaped boulevard planted with street trees with consideration of underground and overhead utilities. Adjust streetscape design as required to preserve and incorporate individual or stands of existing significant trees in good condition. Where underground utilities and/or power poles obstruct this layout, adjust streetscape design to ensure that tree planting is accommodated in an alternate location along the frontage, and sidewalk separation is achieved wherever possible. Incorporate decorative paving on crossings or in smaller areas to highlight upcoming crossings and pedestrian-scale ornamental street lighting.
- h. On 84th Avenue, in addition to the elements listed in (g) above, incorporate marked bicycle lanes next to travel lanes on the road, on-street parking on one or both sides as space permits, and curb bulges where possible and practical.



- i. On 84th Avenue in the Nordel Social Heart follow the ND12 Development Permit Area Guidelines.
 - j. Prioritize pedestrian movement wherever possible and appropriate by incorporating raised sidewalks or other measures that prioritize pedestrian movement in and across lanes, driveways, and in parking areas.
- 1.2 Open Space, Site Design and Landscaping
- a. For complexes containing more than 10 units, provide a space suitable for children's play.
 - b. Design outdoor open spaces taking into consideration the passive and active recreation needs of the residents likely to live in the development.
 - c. Consideration should be given to sun and wind patterns, plant materials and the potential use of water in the design of communal open spaces.
 - d. Consider the dual use of common outdoor areas for parking and recreational or social activities.
 - e. Provide private outdoor patio or porch spaces leading to unit entries. These spaces should be above the elevation of the street by between 0.25 m to 1.0 m to create a sense of privacy. Fencing must be of high-quality including materials such as wrought iron, brick, stone and decorative wood picket fencing, etc. and can be used in combination with low landscaping on the street side. Landscaping or fencing must allow a visual connection to the street and generally be kept to a maximum height of 1.2 m.
 - f. Provide private rear yard or deck areas of adequate size to accommodate an outdoor seating area.
 - g. Private outdoor spaces should be customizable by residents with plant materials, potted plants, window boxes and furnishings.
 - h. Use arbors, trellises and other similar elements to define points of entry, instead of gates. Gated communities are not supported.
 - i. Apply Crime Prevention Through Environmental Design principles in site, building, parking area, walkway and landscape design.
 - j. Preserve and incorporate stands of mature trees into the overall landscape design of the site wherever possible and practical.
 - k. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions.
 - l. Use landscaping to screen utility kiosks, meters and refuse/recycling areas.
 - m. Where possible, provide wildlife habitat and features to attract birds and wildlife in the design of landscaped areas.

2.0 Building Character

Objective:

To encourage development of new housing types which complement North Delta's family character.

To enhance the pedestrian-environment through building design and siting.

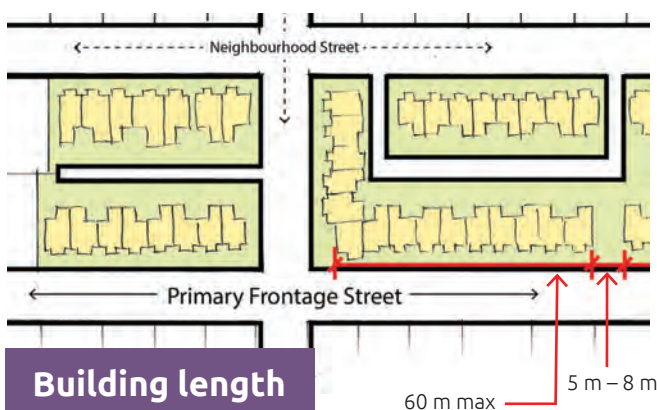
Guidelines:

2.1 Building Siting

- Locate multiple-family buildings to allow for patio or porch spaces and landscaping at unit entries while still maintaining a close relationship with the street. Setbacks from the street should be approximately 5 m to create this condition.
- Each building containing clusters of townhouse units should generally not exceed 60 m in length. When a site is large enough to accommodate multiple buildings along a frontage, buildings should be separated by a significant green space or landscaped area (e.g., 5 m to 8 m wide).
- Site Layout should provide access via lanes or internal roads and allow for future lane or internal road connections to adjacent sites.

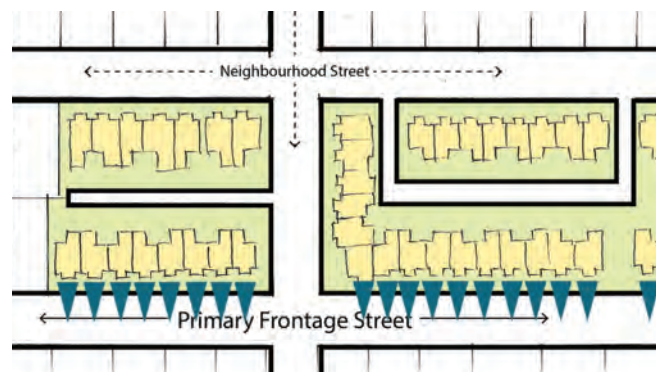
2.2 Building Form

- New buildings should be human-scale and pedestrian-oriented.
- Design the ground floors of buildings to express the individuality of units. This can be done through architectural expression and entrance doors and windows.
- Orient units towards the primary frontage streets as a first priority. Orient units which do not front primary frontage streets to side streets or internal neighbourhood streets.



Building length and separation.

60 m max
5 m - 8 m



Units oriented towards primary frontage street.

- d. Residential entries should be given visual prominence through use of clear address signage, night-time lighting, or the incorporation of landscape elements or other techniques.
- e. Conceal or screen rooftop mechanical equipment in a manner compatible with the architectural character of the building or incorporate it within the building.
- f. Variation between buildings to create interesting pedestrian spaces is encouraged. Consider neighbouring façade treatments when designing new buildings in order to create a varied street wall.
- g. Articulate front façades of buildings along street frontages. This may be achieved through staggered setbacks from the street or through window boxes projecting from the primary façade of the building.
- h. Side yard windows should be located to minimize their impact on the privacy of adjacent buildings.

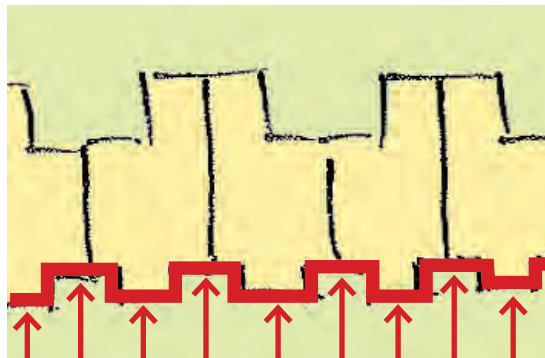
3.0 Parking and Garbage

Objective:

To incorporate vehicle parking in a way which is pedestrian-friendly, accommodates bicycles and screens garbage areas.

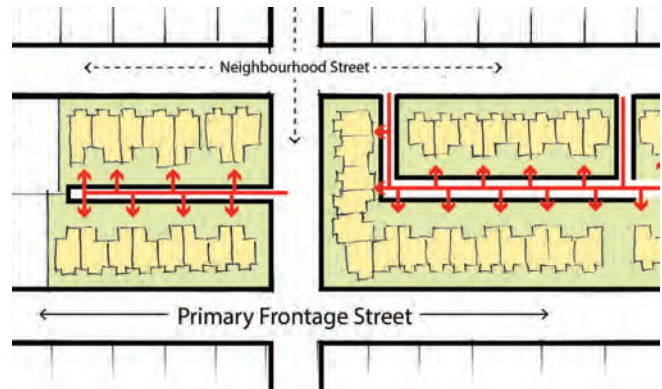
Guidelines:

- 3.1 Underground parking is encouraged for all new developments.
- 3.2 Ramps to underground parking should be placed perpendicular, not parallel, to streets and provided from rear lanes where possible or other locations rather than primary streets. Provide landscaping, overhead trellises or other devices that can soften the appearance of ramps within the streetscape.
- 3.3 Locate off-street parking where it is not visible from primary and neighbourhood streets. A laneway or an internal driveway functioning like a laneway should be used to provide access to parking.



Primary Frontage Street

Staggered setbacks along primary frontage streets



Laneways and internal driveways

- 3.4 Combine accesses to the rear of buildings with neighbouring buildings wherever possible to minimize breaks in the pedestrian-oriented streetscape.
- 3.5 Provide secure bicycle parking for residential units, either through secure storage lockers or included as additional space within a vehicle garage.
- 3.6 Provide bicycle racks for visitors.
- 3.7 Fully enclose garbage and recycling areas to screen them from view on non-pick-up days while maintaining accessibility for pick-up.



SDG Sustainable Design Guidelines

The following guidelines apply to the Scott Road Corridor, Community Corridor and Ladner Village Core Development Permit Areas and the KinVillage Lands in the SD1-A Tsawwassen Neighbourhood Centre and Corridors Development Permit Area.

Purpose:

Establishment of objectives to promote energy conservation, water conservation, and the reduction of greenhouse gas emissions.

Justification:

Delta has community-wide sustainability objectives and policies to ensure new development and redevelopment is undertaken in an environmentally sustainable way. The following guidelines are intended to encourage new development and redevelopment to incorporate sustainability features in keeping with Delta's sustainability objectives and policies.

Objective:

To maximize sustainable design opportunities.



Guidelines:**1.0 Rainwater Management**

- a. Incorporate sustainable rainwater management practices and technologies where possible and practical. Manage rainwater on site with pervious surfaces for infiltration, green roofs and walls, natural landscaping, rainwater storage devices and other techniques wherever possible.
- b. Use rainwater for irrigation wherever possible and practical.

1.1 Transportation

- a. Incorporate facilities to support bicycling including bicycle racks and secure storage.
- b. Consider incorporating sustainable transportation features such as electric car plug-in stations and parking for ride-share vehicles or high-efficiency vehicles.

1.2 Building Materials

- a. Use salvaged, refurbished or reused construction materials, materials with recycled content and 'environmentally friendly' construction materials wherever possible and practical.

1.3 Energy Efficiency

- a. New development should incorporate new technologies which help to reduce community-wide greenhouse gas emissions.
- b. Use high performance building materials, natural systems for heating, lighting and ventilation, and alternative energy sources, wherever possible and practical.
- c. Use hydronic heating systems, energy efficient lighting, mechanical systems, plumbing fixtures and appliances. The use of inefficient energy sources such as electric baseboard heating is discouraged.

1.4 Waste Reduction

- a. Provide recycling and waste separation facilities, including for organic waste.

1.5 Heritage

- a. Retain and adapt heritage buildings for reuse.

SPEA Development Permit Area for Streamside Protection and Enhancement

Category: "a" (Protection of the natural environment)

Area: Development Permit Area SPEA

Applies to all land within The Corporation of Delta that are partly or entirely located within 30 meters from the top of bank of a "stream" as defined in accordance with Schedule SPEA-2 of these Development Permit Area Guidelines and Requirements.

Justification:

The purpose of designating a Streamside Protection and Enhancement Development Permit Area (SPEA) is to preserve, protect, restore and enhance fish and wildlife, and their habitats, in and along streams. Stream systems that flow through the urban and rural portions of the municipality serve a productive habitat role for both aquatic and land-based wildlife species. However, encroachment by development or the alteration of lands adjacent to streams can cause the deterioration of these systems. Therefore, the primary function of the SPEA Development Permit Area is to ensure that decision makers can secure the necessary information and establish conditions for development or land alteration so that fisheries and wildlife resources located in streamside areas are protected and development impacts mitigated.

Definitions:

Terms used in relation to SPEA are defined in Schedule SPEA-2 of these Development Permit Guidelines and Requirements.

Application:

Development Permit Area SPEA applies to all lands within The Corporation of Delta that are partly or entirely located within 30 meters from the top of bank of a "stream". For the purpose of this Development Permit Area, a "stream" is a watercourse or source of water supply, whether usually containing water or not, and includes ponds, lakes, rivers, creeks, brooks and ditches. Springs and wetlands are also included in the definition of a "stream" if they are integral to its functions and provide fish habitat. Streams to which the SPEA Development Permit Area applies include, but are not limited to, those shown on Delta's in-house watercourse and drainage maps, as amended from time to time.

Development Permits are required for all forms of "development" occurring within the SPEA Development Permit Area, except for those forms of development exempted under Section 2 of the Development Permit Area Guidelines and Requirements. For the purpose of this Development Permit Area, "Development" shall have the meaning defined in Schedule SPEA-2 of these Development Permit Area Guidelines and Requirements.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. The distance that the development will be setback from the stream is equivalent to the width of the "Streamside Protection and Enhancement Area" as determined according to Schedule SPEA-1 of these Development Permit Areas and Guidelines.
2. To determine the appropriate setback distance, applicants will be required to confirm, through survey, the top of the stream bank in relation to the property lines and existing and proposed development. Additionally, it is the responsibility of the applicant to provide information regarding the stream, fish presence, streamside vegetation and other ecosystem conditions in the form of a report prepared by a qualified professional and to a standard of quality that is acceptable to The Corporation of Delta. The report shall outline all significant aquatic and terrestrial environmental features in relation to the site and proposed development, including significant features in relation to the stream and watercourse, as applicable. The report shall describe which design alternatives and mitigation options have been considered, and recommend natural site enhancements or other measures to mitigate and/or compensate for the impacts of the development as per Guidelines 3 through 9.
3. All existing tree cover should be preserved on the entire property except in areas proposed for buildings, structures and site accesses, all of which should be designed to minimize site coverage.

4. Planting of vegetation within the stream setback area should be provided to ensure that fish habitat are protected, restored and enhanced, and drainage and erosion impacts are mitigated. Federal and Provincial planting criteria and recommended species should be followed. The planting of vegetation native to the region is preferred over the planting of non-native vegetation, particularly species of an invasive nature. Prior to the planting of vegetation, a Vegetation Planting and Management Plan must be prepared to a professional standard and submitted for approval by The Director of Community Planning and Development.
5. Fencing or other such works will be provided by the applicant to preserve and protect natural watercourses, newly planted areas, or other specified natural features.
6. Where a net benefit for fish habitat can be demonstrated, The Corporation of Delta may consider proposals from applicants to enhance fish habitat, including in-stream works or the creation of wetland areas, as part of alternative design options for development projects. Such projects will be subject to approval from applicable Federal and Provincial government authorities.
7. Alteration of the natural drainage of the site and adjacent properties should be minimized. Applicants should provide an assessment, prepared by a qualified professional, of the predicted changes to site drainage and propose measures to manage drainage impacts. Before a Development Permit is issued, The Corporation of Delta's Engineering Department will be required to review and approve the drainage measures.
8. Any development occurring within close proximity to a stream increases the risk of sediment, erosion and runoff. Therefore, applicants proposing to develop within this Development Permit Area shall provide a proposal, prepared by a qualified professional, for the management of sediment during construction. This sediment management proposal shall be subject to review and approval by The Corporation of Delta prior to commencement of any development, and must show how the stream and any associated drainages will be protected from sediment, erosion and runoff impacts that may result from construction or land clearing activities.
9. Dedication of the natural watercourse may be a requirement of the Development Permit, in accordance with the provisions of Section 920 (7) (c) of the *Local Government Act*. In addition, The Corporation of Delta encourages applicants to consider registering a restrictive covenant on the title of their lands to further protect all or a portion of the streamside protection and enhancement area. The covenant, which should be registered prior to any development, should ensure that the streamside protection and enhancement area remains in as natural a state as possible with no or limited encumbrances. The covenant should be registered in favour of The Corporation of Delta, other public agencies, including the Province, or a non-governmental organization such as a private land trust committed to the management of watercourses and streamside areas. Dedication of such land is not required but may be considered by the applicant as an alternative to a restrictive covenant.

10. Adequate financial security, as determined by The Corporation of Delta, should be provided prior to the onset of any development, as defined by this Development Permit Area. Prior to any development occurring, a cost estimate of the proposed enhancement work prepared by a qualified professional must be submitted to The Corporation of Delta. The value of the financial security should be equal to the amount plus inflation that would be required to pay for re-vegetating and protecting (e.g., through fencing) the riparian area if it is damaged as a consequence of a contravention of a condition contained in the Development Permit.
11. Notwithstanding any of the above guidelines, The Corporation of Delta may, as part of the Development Permit, allow “development” within the Streamside Protection and Enhancement Area defined in Schedule SPEA-1 of these Development Permit Area Guidelines and Requirements where it can be demonstrated in a less than desirable existing situation that a “net positive improvement” for fish habitat will result, or, in a more desirable existing situation that “no net loss” will result, subject to Provincial and or Federal agency review and comment.
12. Notwithstanding Section 911 of the *Local Government Act*, if an existing legally constructed building within a streamside protection and enhancement area is damaged or destroyed, to the extent of 75% or more of its value above the foundation, it will be considered for a variance to permit reconstruction on its existing foundation where it can be demonstrated that the reconstruction would result in no impacts to fish and fish habitat.

Conflicting Guidelines:

If any of the Development Permit Guidelines for SPEA conflict with a guideline associated with another Development Permit Area, the more stringent guideline shall apply except that guidelines addressing public safety will take precedent.

Schedules

Schedule SPEA-1

Determination of Width of Streamside Protection and Enhancement Areas*

Existing or potential streamside vegetation conditions	Width of Streamside Protection and Enhancement Area (measured perpendicular to the top of stream bank or top of ravine bank)		
	Fish bearing Stream	Non-Fish bearing Stream	
		Permanent	Non Permanent
Continuous areas \geq 30 m or discontinuous but occasionally > 30 m to 50 m	At least 30 m		At least 15 m
Narrow but continuous areas = 15 m or discontinuous but occasionally > 15 m to 30 m	Greater of: existing width or potential width or 15 m	15 m	
Very narrow but continuous areas up to 5 m or discontinuous but occasionally > 5 m to 15 m		At least 5 and up to 15 m	
Exception for wide ravines			
Stream within ravine that is > 60 m in total width from top of ravine bank to top of ravine bank, not including the stream channel within its active floodplain boundaries	At least 10 m		

* See Schedule SPEA-2 for definitions.

Schedule SPEA-2

Definitions

“Agricultural use” means a “farm operation” or “normal farm practice” as defined in and protected by the *Farm Practices Protection (Right to Farm) Act*.

“Development” means any activity referred to in Section 920 (1) of the *Local Government Act* and includes alteration or development of land for residential, commercial, industrial, institutional, service, or utility uses or activities, or ancillary uses or activities, to the extent that these uses or activities are subject to local government powers under Part 26 of the *Local Government Act*. Examples of activities that will require a Development Permit are:

- » removal, alteration, disruption or destruction of vegetation;
- » removal, deposit or disturbance of soils, as defined in The Corporation of Delta’s Soil Deposit and Removal Bylaw;
- » construction or erection of buildings and structures as defined by Delta’s Building and Plumbing Bylaw;
- » creation of non-structural impervious or semi-impervious surfaces;
- » flood protection works;
- » construction of roads, trails, docks, wharves and bridges;
- » provision and maintenance of sewer and water services;
- » development of drainage systems;
- » development of utility corridors; and
- » subdivision, as defined in the *Local Government Act*.

“Existing vegetation” means native and non-native vegetation.

“Fish” means all life stages of salmonids, game fish, and regionally significant fish as defined by Federal or Provincial agencies.

“Fish bearing stream” means a stream in which fish are present or potentially present if introduced barriers or obstructions are either removed or made passable for fish.

“Non fish bearing stream” means a stream that: (a) is not inhabited by fish; and (b) provides water, food and nutrients to a downstream fish bearing stream or other water body.

“Non permanent stream” means a stream that typically contains surface waters or flows for periods less than six months in duration.

“Permanent stream” means a stream that typically contains continuous surface waters or flows for a period more than six months in duration.

“Potential vegetation” is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally, and is considered to not exist on that part of an area covered by a permanent structure.

“Qualified Professional” means an engineer, applied scientist or technologist of an appropriate discipline who is registered and in good standing with a professional organization relating to that discipline and who is acting under the association’s code of ethics.

“Ravine” means a narrow, steep sided valley that is commonly eroded by running water and with slope grades greater than 3:1.

“Stream” includes a watercourse or source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch and a spring or wetland that is integral to a stream and provides fish habitat.

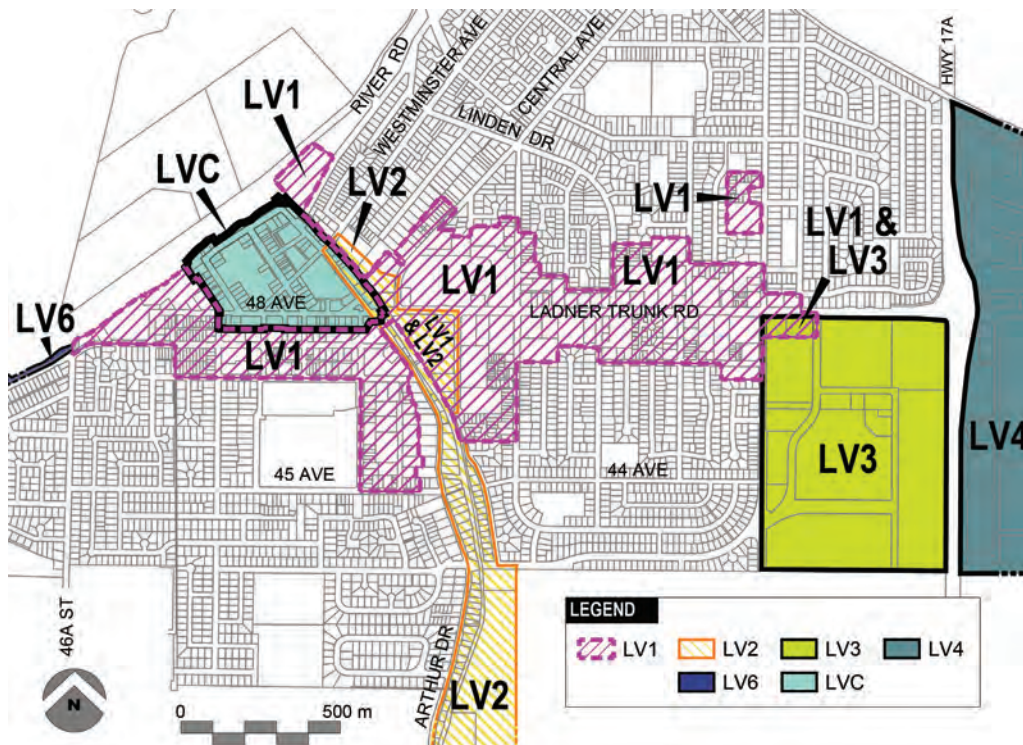
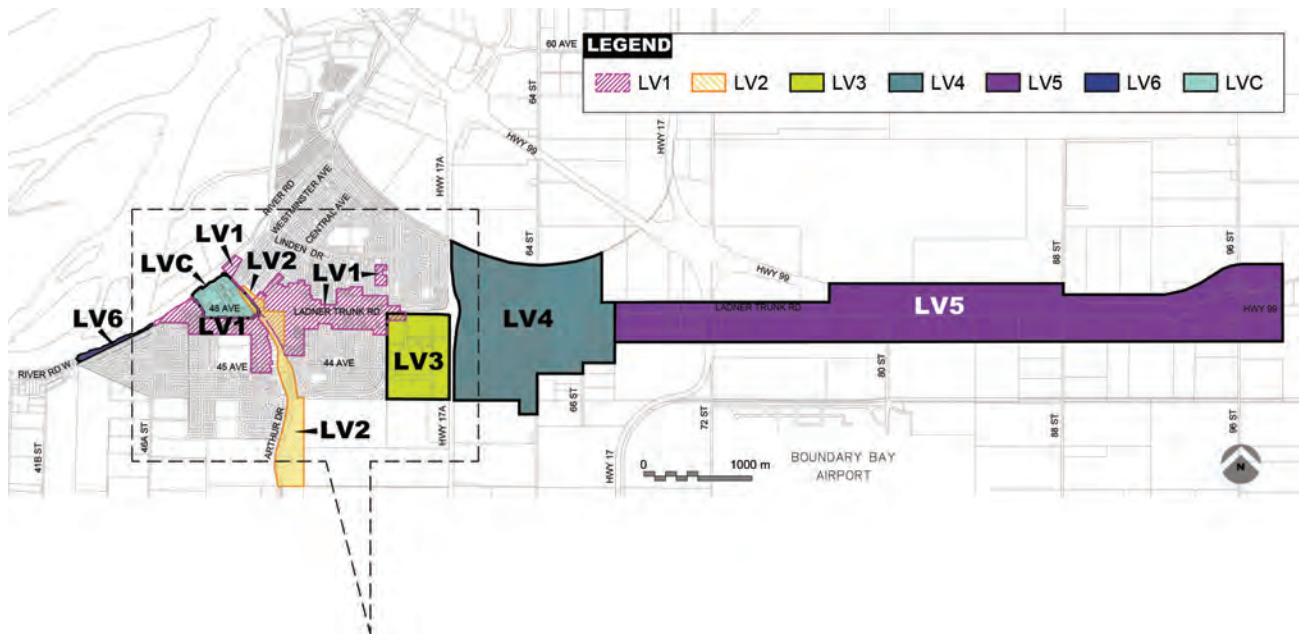
“Streamside protection and enhancement area” means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the stream, the width of which is determined according to Schedule SPEA-1.

“Top of stream bank” means: (a) the point closest to the boundary of the active floodplain of a stream where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break; and (b) for a floodplain area not contained in a ravine, the edge of the active floodplain of a stream where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge.

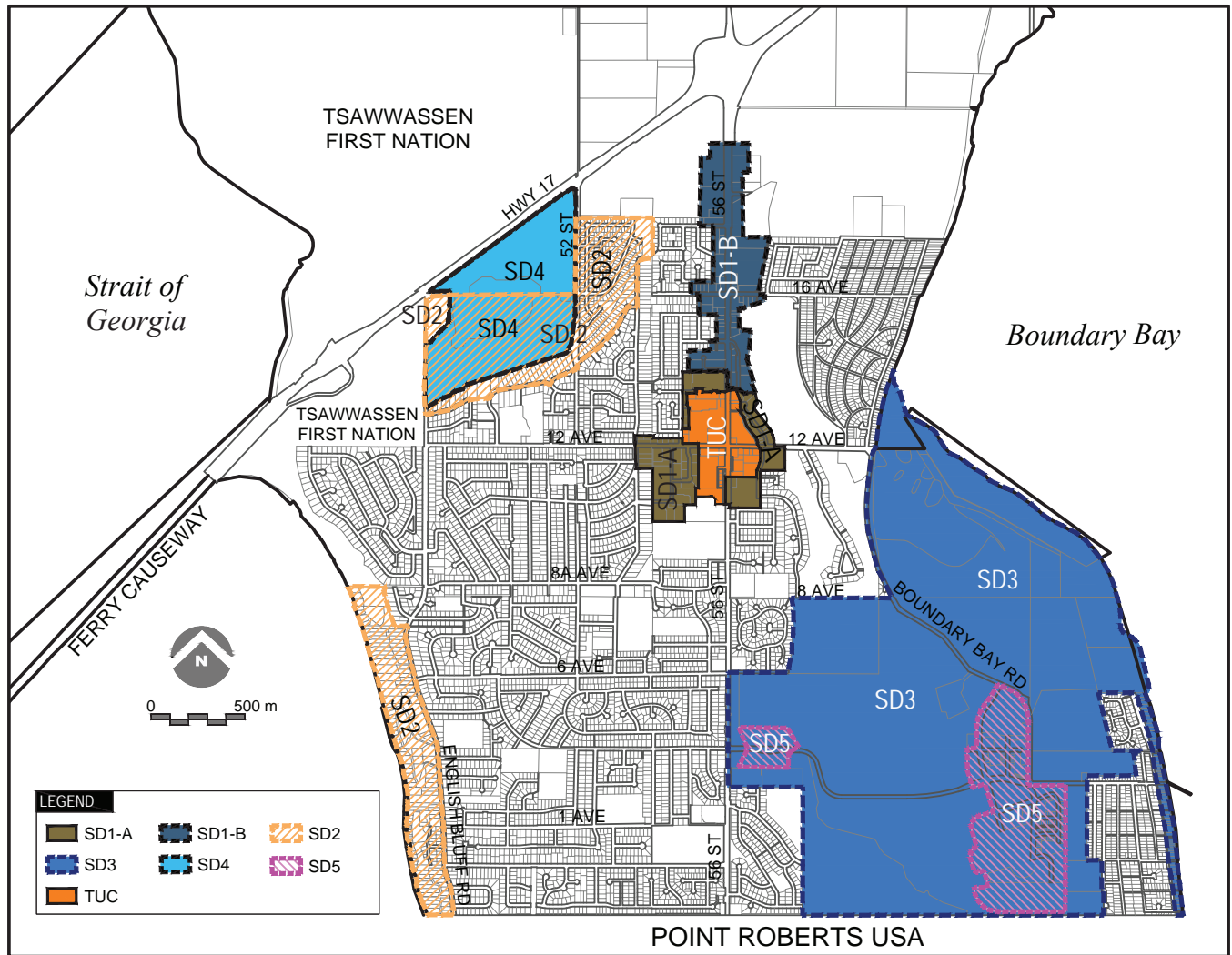
“Top of ravine bank” means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed.”

Development Permit Guideline Maps

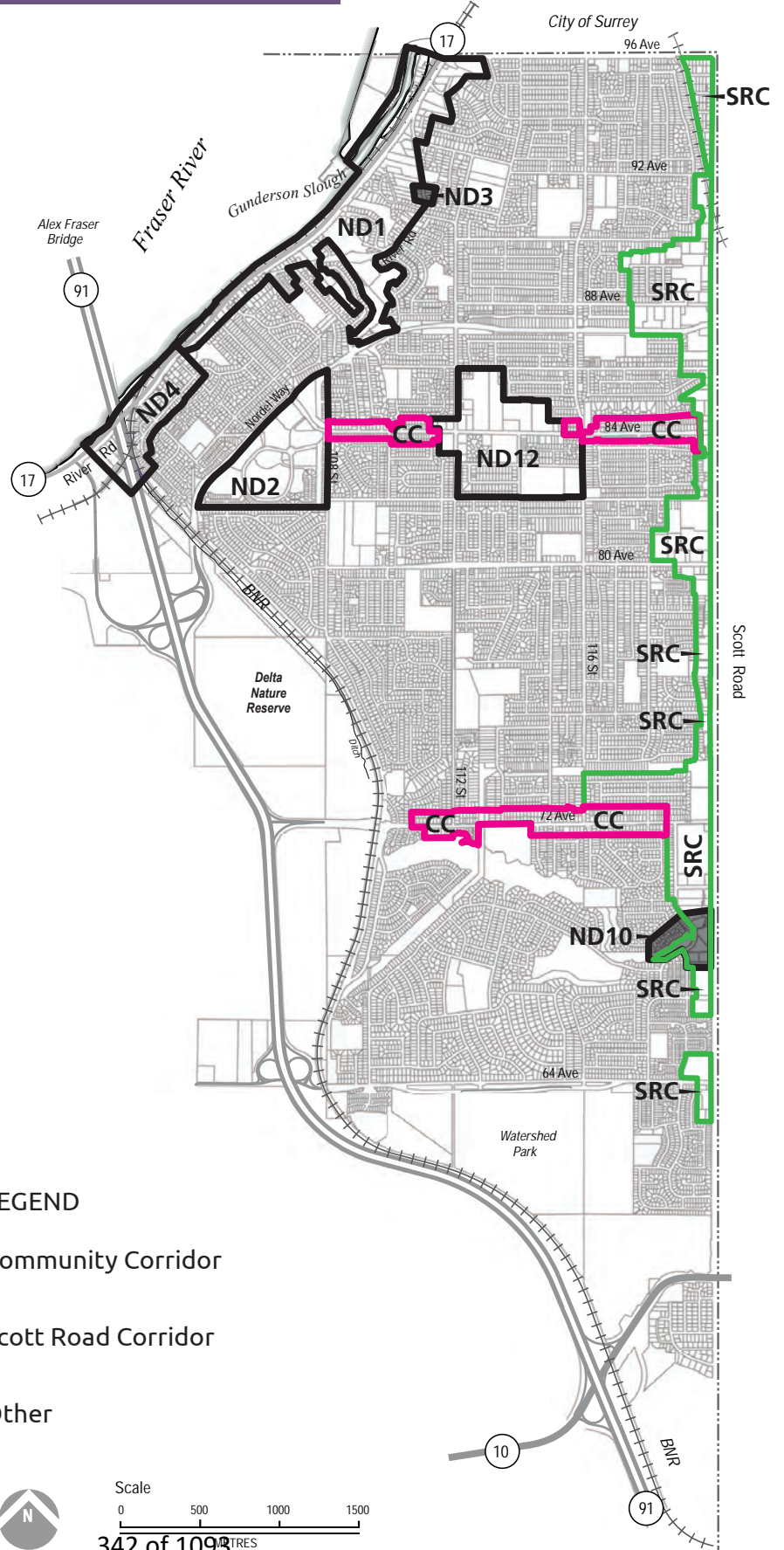
Map IIA Ladner Development Permit Areas



Map IIB Tsawwassen Development Permit Areas

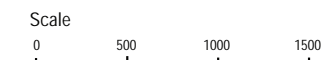


Map IIC North Delta Development Permit Areas

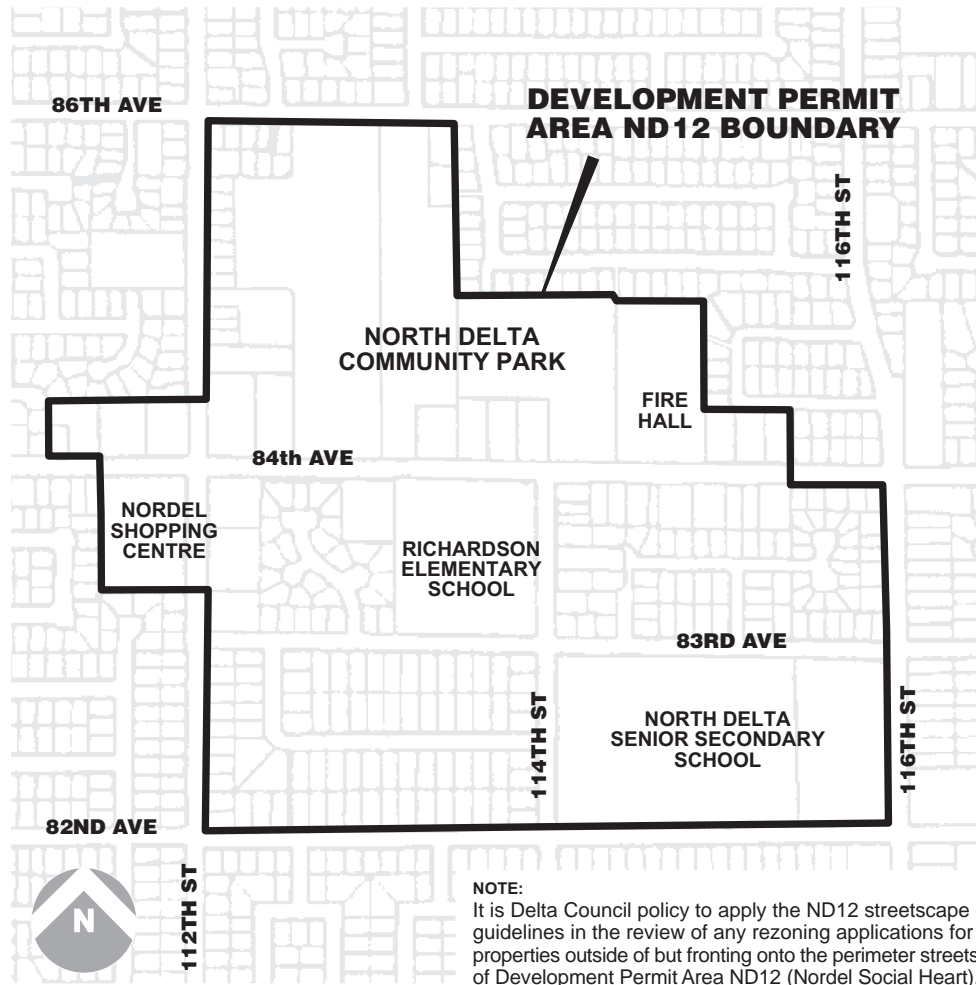


LEGEND

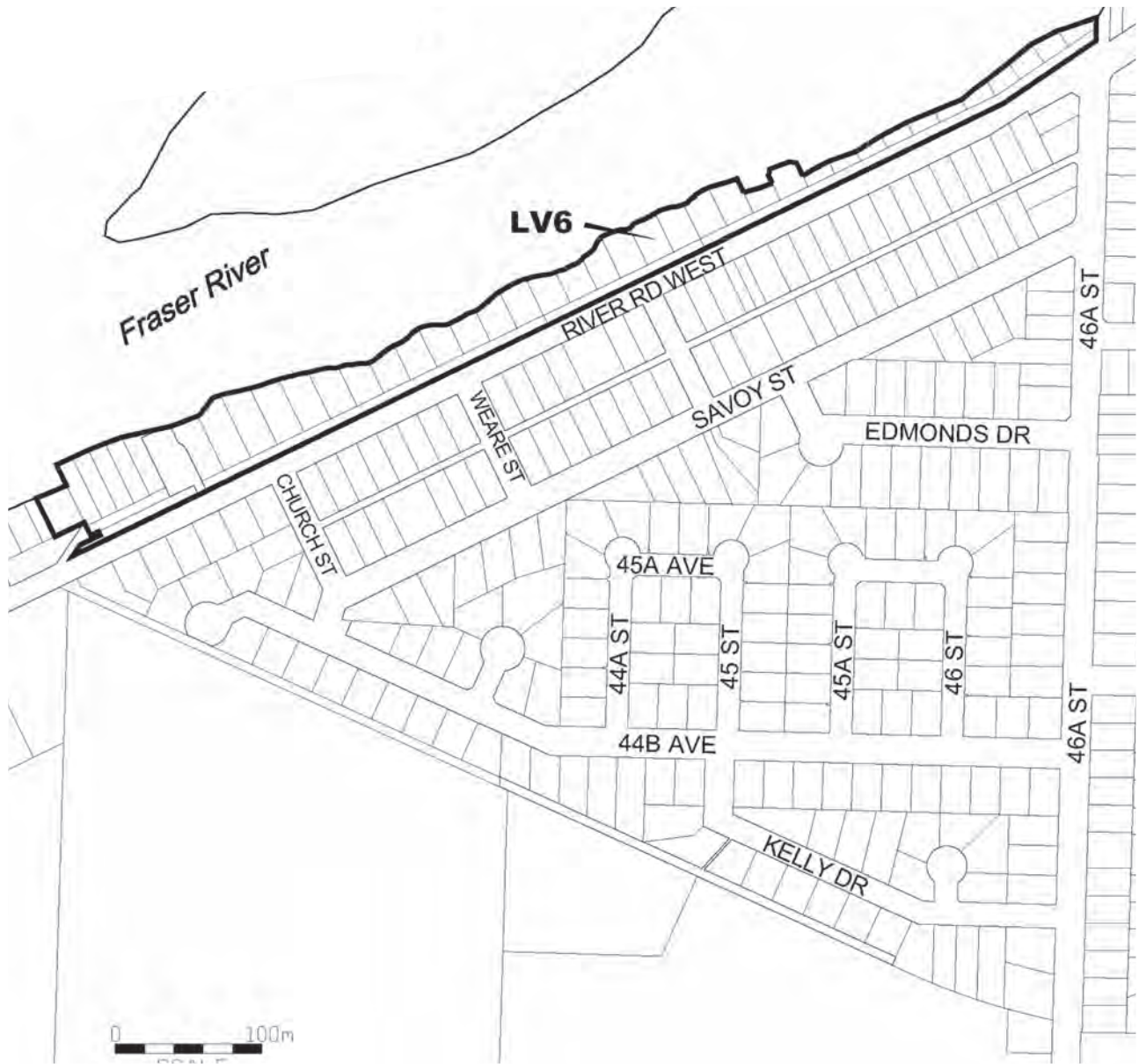
- Community Corridor
- Scott Road Corridor
- Other



Map IIC(i) Nordel Social Heart Development Permit Area



Map IID Riverside Development Permit Area



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Appendix C: Heritage Conservation Areas

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Heritage Conservation Areas

Part A. General Provisions

1. The areas outlined and marked LHCA 1 on "Map IIE Ladner Heritage Conservation Area 1" and LHCA 2 on "Map IIF Ladner Heritage Conservation Area 2" are hereby designated as Heritage Conservation Areas (HCA). Each HCA includes the justification, objectives and guidelines.
2. Within any area designated as a HCA, a Heritage Alteration Permit is required before:
 - a. Land may be subdivided,
 - b. Commencement of the construction of or addition to a building or structure,
 - c. A building or structure may be altered or demolished,
 - d. Land or a protected heritage property feature may be altered.
 - i. Notwithstanding Section 2 above, a Heritage Alteration Permit shall not be required for LHCA 1 if the development relates only to:
 - f. Alteration of, demolition of or addition to a building or structure built between January 1, 1950 and December 31, 1955 that is not identified in the community heritage register. It shall be the applicant's responsibility to provide documentation of the date the building or structure was built.
 - g. Repair of existing exterior materials on single family dwellings provided similar materials are used.
 - h. Interior renovations to existing single family dwellings, excluding windows.
 - i. Notwithstanding Section 2 above, a Heritage Alteration Permit shall not be required for LHCA 2 – Arthur Drive if the development relates only to:
 - a. Repair of existing exterior materials on single family dwellings provided similar materials are used;
 - b. Interior renovations to existing single family dwellings, excluding windows; and
 - c. Structures that do not require a building permit.
 - e. Alteration of, demolition of, or addition to a building or structure built between December 31, 1955 and the date of adoption of the bylaw creating the heritage conservation area in which the building or structure is located. It shall be the applicant's responsibility to provide documentation of the date the building or structure was built.

3. A restrictive covenant will be required under Section 219 of the *Land Title Act* acknowledging the conditions established in the Heritage Alteration Permit.
4. A Heritage Alteration Permit shall lapse and cease to be of any force or effect if the work requested or authorized by the Heritage Alteration Permit is not completed within two years from its date of issuance. Council, may by resolution, extend the Heritage Alteration Permit for one period of two years. After a Heritage Alteration Permit, including a Heritage Alteration Permit which was extended by Council lapses, Section A2 above shall apply, as if the Heritage Alteration Permit had never been issued.

Part B. Guidelines, Objectives and Justification

Ladner Heritage Conservation Area 1 (LHCA 1)

The area identified as LHCA 1 on "Map IIE Ladner Heritage Conservation Area 1" is hereby designated as a heritage conservation area.

Justification

Brothers Thomas and William Ladner were the first settlers in the area known as Ladner. In 1888, the first townsite subdivision plan was established. By 1890, the town centre extended as far south as 48th Avenue and east to Ladner Trunk Road. By 1912, lots were subdivided within the townsite area bounded north south from Chisholm Street to 47th Avenue and east west from Savoy Street to Arthur Drive.

The first ring of development in the Ladner town centre took place north of the lane behind 48th Avenue. Further development occurred south of the lane after 1888.

Ladner, as a village, first served as a commercial service area to the adjacent farming and fishing industries and was isolated from the larger communities of Vancouver and New Westminster. Early maps dating from 1912, 1914 and 1924 show the early subdivision, road development and land ownership patterns. Four of the buildings within LHCA1 shown on the 1924 map are still standing.

As transportation linkages improved, Ladner changed from a small village to an attractive residential community. As the community continues to grow and develop, the buildings and structures that represented a way of life are under redevelopment pressure. Many of the neighbourhoods near the commercial core have been redeveloped into office and other commercial enterprises and multiple-family residential areas to meet the demand for suburban development.

The area bounded by 48B Street, 48th Avenue, 47A Avenue and the drainage right-of-way have a distinctive quality and appearance reflective of the past. Elements that contribute to this are architectural styles, building features and landscaping elements found within this area. As redevelopment continues, these architectural styles, building features and landscaping elements could be lost.

Many of the homes in this area were built between 1900 and 1924 and have an architectural style characteristic of that time period. The bungalow style, four square farmhouse style, craftsman style and classical revival styles are examples of the architectural styles found in this area which should be preserved.

On some buildings, original features such as exterior materials, glazing, window frames, front entry door, chimneys, porch or veranda elements, eave or soffit brackets, decorations, and landscaping remain. On other buildings, the original exterior features have been covered by more modern finishing material. These modern exterior finishes could be removed and the original exterior elements could be revealed and restored.

Some buildings and structures constructed later also have significant architectural styles which contribute to the area's overall heritage character. These architectural styles include late craftsman or shingle and bungalow styles.

Other parcels within this area are vacant or have dwelling units with little or no significant heritage value at present. However, because of their proximity to heritage significant buildings, or the original uses of the property, a heritage character should be reintroduced in new buildings and structures, or the heritage character of the existing buildings enhanced, thereby contributing to the heritage value of the entire area.

The existing landscaping contributes to the area's distinctive quality and appearance. Examples of significant and highly visible trees include Horse Chestnut, Japanese Maple, Yews, Monkey Puzzle, Apple, Cherry, Hazelnut, Cedar, Fir, Maple, and Rose of Sharon (hardy hibiscus). Other trees within the area, which contribute to the heritage appearance are Apple, Cherry, Golden Chain (laburnum), Hollies, Lilac, Deodar Cedar, Pear, Cedar of Lebanon, Pine, Western Red Cedar, and Arborvitae. Of importance is the size, location and overall visual appearance of the landscaping in the area.

The existing buildings, structures, and landscaping in this area contribute to Ladner's appearance, unique identity and heritage character. As Ladner continues to grow and change, the heritage character buildings, structures and landscaping could be lost. The application of the following guidelines should reinforce and enhance Ladner's heritage qualities and allow Ladner to develop in a heritage sympathetic manner.

Objectives

The objectives of this heritage conservation area are to preserve and enhance the existing heritage features, restore heritage buildings or structures and develop a heritage character when additions to or alterations of existing buildings or structures and new buildings or structures are being planned or constructed.

Guidelines:

The following guidelines illustrate the general approach to be taken.

1. Existing buildings are to remain at their current location on site, except where relocation is necessary to accommodate additional permitted structures or accessory buildings, but the front setback shall be a minimum of 6.5 metres.
2. Side setbacks for the principal building or structure or accessory building or structure shall be a minimum of 1.5 metres for dwellings and 1.0 metre for freestanding garages, except for existing buildings or structures which may remain in their original location. New additions to existing buildings or structures must have a minimum side setback of 1.5 metres.

Rear setbacks for principal and accessory buildings or structures shall be a minimum of 3.0 metres from the rear property line, except for existing buildings or structures which may remain in their original location. New additions to existing buildings and structures must have a minimum rear setback of 3.0 metres. Notwithstanding the foregoing, where a lane exists or is developed along the rear property line, the rear setback for principal and accessory buildings or structures and new additions to existing buildings may be reduced to 1.5 metres from the rear property line.

3. The maximum building height for the principal building or structure and accessory buildings is 2.5 storeys.
4. The architectural style of an addition or alteration to an existing building or structure or a new accessory building or structure must be consistent with the style of the existing building or structure. The architectural style of a new principal building or structure must be consistent with a heritage style within LHCA 1. On renovated buildings, original materials, if present, should be preserved, restored and incorporated into the exterior finish of the building. If the original materials are not present or cannot be used, the exterior materials used within the renovation should have the same appearance and material type as the original materials.
5. Architectural elements for building additions or alterations, new principal buildings, garages and accessory buildings or structures should include:
 - a. elevated, covered front porches or verandas,
 - b. medium to steep pitched roofs (4/12 - 12/12) with the exception of porches, dormers, shed roofs, and bellcast eaves,

- c. wide roof overhangs,
- d. sawn cedar shingle roofs,
- e. standard size clay brick or stone chimneys in heritage configurations,
- f. wood cladding, siding, shingles and decorative panels,
- g. wood guards, stair rails and exterior finishing details,
- h. wood or vinyl windows in heritage configurations.

Heritage configuration means a configuration or style consistent with the design of the rest of the building or structure.

6. Garages are to be located in the rear yard. New garages must be separated from the existing structure by at least 2.0 metres. New garages may be incorporated into a new principal building or structure.
7. Existing significant trees and shrubs should be retained and protected. Native species are to be used as much as possible in new landscaping schemes. New landscape schemes, should be similar in appearance to existing mature landscaping on developed heritage lots within LHCA 1.
8. A covenant will be required under Section 219 of the *Land Title Act* acknowledging that the land may be subject to flooding caused by the overflow from any river, ditch or other body of water and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

Map IIE Ladner Heritage Conservation Area 1



Ladner Heritage Conservation Area 2 (LHCA 2 – Arthur Drive)

The area identified as LHCA 2 – Arthur Drive on "Map IIF Ladner Heritage Conservation Area 2" is designated as a heritage conservation area.

Justification

Chilukthan Slough, which drains into Ladner Harbour and then the Fraser River, provided the first means of access for the early settlers to reach the inland areas. The Slough, which parallels Arthur Drive, accommodated barges used to carry supplies from Ladner to the inland farms and crops from the farms to the Fraser River.

Arthur Drive was constructed in the 1880's and took over the role the Slough had provided for transportation.

"On Arthur Drive, more than anywhere else, some houses were consciously built in a particular architectural style, since this was the place to live in Ladner in the decade from 1915 to 1925." (Source: Gwen Szychter, *Beyond Ladner's Landing*, p.12). Some of the earliest houses were constructed in 1880, and as many as 16 identified heritage buildings remain on Arthur Drive.

The residential area on either side of Arthur Drive has a distinctive quality and appearance reflective of the past. Distinctive elements include:

- » Single detached homes of varying sizes and heights;
- » Winding alignment of Arthur Drive;
- » Chilukthan Slough (historically used for transportation);
- » Historic buildings and structures with diverse architectural styles;
- » Variety of lot sizes and configuration;
- » Large front and side yard setbacks; and
- » Mature landscaping and trees.

Objectives

The objectives of the LHCA 2 are to preserve and enhance the distinctive character elements of Arthur Drive, restore heritage buildings, and develop a heritage character when alterations of existing buildings and new buildings are being planned or constructed. Improvements to the streetscape of Arthur Drive and providing public access to Chilukthan Slough are also considered important in the enhancement of Arthur Drive.

Guidelines

1.0 Subdivision

The preservation of open space and significant trees between buildings on the larger sites is vital to maintaining the character along Arthur Drive. It is important to avoid a transformation of the street into uniform, homogenous lot widths.

- 1.1 The subdivision of existing properties that are within the LHCA 2 boundary is discouraged in order to maintain a variety of lot widths and lot sizes. Properties that straddle the LHCA 2 boundary may be permitted to subdivide the portion of land that is not within the LHCA 2.



2.0 Additional Dwelling Units

- 2.1 For properties that meet the zoning requirements to construct additional dwelling units, they are subject to the following conditions:
- the entrance to the additional dwelling units should be signaled from the street by visible structures such as arbors, gates, and address plates;
 - garages and on-site parking for more than one car should be located to the rear of the front setback line; and
 - a shared driveway system should be provided to limit access to Arthur Drive to one driveway.



3.0 Setbacks

The variety of front yard setbacks is part of Arthur Drive’s appeal and distinctive character. Setbacks are also intended to be generous enough to preserve significant existing vegetation and retain a generous separation between principal buildings and the street on the larger lots consistent with the character of the area. Setbacks can also be used to preserve the integrity of heritage building facades and encourage articulation for new building facades.

- 3.1 For properties that do not back onto Chilukthan Slough, the minimum front setback for replacement homes should be the same as the front setback of the existing home on site.
- 3.2 Alterations should not project into the front yard setback and if they project into the side yard setback they should be set back from the outermost front elevation.
- 3.3 New buildings or alterations may be sited in the rear yard area provided they are equal or lower in height than the principal building.



4.0 Building Design

The form and character of new buildings and alterations should aim to complement the neighbourhood character and streetscape using appropriate building design and use of materials. This applies to both heritage and non-heritage buildings. It is recognized that not all heritage buildings are able to be consistent with the following guidelines. Additional guidelines pertaining to heritage buildings can be found in Section 7 – Heritage Properties.

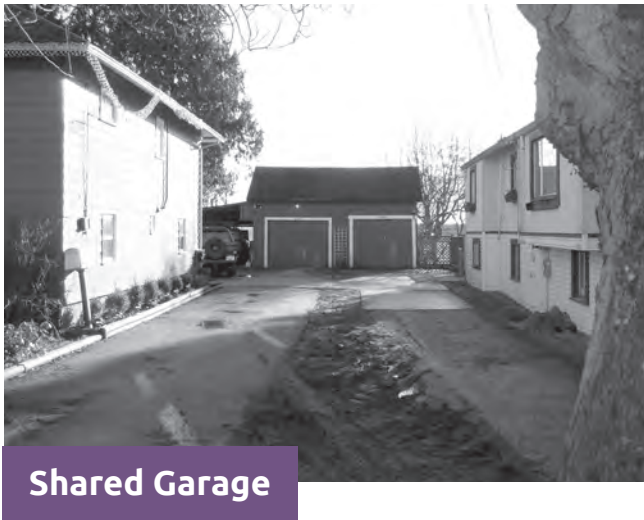
- 4.1 An alteration to an existing building or a new accessory building should be consistent with the style of the existing building.
- 4.2 New buildings should be consistent with the scale of the neighbourhood and not visually dominate adjacent smaller buildings.
- 4.3 Front elevations should be broken up with the use of projections or recessions (e.g., bay windows or porches).
- 4.4 Blank walls should be avoided. Walls can be broken up with windows, doors, setbacks, etc. Taller wall elements should incorporate openings and setbacks, or use of materials to add variation.
- 4.5 At least one principal entrance should be provided which is clearly visible from the street.
- 4.6 The height of the front entranceway should not be more than one storey. The height of stairs would not be included if part of the entranceway feature, but the porch should not be higher than 10 feet (3 metres).
- 4.7 Garages should be designed to fit in with the design of the principal building, be lower in scale, and enhance the streetscape. Attached garages should be recessed from the front building elevation.
- 4.8 Use a mix of building materials and colours that is complementary to buildings along Arthur Drive for new buildings or alterations. Roof colours should complement the principal building.
- 4.9 Use simple rooflines incorporating gables or dormers for variation. Match established patterns of roof profiles and height.
- 4.10 A variety of window styles should be used that complement the architecture of the building and of other buildings along Arthur Drive.



Homes along Arthur Drive

5.0 Driveways & Parking

- 5.1 In order to limit the number of vehicle access points on Arthur Drive, shared sidewalk crossings leading to separate driveways are encouraged wherever significant existing trees, hedges, or shrubs are not affected.
- 5.2 Locate garages and on-site parking for more than one car to the rear of the front setback line.



Shared Garage

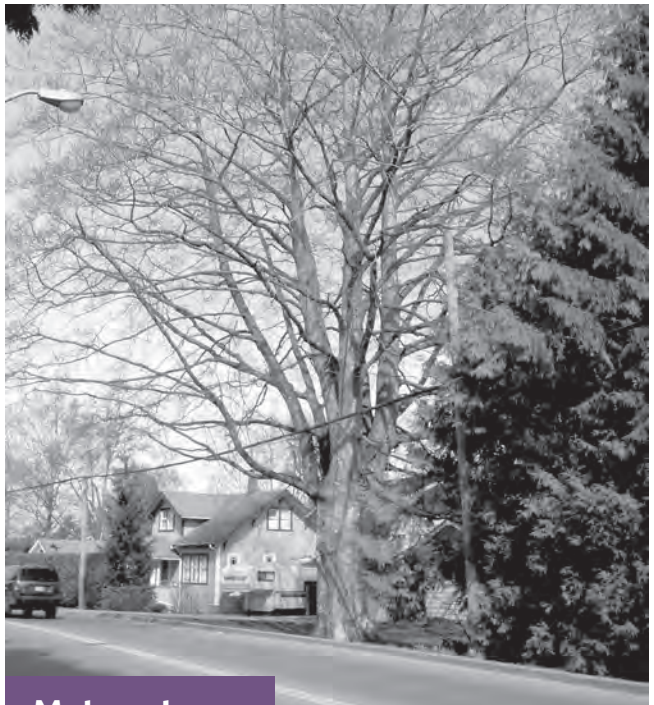
6.0 Landscaping & Fencing

Well established landscaping and mature trees in yards fronting the winding street strongly contribute to the appeal of Arthur Drive. Large areas of landscaping and open lawns around residences on small and large properties contribute to a sense of continuity along the street.

The following guidelines for landscaping and fencing on private property are to improve pedestrian comfort and retain and enhance the unique heritage character along Arthur Drive.



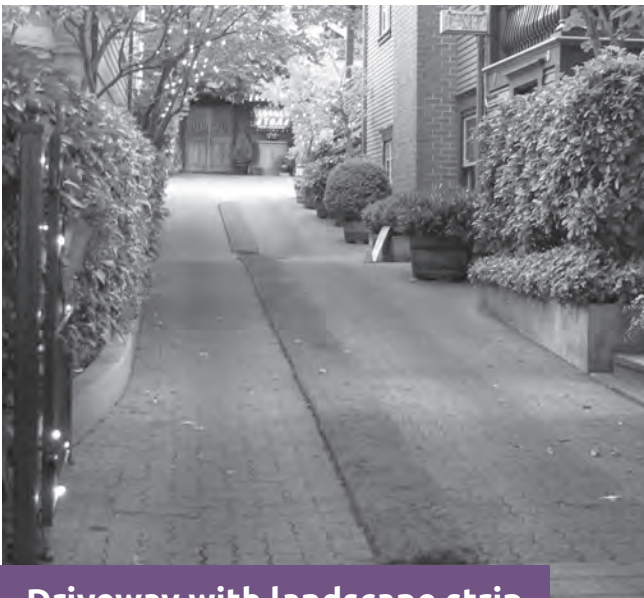
Open lawn areas and low fences



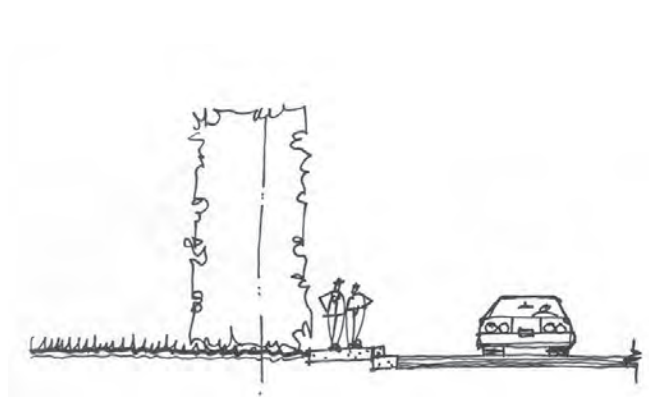
Mature trees

- 6.1 Retain and protect existing trees as much as possible. A landscape plan should be submitted for any significant landscape alterations.
- 6.2 Plant a combination of large and small trees, and shrubs as well as lawns to reinforce the diverse residential landscape of the area. Use native species as well as exotics consistent with existing trees.
- 6.3 Minimize the amount of paved surfaces for driveways, parking, pathways and patios in front yards.

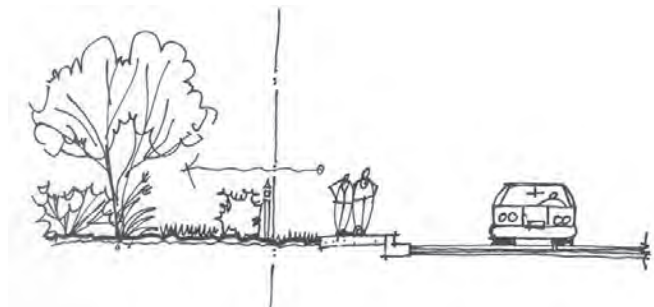
- 6.4 When there is an opportunity, overgrown hedges on front property lines should be replaced with lower scale hedges or gardens planted further from the sidewalk and road in combination with low scale fences to create a layered landscape which provides privacy for front and side yards while allowing filtered views from the street. Consideration will be made for fences made from wrought iron, stone, brick and wood. New and existing landscaping should not encroach onto public rights-of-way.



Driveway with landscape strip minimizes paving



In some places, tall hedges block views to heritage homes and make walking on the sidewalk uncomfortable.



Low fences and landscaping combined with trees and shrubs further from street allow filtered views to homes and gardens and make walking on the sidewalk more comfortable.

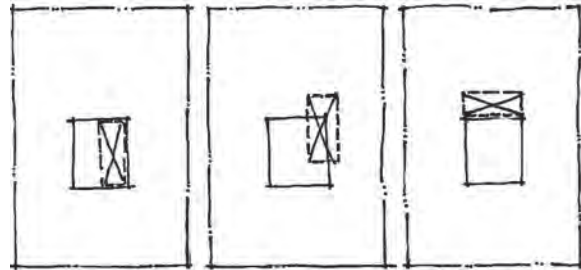
7.0 Heritage Properties

There are 17 properties along Arthur Drive that are on the Heritage Inventory. The structures on these properties were built between 1891 and 1929 and have architectural styles characteristic of that time period. Additional properties that have heritage potential and wish to be added to the Heritage Inventory will need to be evaluated based on the criteria outlined in Delta’s Heritage Inventories.

7.1 To provide an incentive to encourage the retention and restoration of heritage properties, additional dwelling units or variances to zoning requirements may be considered for properties that are listed on the Heritage Inventory, subject to the following conditions:

a. The property is on or added to the Heritage Register and subject to long term heritage protection by entering into a Heritage Revitalization Agreement;

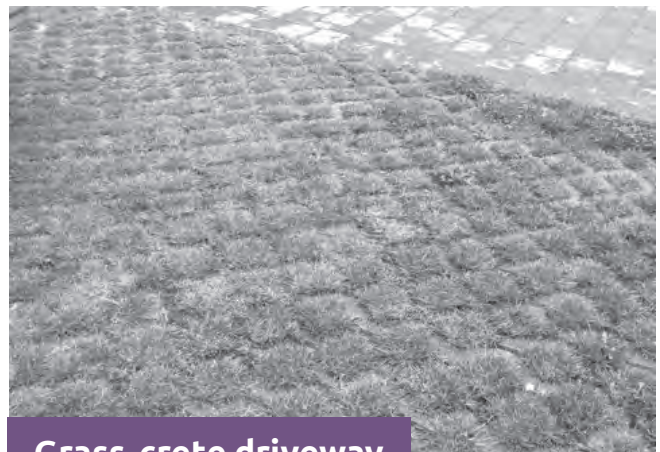
- b. The total floor space of the additional dwelling units is less than 50% of the principal dwelling;
- c. Any accessory dwelling units are located within the existing building or, if in a new structure, that they are located to the side or rear of the existing building.
- d. Any new structures are smaller than the principal building, and should consider how the siting of the structure may impact the heritage character of the principal dwelling, existing setbacks, mature vegetation, and any environmentally sensitive areas;



Additional housing units within heritage building less than 50% of main dwelling



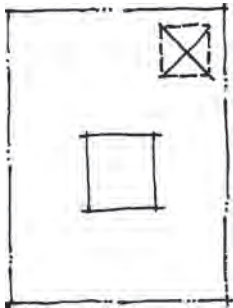
Driveway with lawn strip in centre



Grass-crete driveway

- e. Parking areas are located in the rear or side yards and landscaped to limit the appearance and amount of pavement on site;
- f. The principal heritage building is retained in its existing location, or moved to another appropriate location on the lot that is visible from the street; and
- g. Any alterations to the heritage building should blend with the existing character, not detract from the heritage value of the building, and not detract from the character of the streetscape.

- 7.2 If the additional dwelling units are larger than 25% of the existing building or 50 m², whichever figure is lower, a report by a consultant who specializes in heritage buildings will be required to determine if the heritage value of the existing building is being retained.
- 7.3 The architectural style of an alteration to an existing building or a new accessory building should, in most cases, be consistent with the existing style.
- 7.4 Original materials, if present, should be preserved, restored and incorporated into the exterior finish of the building on renovated buildings. If the original materials are not present or cannot be used, the exterior materials used within the renovation should have the same appearance and material type as the original materials.



Additional unit in coach house (with garage) or carriage house (without garage) form

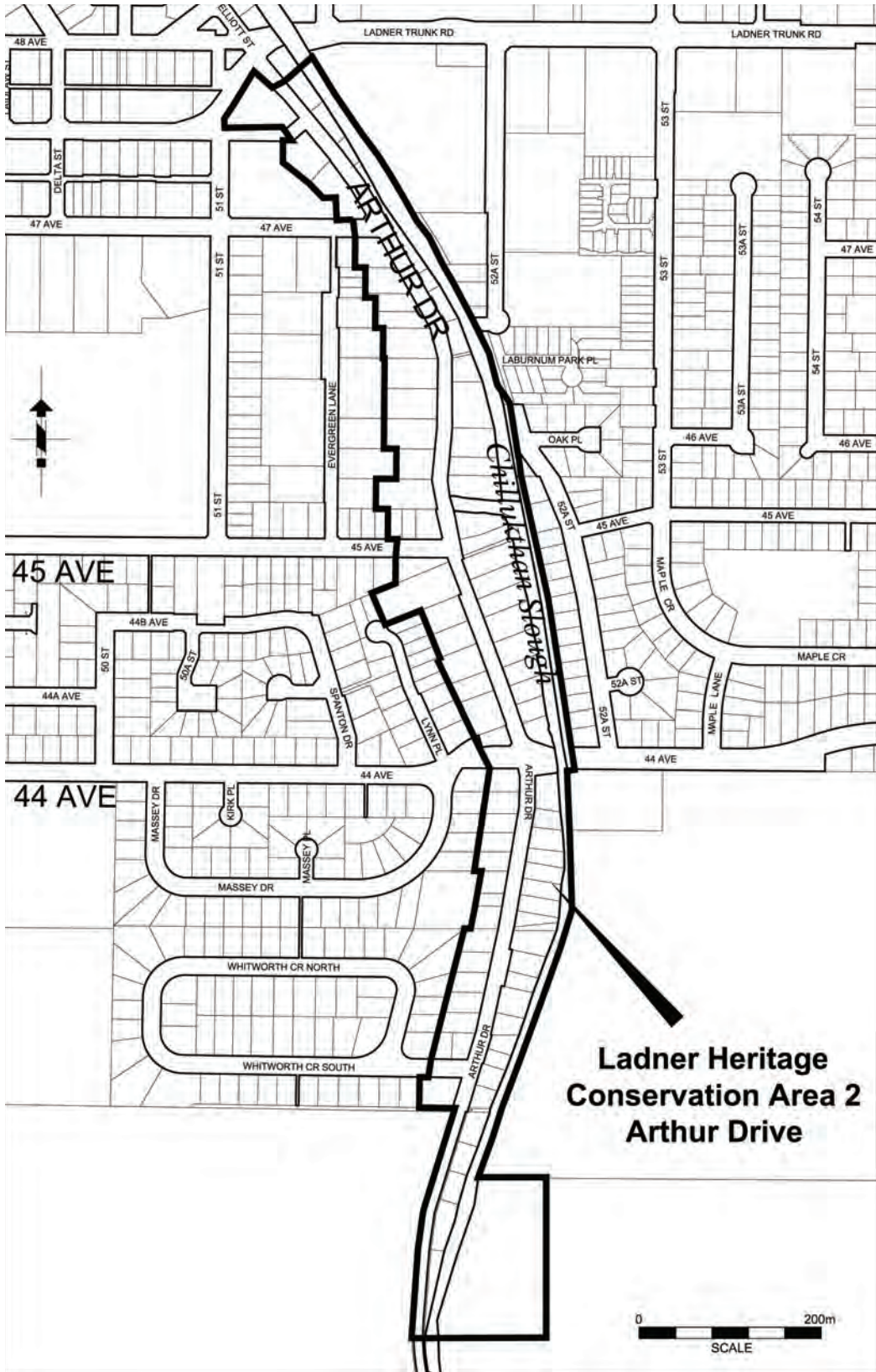


Architectural Styles

- 7.5 Architectural elements for building alterations and new buildings should, where appropriate:
- a. include wide roof overhangs unless it is not in keeping with the existing structure;
 - b. maintain established roof profiles and height;
 - c. include sawn cedar shingle roofing;
 - d. use heritage palette or compatible colour schemes;
 - e. use traditional materials or materials similar in appearance;
 - f. include wood or vinyl windows in heritage configurations. Wood windows should be used for restoration purposes; and
 - g. include elevated, covered porches at the front and rear entrances.



Map IIF Ladner Heritage Conservation Area 2



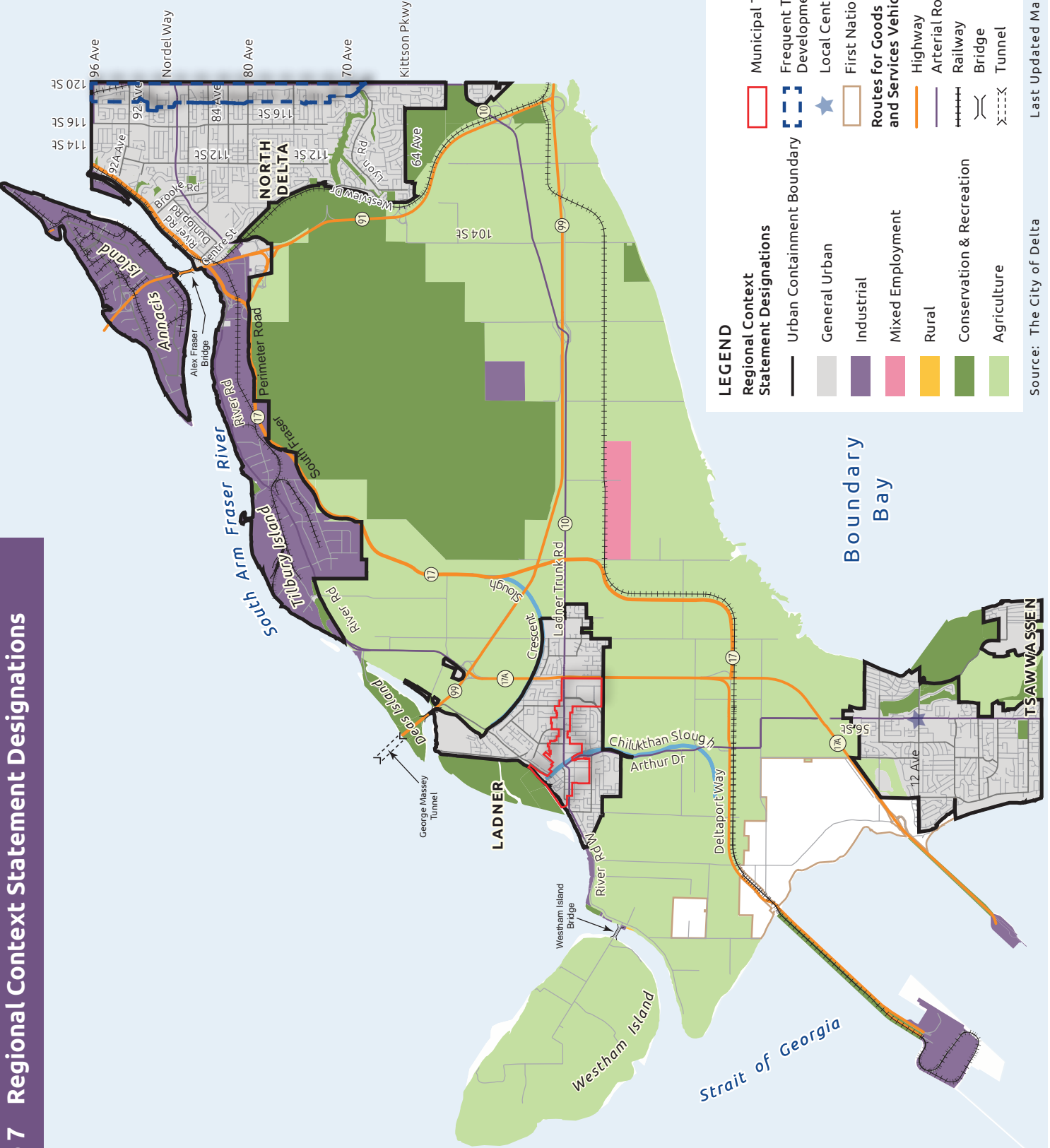
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Appendix D: Maps

Maps

Map 7	Regional Context Statement Designations	D3
Map 8	Public Facilities	D4
Map 9	Major Road Network	D5
Map 10	Sanitary Sewer Trunk Lines	D6
Map 11	Water System	D7
Map 12	Environmentally Sensitive Area	D8

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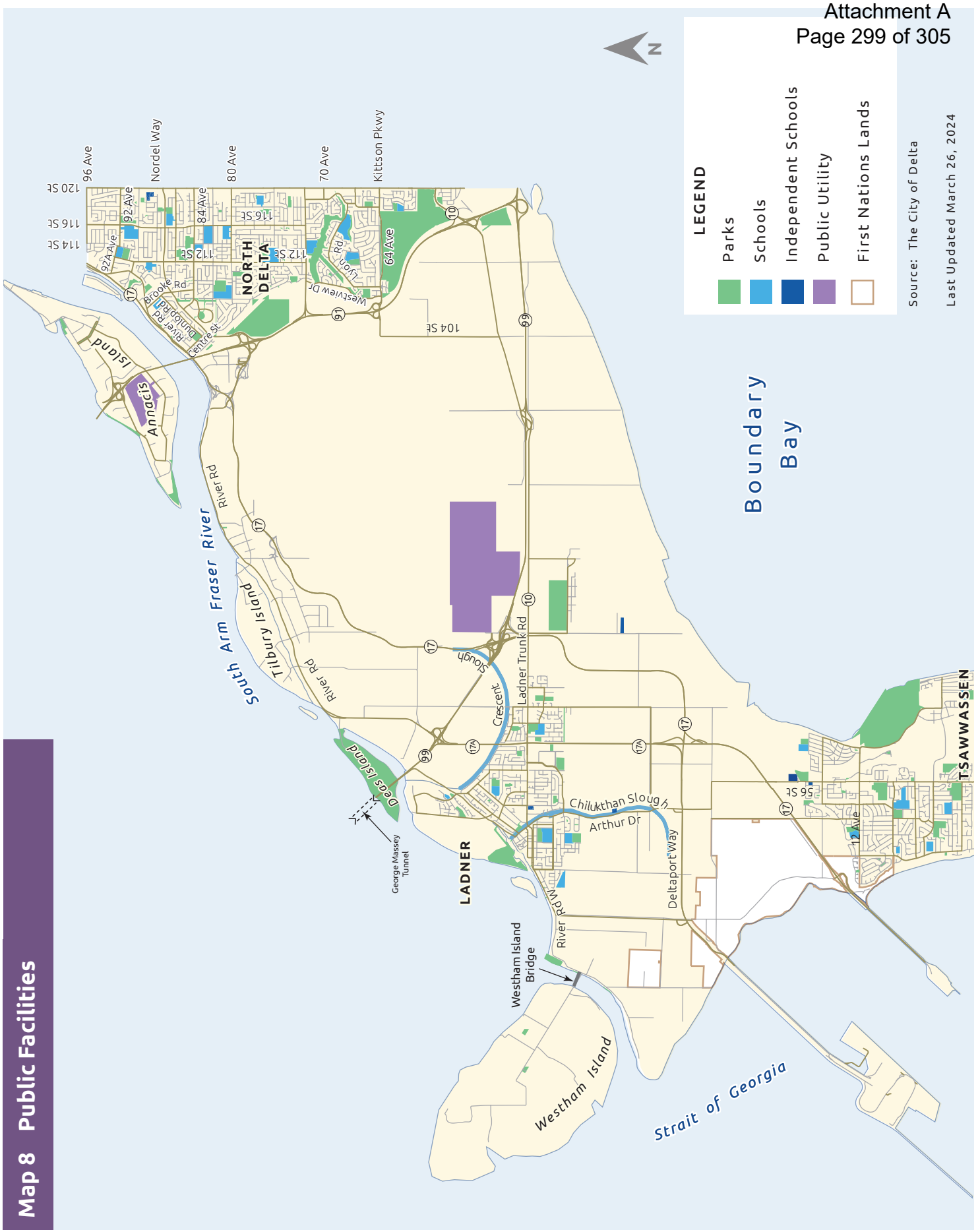
Map 7 Regional Context Statement Designations

LEGEND

Municipal Town Centre	Frequent Transit Development Area
Urban Containment Boundary	Local Centre
General Urban	First Nations Lands
Industrial	Routes for Goods and Services Vehicles
Mixed Employment	Highway
Rural	Arterial Road
Conservation & Recreation	Railway
Agriculture	Bridge
	Tunnel

Source: The City of Delta
Last Updated March 26, 2024

Map 8 Public Facilities

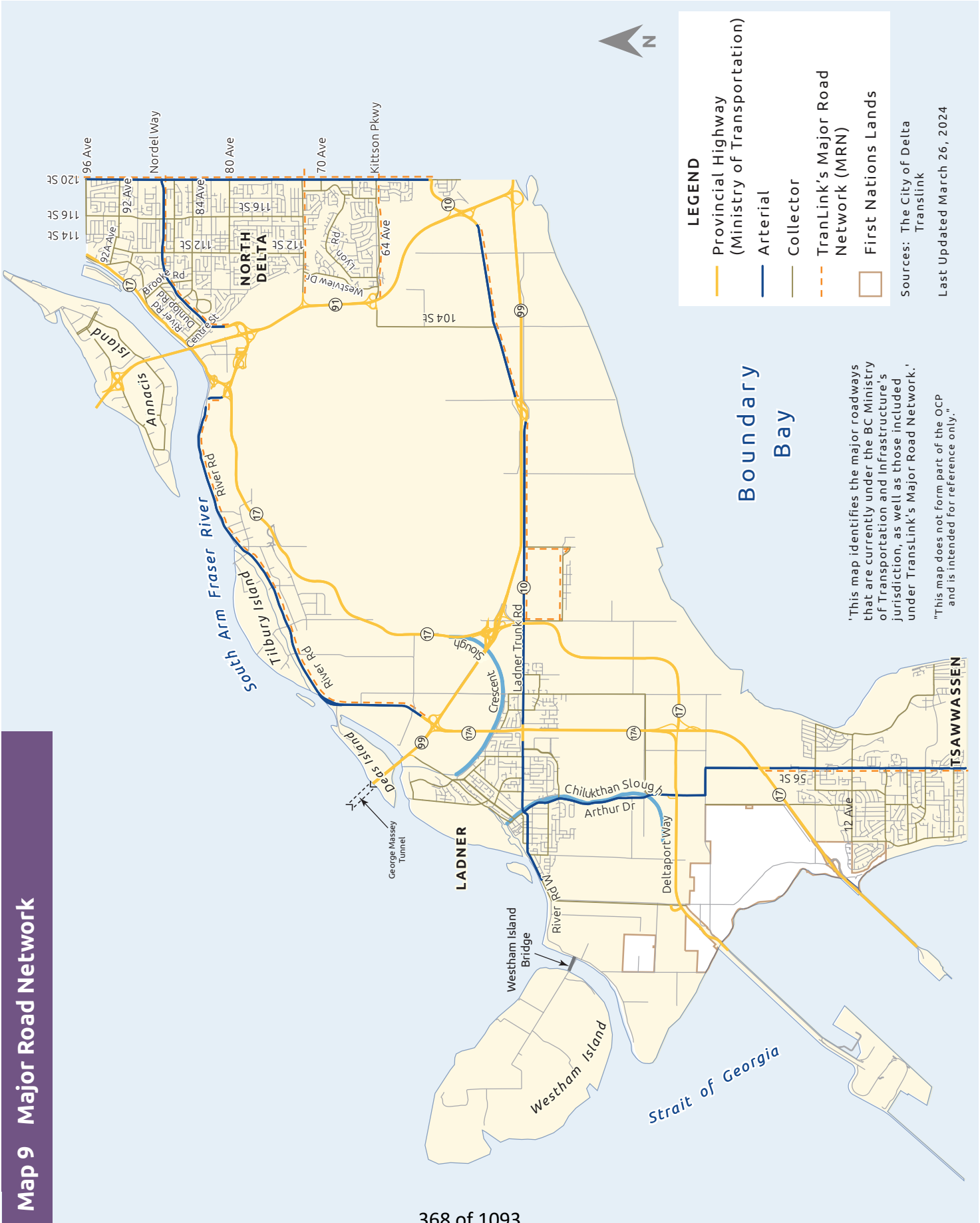


LEGEND

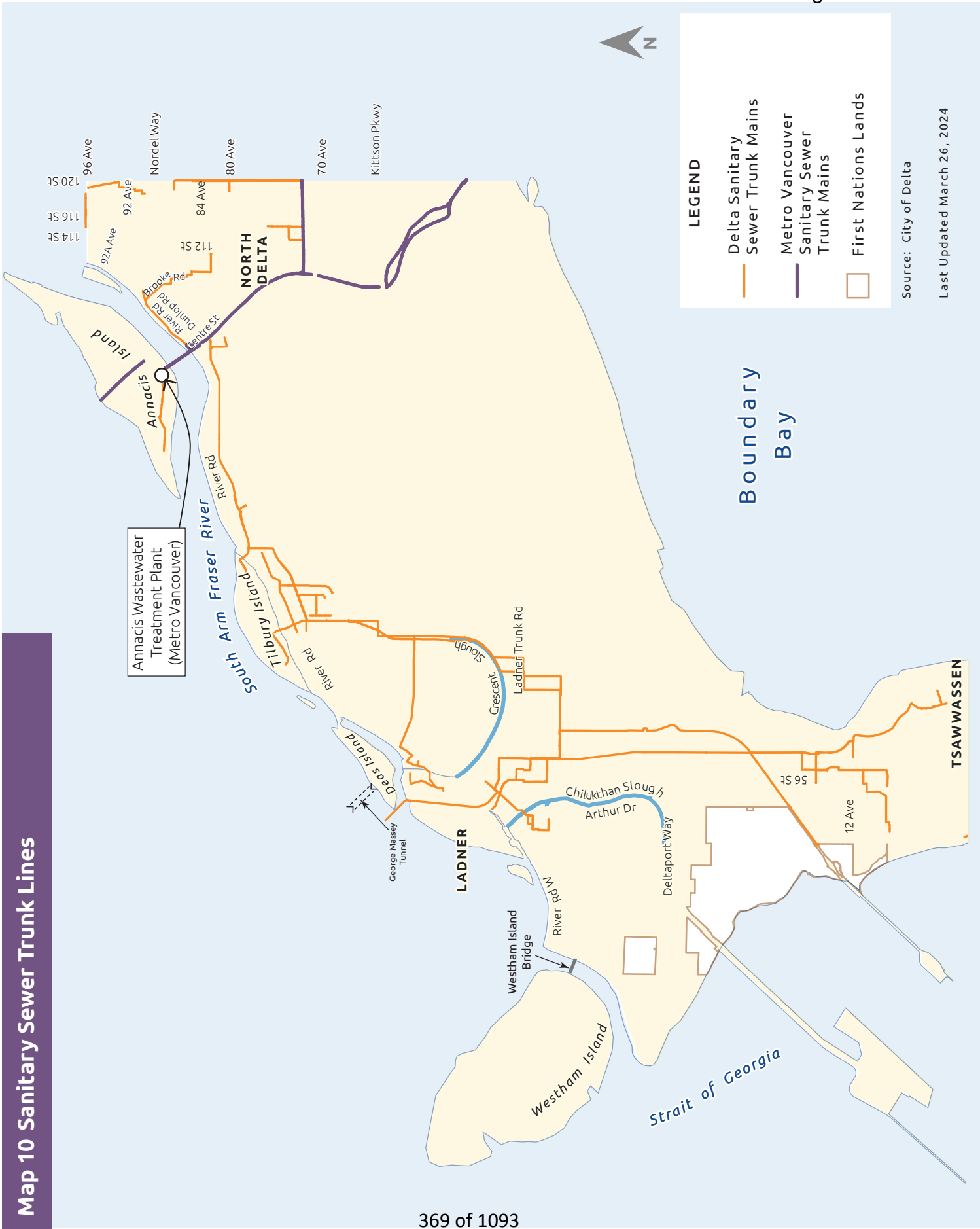
- Parks
- Schools
- Independent Schools
- Public Utility
- First Nations Lands

Source: The City of Delta

Last Updated March 26, 2024

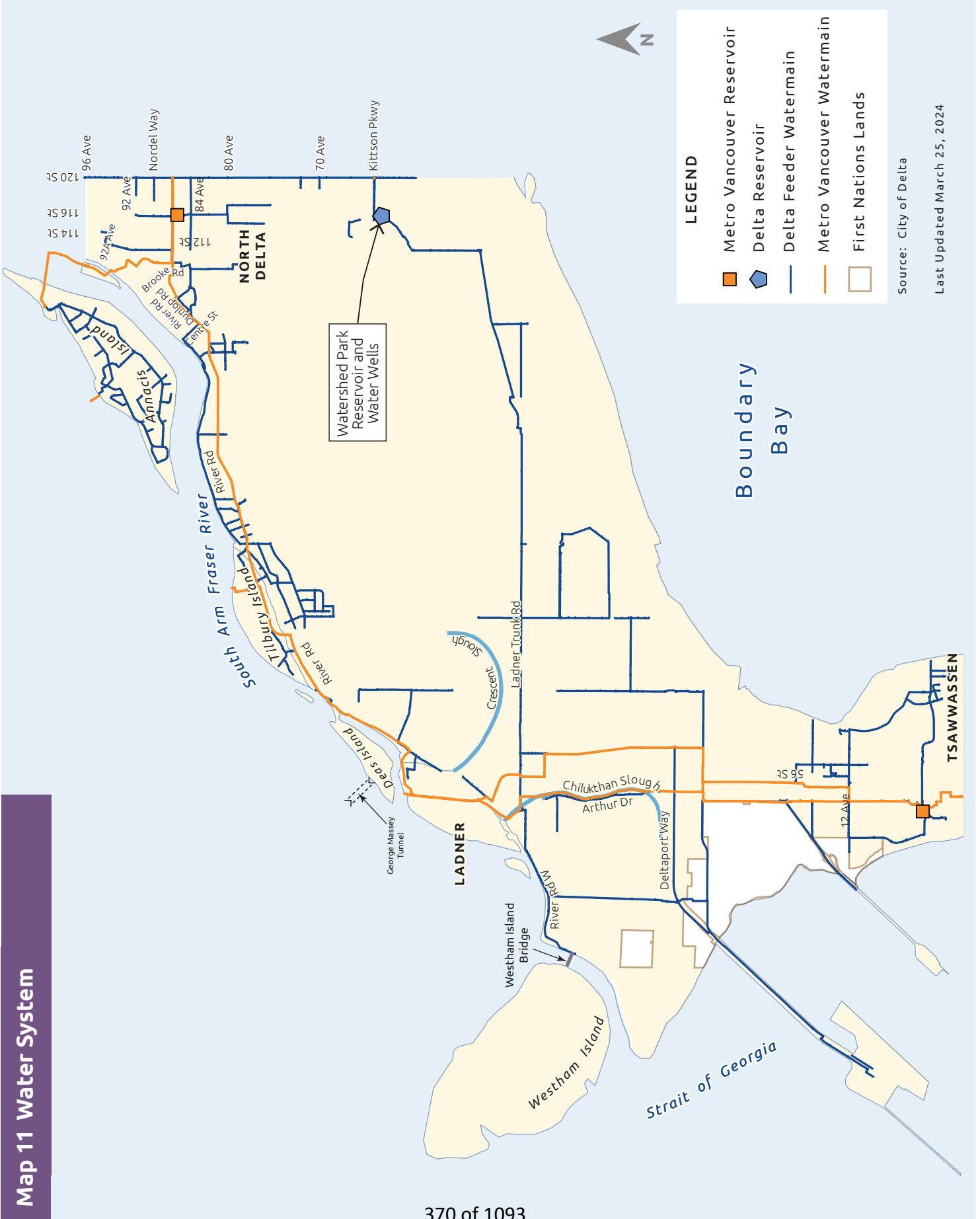


Map 10 Sanitary Sewer Trunk Lines



Source: City of Delta

Last Updated March 26, 2024



Map 12 Environmentally Sensitive Area



LEGEND

- Environmentally Sensitive Area
- Water (includes water based conservation)
- First Nations Lands

Note: The waters of Tilbury Slough, Ladner Harbour and sloughs in the Ladner area are also designated ESA (water)

Source: The City of Delta
Last Updated March 25, 2024

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OCP 2024

OCP Agency Engagement

As part of legislative consultation requirements, Delta engaged with various external agencies plus Delta Police and Delta Fire and Emergency Services (Table 1) and received feedback and recommendations. Letters of support were received from Fraser Health, Delta Police, and Metro Vancouver. Additional comments were received from City of Surrey, City of Richmond, Agricultural Land Commission, Delta School District, Delta Fire and Emergency Services, and TransLink. Recommendations are categorized as: incorporated in the proposed OCP; noted for future update; or considered and not included at this time.

In addition, Delta has reached out to Tsawwassen First Nation and Musqueam regarding the OCP work as part of a longer-term process of strengthening relationships with the local host Nations. At this time, a page with preliminary content has been provided in the OCP as a placeholder to introduce an amendment, when all parties are ready, to reflect the ongoing ties and relationship with the local host Nations. This work is not included in the summary below.

Incorporated in Proposed OCP

1. Inclusion of policies that facilitate accessible rental and non-market housing for a range of socio-economic groups.
2. Inclusion of design guidelines to integrate policies of social well-being into the design of higher density developments (incorporated in Tsawwassen Urban Centre, noted for future updates to other design guidelines).
3. Consideration of a mix of diverse housing forms (SSMUH) to help contribute to a more affordable mix of housing types in established residential zones.
4. Inclusion of policies to support parks master planning.
5. Development of parkland provision targets for community and neighbourhood parks, as well as develop strategies for parkland acquisition to support the provision of parks, natural areas, environmentally sensitive areas, recreation and cultural facilities.
6. Inclusion of policies that look to ensure public spaces are accessible for all ages and abilities.
7. Encourage the inclusion of space dedicated for child-oriented amenities, such as child care facilities and playgrounds in major developments and public spaces.
8. Natural Environment policies include increasing the urban forest canopy to 40% in Ladner, Tsawwassen and North Delta by 2050. In particular, increase urban forest cover in neighbourhoods currently exhibiting low canopy cover.
9. Continue to implement the Urban Forest Strategy, to work to improve urban canopy and support trees in Delta
10. Inclusion of policies that look to incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.
11. Commitments to updating Delta's Climate Change Initiatives on a regular basis.
12. Transportation policies look to ensure that parking requirements are periodically updated to reflect utilization and encourage modal shifts.
13. Inclusion of policies that look to promote building and site design that contains sustainable and resilient features, improves energy efficiency, and reduces greenhouse gas emissions.

14. Inclusion of policies that look to ensure the community is informed about emergencies as they occur.
15. Inclusion of policies that note the need for continued advocacy to Provincial and Federal Governments for additional funding for dike maintenance and capital projects to help support emergency preparedness.
16. Designation of Scott Road as a Frequent Transit Development Area (FTDA), as well as the inclusion of Conservation and Leisure and Civic and Institutional designations within the FTDA.
17. Policies that support the ongoing long term commitment to the protection of agricultural lands.
18. Inclusion of a policy section and further policies that look to promote active transportation to create “complete communities” through the integration of greater non-residential uses in residential areas
19. Policies included that promote the development and application of best management practices for infrastructure servicing residential, commercial, industrial, and agricultural properties (e.g., limiting and mitigating impervious area, appropriate siting of buildings, and application of infiltration devices, open ditches and alternative/innovative street edge design). This includes policies to better encourage greater infiltration and permeability in new development.
20. Greater policies to support and advance a Vision Zero approach to traffic safety.
21. Explore additional opportunities for rental tenure zoning.
22. Provision of public spaces to act as a resource in extreme weather events. Consideration of how public facilities and spaces can act as cooling centres in extreme weather events.

Noted for Future Update

23. Recognition of 96 Avenue as an important transit corridor including the potential for its future designation as a rapid transit corridor.
24. Inclusion of policies that designate any bus stops that meet the definition of prescribed bus stops as per provincial legislation. (To be confirmed when requirements as to what qualifies a stop is defined by the Province and TransLink.)
25. Consideration of minimizing or removing parking requirements in residential zones.

Considered, Not Included at This Time

26. Inclusion of policies to support intergenerational playground spaces (current policies support overall accessibility and a range of user groups).
27. TransLink recommends an extension of the proposed FTDA. Currently, the FTDA reaches approximately 400m west from Scott Road. TransLink recommends extending it to 800m from Scott Road to allow for a better gradual stepdown in densities to small-scale multi-unit housing.

Table 1. Agencies contacted and methods of contact

Agency Contacted	First Contact		Follow up		Response
	Email/Call	Mail	Email/Call	Mail	
Metro Vancouver	February 13, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Comments provided via email.
Surrey	February 13, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Comments provided via email.
Richmond	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Comments provided via email.
Agricultural Land Commission	February 13, 2024	February 28, 2024	March 7, 2024	March 11, 2024	Initial comments provided via email. Formal comments will be provided after First Reading, when formal referral is required.
Delta School District	February 13, 2024	February 28, 2024	March 12, 2024	March 14, 2024	Meeting March 6, 2024. Comments provided at meeting and via email.
Delta Police	February 13, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Formal comments provided via letter.
Delta Fire	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Meeting February 29, 2024. Comments provided at meeting and via email.
TransLink	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Comments provided via email.
Fraser Health	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	Formal comments provided.
Port of Vancouver	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	No response.
BC Ferries	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	No response.
Boundary Bay Airport	February 14, 2024	February 28, 2024	March 7, 2024	March 14, 2024	No response.



Delta

**OFFICIAL
COMMUNITY PLAN**
Housing Our Future

Community Engagement Report

March 27, 2024

The City of Delta acknowledges that we are on the shared, traditional, ancestral, and unceded territories of the scəwáθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples. We extend our appreciation to these First Nations for the opportunity to enjoy this land together.

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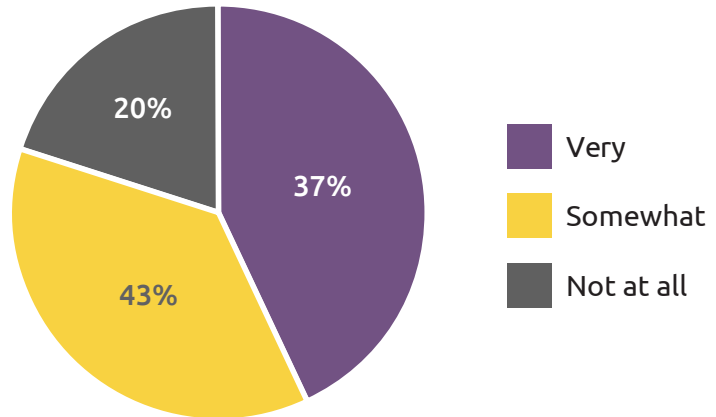
Engagement Snapshot	4
<ul style="list-style-type: none">• How we informed• How people engaged• What we learned	
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<ul style="list-style-type: none">• Background• Engagement Program	
2. Our Approach	10
<ul style="list-style-type: none">• Phase 1: Raise Awareness and Build Understanding• Phase 2: Review Direction and Gather Feedback	
3. What We Learned	16
<ul style="list-style-type: none">• Feedback Form• Open Houses	
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<i>The following Attachments are referenced in the report and available at letstalk.delta.ca/HousingOurFuture.</i>	
Attachment A: Communications and Engagement Timeline	
Attachment B: Feedback Form Results	

ENGAGEMENT SNAPSHOT

What participants love most about Delta

- Beautiful natural environment
- Positive sense of community
- Ample parks and green spaces
- Variety of walking and biking options
- Rich farming tradition
- Access to community facilities
- Proximity to Vancouver

Are you open to growth?



Participants in the online information sessions and open houses were invited to share how receptive they are to growth in their community. 643 attendees shared their views.

WHAT WE LEARNED

Delta is a community that is deeply invested in the future of their neighbourhoods, reflecting hopes for a balanced and thoughtful approach to development. They understand the need for growth and recognize that greater density is necessary. They have the following suggestions to support the success of growth:



Housing Options

Participants hope for a range of housing options that accommodate the diverse needs of young families, seniors, and all residents, fostering a vibrant and inclusive community. They want to understand how affordability will be supported through the plan.



Infrastructure

Participants agree that growth should be focused in areas where infrastructure, such as water, sewer, and roads, can be easily expanded or is already in place. They want to feel confident that these services will remain reliable for all residents and would like more information about planned and future investments and how they will be funded.



Traffic and Transportation

Participants indicated that traffic and congestion are an issue already and want to understand how it will be alleviated or managed with further growth. There's a strong desire for improved transit and traffic management solutions, reducing congestion, improving safety, and supporting a more mobile, accessible community.



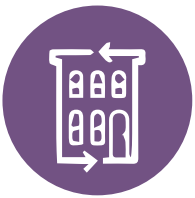
Public Services and Amenities

Participants believe government services are strained and want to understand how Provincial and Regional services, such as health care, education, water, sewer and public transit, and City services—especially recreational amenities—will keep pace with growth.



Environmental and Natural Spaces

Participants value the natural environment above all else and want to see the preservation of parks and green spaces, recognizing the importance of the natural environment for the well-being and identity of the community.



Community Character

Participants want to see development that respects and maintains the unique character and small-town feel of neighbourhoods. They suggest the Provincial Housing Target Order can be achieved with current proposals and without high rises, and want to ensure growth enhances community livability. This is especially true in Tsawwassen where many participants want to see more detailed planning on heights in the town centre and have suggestions for what they would consider a balanced approach to development.



Community Involvement

Participants want to ensure that resident input is carefully considered and many have commented about the pace of the process. Their experience with engagement is mostly with development proposals and many expressed concerns about past applications and want to ensure their involvement in the consideration of future proposals.



Specific Properties

Participants had questions about what was proposed for their specific properties. Many are enthusiastic about adding suites while others are concerned about how their neighbourhoods will be affected.



Lobby Senior Governments

Participants identified opportunities for Council to consider lobbying other levels of government on behalf of residents for projects and initiatives such as: advancing the George Massey Tunnel, allowing more housing on farmland for families, allowing more than one suite in a home in the BC Building Code, addressing doctor shortages, and advancing plans for transit.

How We Informed

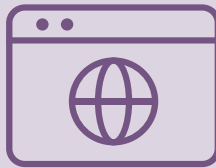


44,000

Homes and businesses received two mailouts

10,700

Visitors to the website



2,940

Downloads of project documents

6

Full Page Newspaper Advertisements



180,000

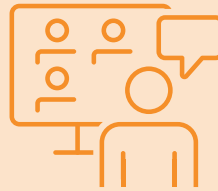
Reach of 48 Social Media Posts and Ads

5,700

E-blast subscribers on Let's Talk Delta



How People Engaged



350

Participants in first Online Information Session

1,200

In-Person Conversations



4

Open Houses

1,034

Feedback Forms





1. INTRODUCTION

Background

The Government of British Columbia has passed legislation to address a critical housing shortage across the province. Last fall, Delta was one of 10 cities issued a Housing Target Order mandating the addition of 3,607 net new housing units within five years. The City must also provide for an additional 14,000 units over the next 20 years to match projected population growth.

The creation of a new Official Community Plan (OCP) is one of several initiatives the City is undertaking to fulfill the Housing Target Order and comply with provincial legislation. As Delta's OCP has not been significantly updated since 1985, the focus of the update is on the housing section. Other policy areas in the OCP will also be reviewed to ensure they reflect recent work and to identify areas requiring further analysis.

Consultation in the preparation of the OCP is a legislated requirement and as the plan will guide development in Delta for the next 20 years, Council directed staff to undertake an engagement program to involve the community.

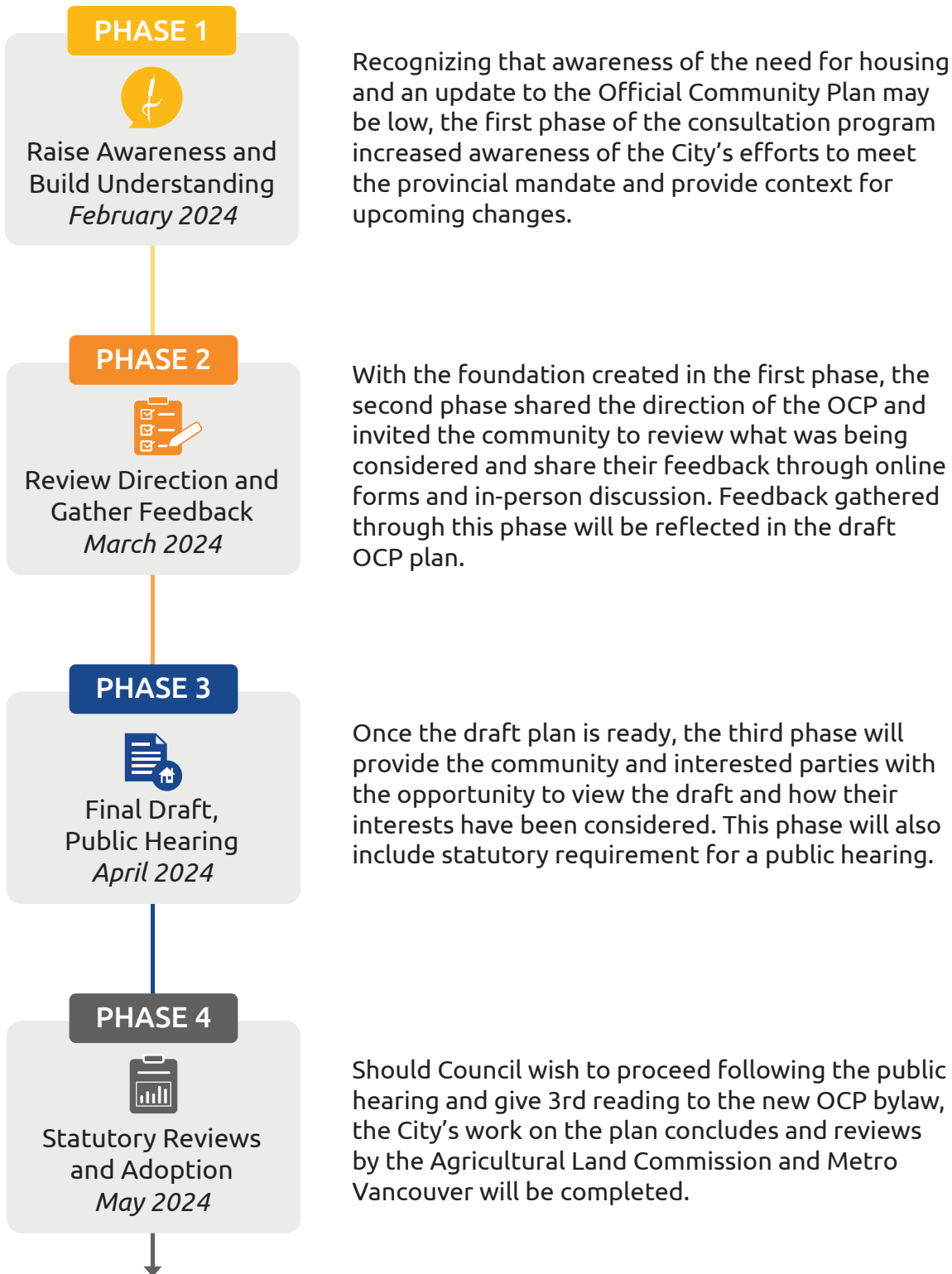
The engagement program was designed to maximize awareness and opportunities for involvement within the constraints of the provincial legislation requiring cities to add more housing. The program followed the Consult level of participation as defined by the International Association of Public Participation Practitioners. This level aims to obtain public feedback on analysis, alternatives, and/or decisions and commits to inform participants, listen to and acknowledge concerns and aspirations and provide feedback on how public input influenced the decision.

How your feedback was used

The feedback gathered through the engagement program was analyzed to understand the community's perspective on the approach to managing growth as well as to identify suggestions for the Land Use Maps and policies to include in the OCP. Results were provided to staff for consideration in the preparation of the draft OCP. A summary of the findings and the analysis is provided in this document.

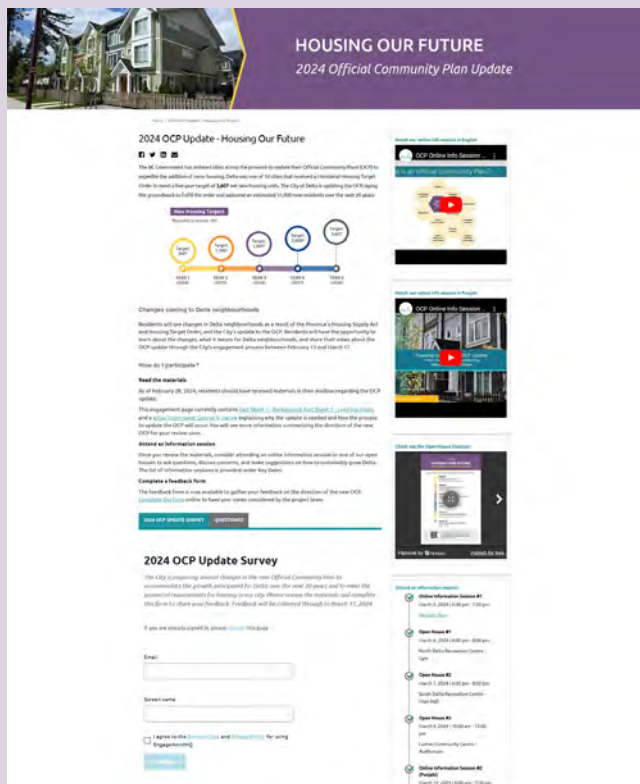
ENGAGEMENT PROGRAM

The engagement program involved four phases to support the preparation of a new OCP focused on housing in accordance with the project timeline. A description of each phase is provided below. A detailed timeline is provided in Attachment A available at letstalk.delta.ca/HousingOurFuture.



2. OUR APPROACH

Phase 1: Raise Awareness and Build Understanding

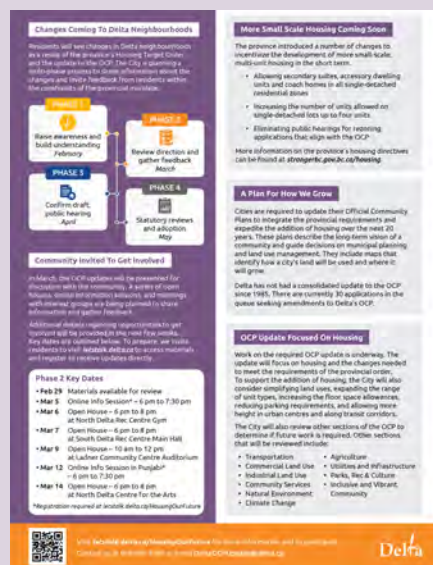
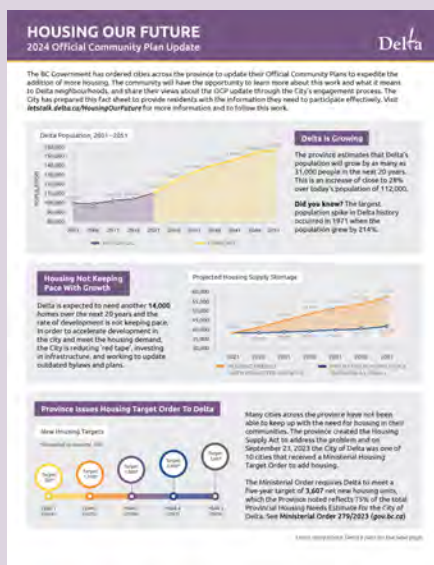


Project Website

A dedicated project website was launched on the City's engagement platform, Let's Talk Delta, at the start of the project to provide a central resource for all information about the project and opportunities for involvement. As the project progressed, all supporting materials from the online information session, the open houses displays, and Q&As were available for residents to view.

Mailout

A city-wide mailout, including an introductory letter from Mayor Harvie and a fact sheet, was distributed to 44,000 homes and businesses. The mailout explained the need for housing and the plan to update the Official Community Plan.



EIGHT FACTS TO KNOW
On the Future of Housing in Delta

The City of Delta is updating its Official Community Plan (OCP) to help build housing ordered by the Province of BC. Here's what you need to understand about what this means for Delta and how you can get involved.

- 1 DELTA IS GROWING**
 Delta's population is estimated to grow by over 30,000 people in the next 20 years—nearly one-third of our current population.
- 2 Housing Not Keeping Pace With Growth**
 Delta is expected to need another 14,000 homes over the next 20 years to keep up with demand.
- 3 Province Issues Housing Target Order to Delta**
 Delta was one of 10 cities that was issued an order to add housing and is required to complete 3,607 net new homes in five years.
- 4 More Small-Scale Housing Coming Soon**
 The Province introduced changes to create more small-scale, multi-unit housing by allowing up to four units on single-detached lots.
- 5 A Plan For How We'll Grow**
 Delta's OCP describes our long-term vision and identifies where and how our city will grow. Cities must update their OCPs to integrate the Province's housing requirements.
- 6 OCP Update Focused on Housing**
 Work on the required OCP update is underway. The City is also evaluating other policy areas to determine if future work is required.
- 7 Changes Coming to Delta Neighbourhoods**
 The City is considering expanding the range of housing types in single-detached neighbourhoods and allowing more density in urban centres and along transit corridors.
- 8 Community Invited to Get Involved**
 In March, a series of open houses and online information sessions are planned to share information and gather feedback on the OCP update.

Share your views
 Are you excited about the growth that is coming to Delta? Do you have concerns about how we grow successfully? The City wants to hear from you. Attend one of the following events to learn more about this work, discuss your views with staff, and share your ideas.

- Mar 5: Online Info Session* – 6 pm to 7:30 pm
- Mar 6: Open House – 6 pm to 8 pm at North Delta Rec Centre Gym
- Mar 7: Open House – 6 pm to 8 pm at South Delta Rec Centre Main Hall
- Mar 9: Open House – 10 am to 12 pm at Ladner Community Centre Auditorium
- Mar 12: Online Info Session in Punjabi* – 6 pm to 7:30 pm
- Mar 14: Open House – 6 pm to 8 pm at North Delta Centre for the Arts

*Register at bitlink.delta.ca/HousingOurFuture to attend the online information sessions.

Visit access.delta.ca/HousingOurFuture for more information regarding this publication.
 Community or media enquiries: 604-261-5500 or email DeltaOCPUupdate@delta.ca

Delta

Newspaper Advertisements

To support awareness of community members who are not online, the City ran full page advertisements in the Delta Optimist and the North Delta Reporter providing background and promoting opportunities for involvement.

DeltaOCPUupdate@delta.ca

The City established a dedicated email address at DeltaOCPUupdate@delta.ca to provide a further channel for residents to ask questions about work to create a new OCP. While the formal method for submitting feedback was through the feedback form, staff monitored messages to the project email address to confirm findings and identify issues and opportunities.

Delta
HOUSING OUR FUTURE
 2024 Official Community Plan Update

Delta
HOUSING OUR FUTURE
OCP FACTS

DELTA IS GROWING
 Delta's population is estimated to grow by over 30,000 people in the next 20 years—nearly one-third of our current population.

Delta
HOUSING OUR FUTURE
OCP FACTS

COMMUNITY INVITED TO GET INVOLVED
 In March, a series of open houses and online information sessions are planned to share information and gather feedback on the OCP update.

Social Media

The City leveraged its social media accounts to raise awareness of the work and promote participation. Forty-eight posts were published on its main accounts for Facebook, Instagram, and X.

Phase 2: Review Direction and Gather Feedback

Look Inside To See How Delta Will Grow

HOUSING OUR FUTURE
2024 Official Community Plan Update

Three Big Changes
The new OCP will incorporate three big changes to support the need for housing. These changes include:

- 1 Focus Growth on Key Locations**
Areas have been identified where there is good proximity to transit, shops, services, and infrastructure that could accommodate growth, increases in density are proposed in the urban centres and major corridors, as shown on the map below.
- 2 Simplify Land Use Descriptions**
The current OCP has 75 unique land use designations. Simplifying to 10 categories will reduce development barriers, build flexibility, and streamline the development process. This chart shows the new categories proposed.
- 3 Allow for Small-Scale, Multi-Unit Housing**
The new OCP will provide the framework needed for the City to implement small-scale, multi-unit housing as required by the recent provincial legislation. These changes apply to neighbourhoods that have traditionally been designated for single-detached housing. In addition to updating the OCP, the City is required by the Province to undertake zoning bylaw amendments by June 30, 2024 to support this initiative. We are receiving many inquiries and questions about how the City is proposing to implement small-scale, multi-unit housing. The following changes are being considered:
Expand dwelling types to broadly permit coach homes and garden suites with associated floor area allowances.
Allow more opportunities for duplexes by updating the lot size requirements. Revise parking requirements to:
 - one parking space per unit
 - no spaces required for small studio units or any units within 400 metres of a RapidBus stop
 - no requirements for enclosed parking spaces
 Maintain zoning standards such as height and setbacks.

Bring Your Ideas!
Growth is coming to Delta and residents are encouraged to share their ideas on how the City can grow successfully. You can participate by attending one of the following events or viewing the materials online at letstalk.delta.ca.

- Mar 5 Online Info Session* – 6 pm to 7:30 pm
- Mar 6 Open House – 6 pm to 8 pm at North Delta Rec Centre
- Mar 7 Open House – 6 pm to 8 pm at South Delta Rec Centre
- Mar 9 Open House – 10 am to 12 pm at Ladner Community Centre
- Mar 12 Online Info Session in Punjabi* – 6 pm to 7:30 pm
- Mar 14 Open House – 6 pm to 8 pm at North Delta Centre for the Arts

*Registration required at letstalk.delta.ca/housingOurFuture

Visit letstalk.delta.ca/housingOurFuture for more information and to participate.
Contact us at 604-946-4186 or email DELTAOCPLetstalk@delta.ca

Mailout

A second mailout was sent to 44,000 homes and businesses in the community to initiate the formal engagement phase of the project. To ensure residents understood how they could be affected by this work, the City included draft Land Use Maps for the three major communities in Delta. This is believed to have contributed to the high level of participation in the online information sessions and open house events as well as submission of questions to the email address and website.

Newspaper Advertisements

A second round of newspaper advertisements were published to raise awareness of the direction of the plan with the release of the draft Land Use Maps, including direction to provide feedback via the feedback form on Let's Talk Delta.

THREE BIG CHANGES
For the Future of Housing in Delta

The City of Delta is in the process of updating its Official Community Plan (OCP) to meet the future housing needs of our community as ordered by the Province of BC. Here are the three big changes to look out for and how you can get involved to provide us your feedback.

- 1 Focus Growth on Key Locations**
Neighbourhoods near transit, infrastructure, and businesses have been identified as areas for growth.
- 2 Simplify Land Use Descriptions**
To help streamline the development process, land use designations have been simplified to 10 categories compared to the 75 categories in the current OCP.
- 3 Allow for Small-Scale, Multi-Unit Housing**
This will allow homes such as duplexes, garden suites, and coach homes to be built in neighbourhoods that have been traditionally designated for single-detached homes.

Bring Your Ideas!
Growth is coming to Delta and we encourage you to participate in this process by attending one of the following events to learn more and discuss the changes.

- Mar 5 Online Info Session* – 6 pm to 7:30 pm
- Mar 6 Open House – 6 pm to 8 pm at North Delta Rec Centre Gym
- Mar 7 Open House – 6 pm to 8 pm at South Delta Rec Centre Main Hall
- Mar 9 Open House – 10 am to 12 pm at Ladner Community Centre Auditorium
- Mar 12 Online Info Session in Punjabi* – 6 pm to 7:30 pm
- Mar 14 Open House – 6 pm to 8 pm at North Delta Centre for the Arts

*Register at letstalk.delta.ca/housingOurFuture to attend the online information sessions.

Visit letstalk.delta.ca/housingOurFuture for more information and to participate.
Contact us at 604-946-4186 or email DELTAOCPLetstalk@delta.ca

Online Information Sessions

A one-and-a-half-hour webinar on Zoom was held to provide interested community members with a presentation and opportunity to ask questions. The session was well attended with 350 participants. Questions that were not answered during the session were responded to via email. Close to 200 questions were answered as a result of this event.

For the first time, the City also hosted an information session online in Punjabi. The session was attended by 34 unique participants. The City was also invited by local businesses to host a special online information session for the business community.

Open Houses

Four in-person open houses were held, including two in North Delta and two in South Delta, to provide community members with an opportunity to ask staff questions and discuss their concerns. Staff from a wide range of departments including Development, Engineering, Parks, Recreation & Culture, Corporate Services, Communications & Engagement, and more supported the event. The open houses were well attended with nearly 1,200 residents participating. The display materials were made available on Let's Talk Delta in advance of the open houses for those who could not attend.



Phase 2: Review Direction and Gather Feedback

Feedback Form

Between February 28 and March 17, 2024, community members had the opportunity to complete a feedback form online to share their views. Paper copies were also available at the open houses. The City received 1,034 feedback forms.

The form served as the formal mechanism for providing feedback on the direction of the Official Community Plan. Its main focus was to gather thoughts on what is important to residents when it comes to managing growth in the City and how the City proposes to manage growth across Delta and in individual communities. The City also analyzed responses on the form for suggestions for specific addresses and properties as well as suggestions for policy statements.

City Committees

Staff arranged for presentations to the *Diversity, Inclusion, and Anti-Racism Committee (DIA)* and the *Mobility and Accessibility Committee* to directly inform them about the work and understand any interests they may have in the City's plans for growth. Guidance from plans prepared in concert with the committees—such as the Social Action Plan, the Housing Action Plan, and the Accessibility Plan—will be incorporated into the policy sections of the OCP. The DIA Committee would like to ensure future engagement processes integrate activities for underrepresented groups.

Community Groups

Emails were sent to representatives from a wide range of community groups who may have an interest in the anticipated population growth in Delta and the policies in the OCP to inform them of the update to the housing section of the OCP and the intent to review the policy areas. The emails included representatives with an interest in Community Services, Parks, Recreation and Culture, Commercial Land Use, Community Vibrancy and the Natural Environment and Climate Change. Examples of other activities to involve community groups include:

- The City hosted a dedicated information session for the business community as a result of interest received from members of the Delta Chamber of Commerce.
- The City met with the Tsawwassen Voices for Responsible Development group to meet to discuss their concerns and suggestions for a balanced approach to development in Tsawwassen.
- The City also translated engagement materials and held an online information session in Punjabi to support involvement from the Delta's South Asian community.

Indigenous Engagement

In order to understand the interests of Tsawwassen First Nation and Musqueam Indian Band in Delta's plans for growth, the City initiated conversations with both communities about the direction of the OCP. The City intends to leave space in the plan to allow the dialogue necessary to develop meaningful policies. The OCP will be updated in the future pending the outcome of ongoing dialogues.

Organizations and Authorities

As part of the development of an OCP, the local government must provide one or more opportunities for consultation with persons, organizations, or authorities that will be affected. In addition to community engagement, staff also sent letters to the following organizations and authorities to advise of the population estimates and plans for growth and invite discussion and feedback:

- Metro Vancouver (informal referral, supplementary to formal referral required after Public Hearing)
- City of Surrey
- City of Richmond
- Delta School District
- TransLink
- Agricultural Land Commission (informal referral, supplementary to formal referral required after First Reading)
- Delta Fire and Emergency Services
- Fraser Health
- BC Ferries
- Alpha Aviation (Boundary Bay Airport)
- Port Metro Vancouver

Feedback from these groups is tracked separately from the Community Engagement Report.

3. WHAT WE LEARNED

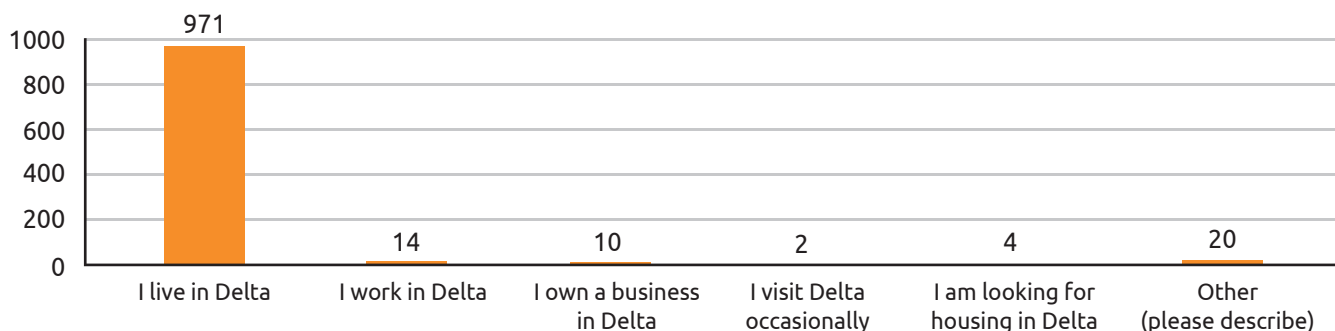
Feedback Form

Between February 28 and March 17, 2024, community members had the opportunity to complete a feedback form online to share their views. Paper copies were also available at the open houses. The City received 1,034 feedback forms (353 paper and 681 online).

The form served as the formal mechanism for providing feedback on the direction of the Official Community Plan. Its main focus was to gather thoughts on what is important to residents when it comes to managing growth in the City and how the City proposes to manage growth across Delta and in individual communities. It also provided participants with the opportunity to make general comments on the OCP as a whole and the process to create it. As residents elected to participate, the results reflect the views of the participants and not the community as a whole.

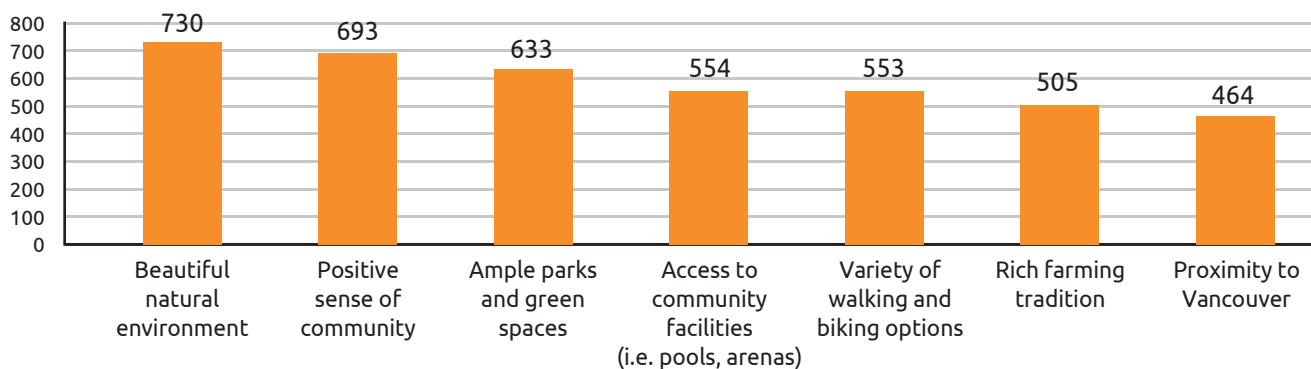
The following is a summary of the results. The complete findings can be viewed at letstalk.delta.ca/HousingOurFuture.

Q1: Which best describes your interest in participating in the creation of the new OCP?



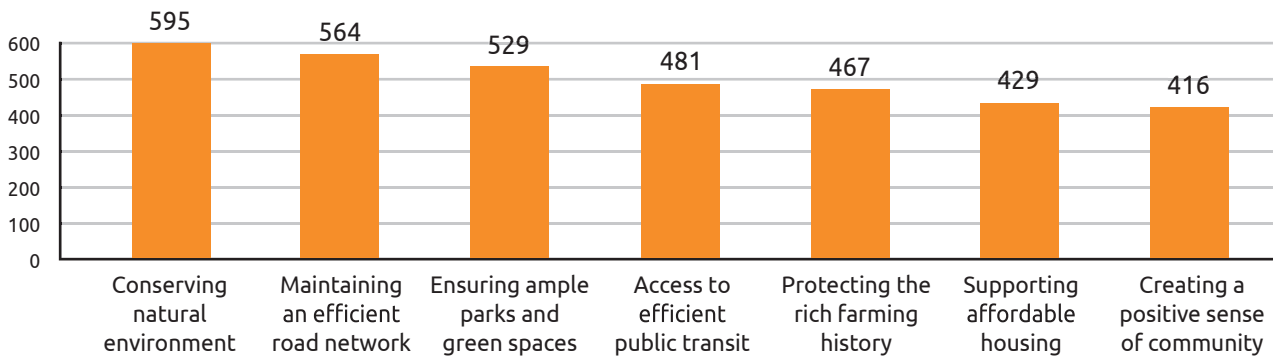
Overwhelmingly, the main interest in participating in the creation of the OCP was as a resident. Examples of interests from those that said 'Other' include: property owners with renters, fifth-generation residents, member of community groups, and all-of-the-above.

Q2: What do you love about Delta? Select up to 7.



The participants were largely aligned on the characteristics they love about Delta. The top seven responses are shown in the chart. Examples of response from those that said 'Other' include: infrastructure able to handle current density, rural location, single-family living, small town atmosphere, low crime rate, and livable community.

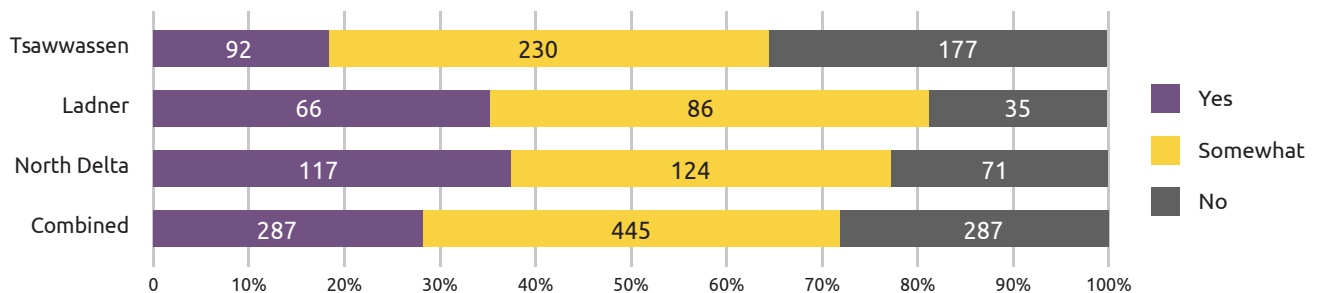
Q3: What do you think are the most important challenges facing Delta as the City grows? Select up to 7.



Respondents were less aligned in their views of what the challenges are to managing growth in Delta with greater distribution across the range of options. The top seven responses are shown in the chart. A large number of participants selected 'Other' and examples of their responses include: new infrastructure for schools, oversight of development, need for additional access routes, and grid stress.

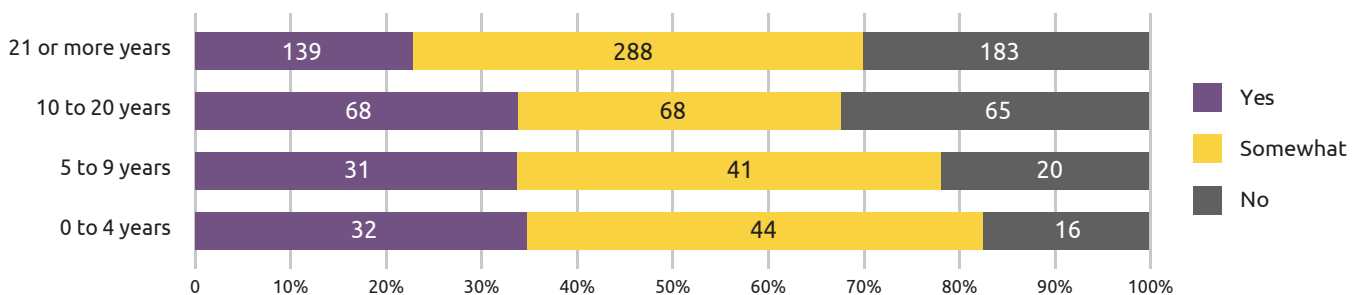
Q4: Thinking about the whole City of Delta, do you agree with this approach to managing growth?

Responses by Area of Interest



The majority of participants (44%) indicate they are somewhat in agreement with the approach to managing growth for the city as a whole. The remaining are split evenly in their support or opposition. Participants from both Ladner and North Delta are more supportive of the approach than they are opposed. Tsawwassen residents are more opposed to the plan than they are supportive.

Responses by Length of Time Lived In Delta



Participants who have lived in Delta for more than 21 years are more cautious in their support for the approach to managing growth of the city as a whole. Those who have lived in Delta for a shorter period tend to be more supportive of the plans to manage growth when compared to responses from those who have lived in Delta for longer periods of time.

Q5: Why or why not?

Participants were invited to provide comments that explain their support or opposition to the approach to managing growth in Delta as a whole.

Those that **AGREE** with the approach to managing growth cite the following reasons:

- There's a strong consensus on the urgent need to increase housing supply to address shortages and affordability issues. Many support allowing more diverse housing types, such as duplexes, townhouses, and coach houses, making it possible for more people, including young families and professionals, to afford to live in Delta. Discussion about the specific forms of density and innovative housing types is encouraged.
- Supporters are keen on sustainable growth that doesn't sacrifice green spaces or agricultural lands. The emphasis is on densification in already developed areas rather than spreading out, to protect farmlands and maintain the community's ecological balance.
- Many comments highlight the importance of enhancing infrastructure and public amenities alongside housing development. This includes the development of recreational facilities, schools, medical clinics, and efficient public transportation, ensuring that growth is balanced and beneficial for all residents.
- There's a desire to see Delta evolve into a more vibrant, inclusive community with mixed-use developments that offer residential, commercial, and recreational spaces. This is seen as a way to stimulate the local economy, provide social venues, and improve overall quality of life.
- The plan's support often cites the need to adapt to changing demographics, including the needs of younger generations who currently struggle to find affordable housing in Delta. The expansion of housing options is seen as crucial for allowing children to stay or return to the community, ensuring it remains dynamic and diverse.
- The changes are also recognized as necessary to meet or exceed the housing targets mandated by the Province of BC. This strategic compliance is aimed at ensuring Delta contributes to resolving broader regional housing challenges.
- While advocating for growth and densification, there's also a strong sentiment that these changes should not come at the expense of the community's unique character. Many support the idea of thoughtful, measured growth that respects the existing aesthetic and social fabric of Delta. There is a preference for mid-rise or low-rise buildings that fit the community's character.
- The connection between densification and the climate crisis is highlighted, with densification seen as a way to support more sustainable lifestyles through walking, biking, and using public transportation.
- The unique geographical position of Delta (South), offering easy access to Vancouver, the airport, Vancouver Island, and the U.S., is seen as an opportunity for economic growth through international trade and tourism, underlining the importance of managing growth while maintaining biodiversity.
- There is support for densification and some support for high-rises in the right place, such as near transit corridors.

Q5: Why or why not? (continued)

Those that **SOMEWHAT AGREE** with the approach to managing growth cite the following reasons:

- Participants express conditional support to the approach to managing growth in the proposed Official Community Plan (OCP) due to concerns about infrastructure, community character, and environmental impact.
- They appreciate the need for increased housing but emphasize the importance of managing growth to preserve the small-town feel of areas like Tsawwassen and Ladner.
- Concerns include traffic congestion, insufficient public transit, and limited access to health care and educational facilities due to already strained resources.
- Concerns about the capacity of emergency services to cope with increased population density, especially in areas with limited access routes.
- Discussions about affordable housing, including concerns that new developments cater to higher-income brackets at the expense of true affordability.
- Mention of the need for housing that supports diverse demographic needs, including seniors and those with disabilities.
- There's a call for more detailed planning regarding high-density development, particularly regarding the impact of high rises on community aesthetics and infrastructure.
- Supporters advocate for balanced growth that includes affordable housing and densification around urban centers and transit hubs, yet they stress the necessity of enhancing infrastructure, green spaces, and public services in tandem with development.
- The plan's ambition to increase housing options, such as coach houses and duplexes, is seen positively, but there's caution against rapid overdevelopment without adequate support systems in place.

Those that **DISAGREE** with the approach to managing growth cite the following reasons:

- Many believe that existing infrastructure, including roads, medical facilities, schools, and public transportation, is insufficient to support the proposed population increase. The community feels unprepared for the inevitable rise in traffic and demand for services.
- Several comments advocate for an "infrastructure-first" approach, suggesting that enhancements to roads, medical facilities, and other essential services should precede or accompany any major population growth. Some argue that the proposed housing types, such as coach homes and duplexes, won't effectively address affordability. There's a sentiment that these options could actually inflate property prices further, making housing less accessible.
- There's a strong desire to preserve the small-town feel of Delta and protect single-family housing. Residents fear that rapid urbanization and the construction of high-rise buildings will transform their community into a dense urban center, losing its unique character and appeal.
- The loss of green spaces and the potential strain on natural resources are major concerns. Residents value their parks and greenery for the physical and mental health benefits they provide and worry that increased density could compromise these vital community assets.

Q5: Why or why not? (continued)

Those that **DISAGREE** with the approach to managing growth cite the following reasons:

- Increased density is seen as a catalyst for more traffic congestion and parking issues, raising safety concerns for pedestrians and compromising the ease of movement within the community.
- There's a perception that the distribution of new housing is not equitable across Delta, with certain areas facing more intense development pressure. This has raised questions about the fairness and rationale behind decisions.
- Comments suggest the process for revising the OCP has been rushed, with insufficient engagement from the community. There's a call for more meaningful consultation and consideration of residents' feedback before any drastic changes are implemented.

Q6: Do you have any suggestions to support successful growth? Is anything missing?

Themes of the suggestions to support successful growth are:

- Prioritize resolving existing issues before pursuing further expansion. This includes taking it slow and ensuring the community's infrastructure can support new growth, focusing on gradual development based on tangible improvements.
- Collaborate with provincial and federal governments to improve access to transit, including exploring the extension of SkyTrain services. Improve biking infrastructure to support a more sustainable and accessible transportation network.
- Consider designating more areas of single-detached homes to allow for medium density housing, such as townhouses and low-rise apartment buildings, to accommodate growth in a more space-efficient manner.
- Focus growth in areas where infrastructure can be easily expanded or is already in place. This includes roads, utilities, and public services like parks, schools, and healthcare facilities.
- Emphasize the protection of farmland and ensure it is actively used for agriculture. This can help maintain the community's rural character and contribute to local food security.
- Implement a more inclusive planning process by directly engaging with residents, especially those directly impacted by proposed changes. Consult with residents, particularly concerning decisions around densification, design themes, and the placement of higher-density developments. Consider forming advisory or focus groups to consult on development plans before making public proposals.
- Allow for a range of housing options, including coach homes, suites, and higher-density developments, while ensuring new constructions blend with the existing community character. Encourage the development of housing that meets the diverse needs of the community, including affordable and senior housing.

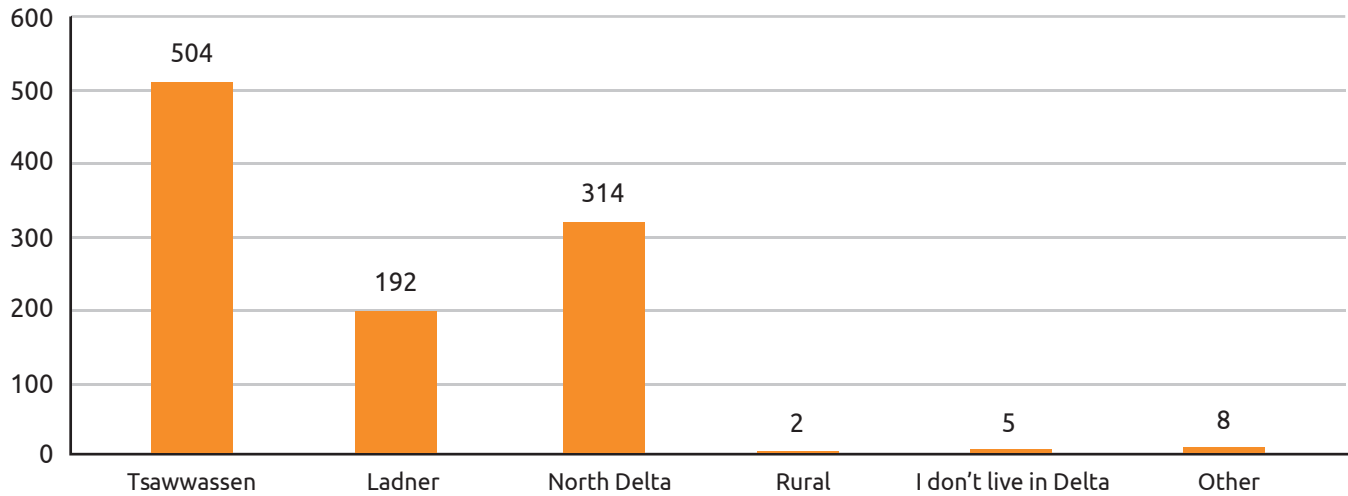
Q6: Do you have any suggestions to support successful growth? Is anything missing? (continued)

Themes of the suggestions to support successful growth are:

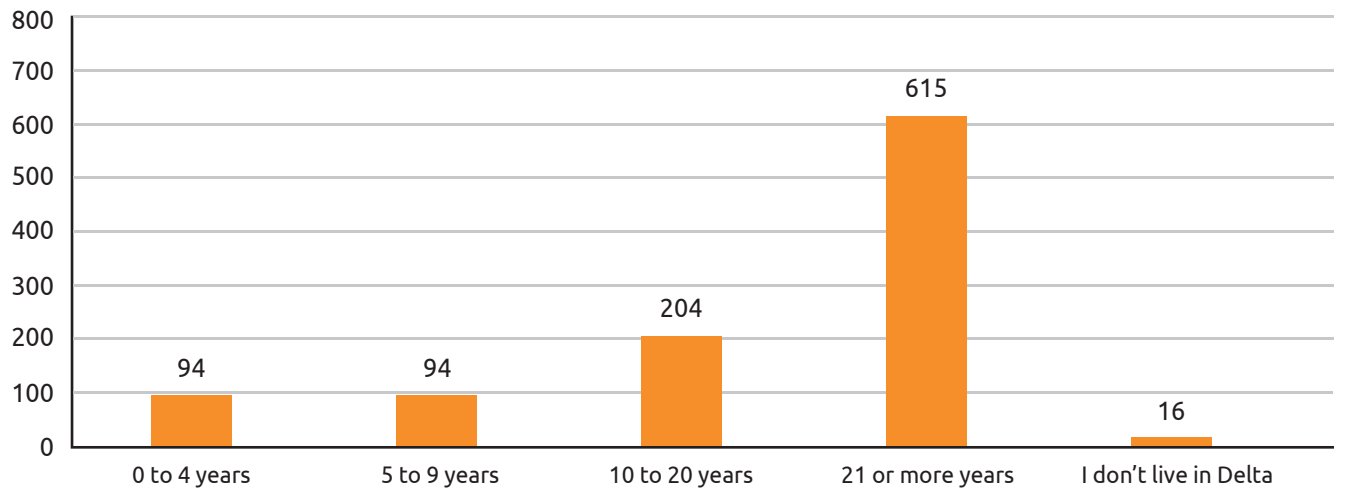
- Work towards creating more local job opportunities to reduce commuting pressures and support a more self-sufficient community. This can involve attracting businesses and supporting local enterprises.
- Address issues related to street parking by allowing more space for front yard parking and using permeable materials to mitigate runoff. Implement measures to ensure that the increase in density does not adversely affect traffic flow and parking availability.
- Look to examples of cities that prioritize pedestrian and cycling infrastructure, such as Barcelona, to guide urban design. Develop bike and walking routes that connect neighbourhoods, and ensure that public spaces and amenities support a high quality of life.
- Address the need for more schools and the expansion of local health care facilities like Delta Hospital to support growing populations. This includes ensuring adequate public amenities and services to match population growth.
- Keep focused on densification around transit corridors while preserving areas for single-family homes and quiet community areas. Balance higher-density developments with the need to maintain diverse living options for all community members.
- Plan small community gardens to support the sense of community and diversity as more infill housing occurs.
- Allow design flexibility in new homes and propose specific housing types like proper four-plexes on a single-family lot and townhouses on larger assembled parcels.
- Improve design guidelines around ecologically sensitive areas, emphasizing ecological restoration and mitigation in development close to such zones.
- Expand upon climate change goals and improve active transportation and public transit infrastructure to ensure safe, low-emission transportation alternatives.
- Promote mixed-use developments that can foster a self-sufficient community. Include integrating light commercial spaces within residential areas, like corner grocery stores, cafes, and daycares, to support local enterprises and reduce commuting pressures.
- Prioritize improvements to roads, transit, healthcare, and emergency services before or alongside housing expansion. Address current limitations like insufficient schools, daycare spaces, and healthcare facilities, which are essential for a sustainable community.
- Inclusive and Affordable Housing: A significant emphasis is placed on the need for housing affordability, including more options for affordable and senior housing. Suggestions include building on city-owned lands for rental or lower-cost housing and ensuring new developments offer a range of affordable options.

Q7: Which part of the city do you live in? Or have an interest in?

Participants were asked to identify their location of interest in order to provide feedback on the approach to growth suggested for different areas of the city.



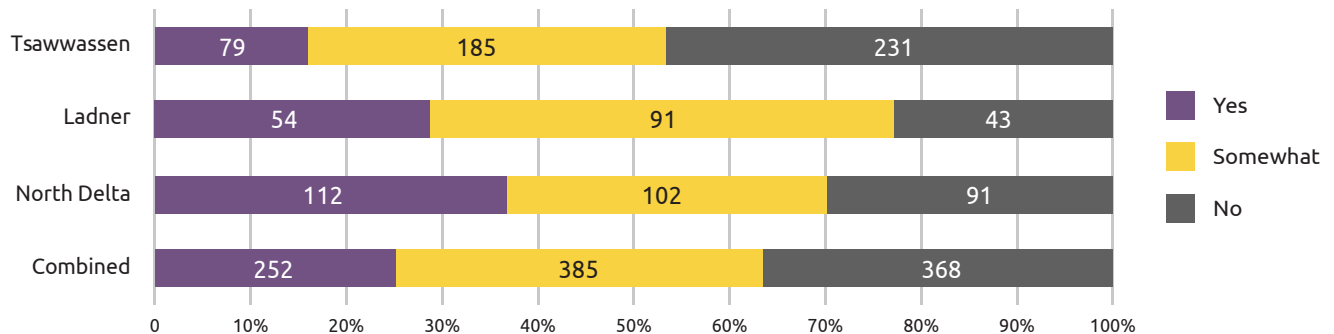
Q8: How long have you lived in Delta?



The majority of respondents have lived in Delta for 21 or more years.

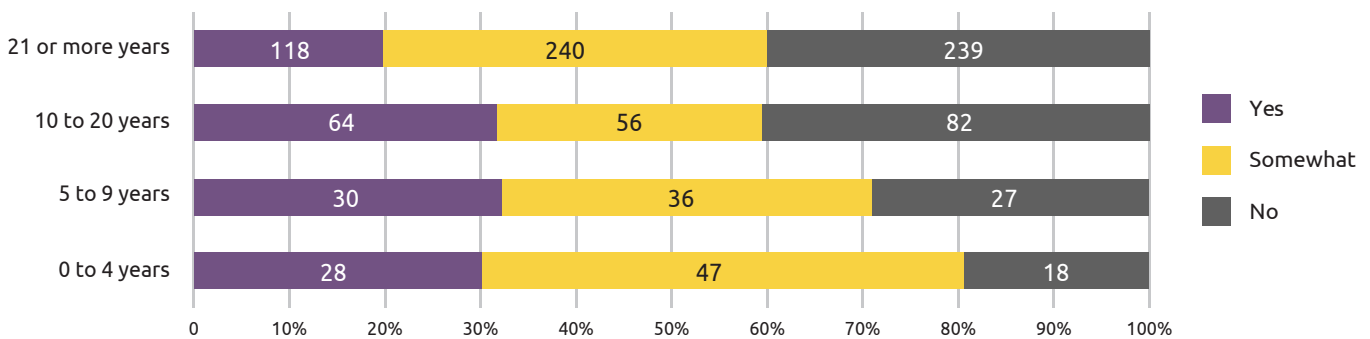
Q9: Do you agree with the approach to managing growth in this area?

Responses by Area of Interest



Similar to the results for Delta as a whole, participants who have an interest in Ladner and North Delta are more supportive of the approach to managing growth in those areas compared to Tsawwassen where 47% are opposed.

Responses by Length of Time Lived In Delta



Similar to the results for Delta as a whole, participants who have lived in the city for shorter periods of time tend to be less opposed to and more supportive of plans to manage growth than those who have lived in the community for longer periods of time.

Q10: Why or why not?

Participants were invited to provide comments that explain their support or opposition to the approach to managing growth in Delta as a whole.

North Delta Responses

- There's a strong call for more affordable housing options, with specific suggestions to allow four separate units on each lot to lower purchase prices, making homeownership more accessible to younger people. The idea of allowing townhouses on larger single-family lots to add affordable strata housing is also mentioned.
- Many comments express concerns about preserving the character of established neighbourhoods and ensuring infrastructure can support growth. This includes managing traffic, ensuring adequate parking, and maintaining green spaces.
- A lack of focus on local shops, amenities, and services is noted, with suggestions for improving access to health care, creating more family doctors, and enhancing public transportation to support a growing population.
- Opinions vary on the approach to densification, with some supporting strategic densification around transit corridors and urban centers, while others caution against high-density developments like towers, fearing they will disrupt community feel and strain infrastructure.
- Concerns are raised about the impact of development on the environment, including the loss of old-growth trees and the potential effects on local ecosystems like Burns Bog.
- Comments highlight concerns about decisions that avoid placing higher density in more affluent areas, suggesting a desire for a more equitable approach to density distribution.
- There's a desire for more meaningful engagement with the community in planning processes, with some suggesting that growth should not be solely determined by individual lot owners or developers, and that the community's voice should be stronger in decision-making.
- Traffic congestion, especially along Scott Road, is a recurring theme, with worries about how increased density will affect quality of life. The need for better infrastructure to support growth, including schools and health care, is emphasized.
- There are mixed opinions on the draft OCP, with some appreciating its design and others concerned it does not adequately address infrastructure needs or the potential overpopulation resulting from increased density.

Q10: Why or why not? (continued)

Ladner Responses

- There's an acknowledgment of the inevitability of change and growth but a strong desire to manage it in a way that preserves the unique charm, historical feel, and small-town vibe of Ladner. The community stresses the importance of planning for the future while maintaining the aspects that make Ladner special.
- Before introducing more housing, there's a call for significant enhancements to infrastructure. Concerns include the adequacy of transportation, healthcare, educational facilities, and community services to support an increased population. The existing infrastructure is seen as insufficient for current needs, let alone for future growth.
- While there's support for densification to address housing needs, residents advocate for a mindful approach. This includes focusing planned density around urban centers and maintaining the residential feel of neighbourhoods. There's support for low-rise apartments, townhomes, and mixed-use developments that align with Ladner's heritage design.
- Comments reflect a desire for greater community input and more responsive governance that considers the long-term impacts of growth on Ladner's quality of life. There's a call for the City of Delta to prioritize genuine improvement and sustainable growth over merely meeting housing targets.
- Comments mention specific controversial developments (e.g., Ladner Willows, Tsawwassen town center) and a strategy to push these projects forward without adequate public hearings, highlighting specific points of contention within the community.
- The need to preserve green spaces and ensure that growth does not compromise Ladner's natural environment or the lifestyle it offers its residents is emphasized. This includes maintaining accessibility and the safety of public spaces.
- There's a noted lack of discussion around enhancing Ladner's economic vibrancy and creating a flourishing center of commerce. The community expresses a desire for growth that supports local businesses and attracts new ones, contributing to a vibrant local economy.
- The comments highlight a need for diverse and affordable housing options to accommodate different demographics, including young families and the elderly. There's an acknowledgment that Ladner needs to evolve to support its residents' changing needs without sacrificing its character.
- There's an expressed worry that changes to the Official Community Plan (OCP) could lead to large developments being approved without the need for community input. This shift could potentially bypass resident concerns and directly impact the quality of life in Ladner.
- A stronger, more explicit resistance to any growth is noted, with some residents outright stating, "We do not need or want growth. Period." This reflects a segment of the community that prefers to maintain the status quo without any additional development.

Q10: Why or why not? (continued)**Tsawwassen Responses**

- Many residents express strong concerns about the proposal to introduce high-rise buildings, especially buildings at 17 or more storeys. There's a clear preference for low-rise buildings, townhouses, and the inclusion of secondary suites in existing homes over high-rise buildings. There's a consensus that such development would drastically alter the community's character and exacerbate existing infrastructure challenges.
- There's widespread concern that the existing infrastructure (roads, healthcare, schools, etc.) cannot support the proposed level of densification. Many point out that traffic congestion, limited healthcare access, and insufficient public transit are already significant issues that would be further strained by increased population density.
- Tsawwassen is cherished for its small-town feel, open spaces, and community vibe. Many comments reflect a desire to maintain these qualities, arguing that the proposed development could transform the area into an urban center, contrary to the residents' wishes.
- Residents highlight the importance of preserving green spaces and the natural environment, expressing worries that development could lead to loss of greenery, negatively impacting physical and mental health, as well as the local ecosystem.
- Beyond the general desire to preserve green spaces, there's concern about the specific impact of development on local wildlife and the broader ecosystem, suggesting a deeper environmental concern.
- While there's recognition of the need for more affordable housing options, there's skepticism about whether the proposed developments will meet this need. Suggestions include focusing on townhouses, low-rise apartments, and adding secondary suites to existing homes as more appropriate ways to increase housing stock without overwhelming the community.
- A common theme is the call for significant improvements to infrastructure and services before any major development. This includes better roads, health care facilities, schools, and emergency services to support the current population and any future growth.
- The limited access to Tsawwassen, with only a few roads in and out, raises concerns about increased traffic congestion and potential evacuation challenges in emergencies. The impact of additional vehicles from new residents is seen as a critical issue.
- There's a perception that the process to develop the plan is being rushed and that community input is not being adequately considered. Residents desire a more transparent, inclusive planning process that respects the wishes of the community.
- Some residents support growth that is carefully managed, targeted around the town center, and includes a mix of housing types that cater to all segments of the population. However, there's a call for any development to be in harmony with Tsawwassen's existing character.

Q11: Do you have any other comments or suggestions for this work?

- There are concerns about maintaining the area's character amidst growth. Many residents are against the idea of high-density housing, particularly high-rise buildings, preferring development that preserves the small-town and semi-rural feel unique to different parts of Delta.
- A common theme is the need for infrastructure improvements to keep pace with development. This includes better roads, health care facilities, schools, and emergency services, as well as enhancements to water, sewer, and electrical systems to support a growing population.
- There's a call for a broader range of housing options across Delta, including affordable housing, townhouses, duplexes, and options for seniors and young families. Suggestions also point to exploring partnerships for developing underutilized spaces and allowing more secondary suites and garden homes to increase housing availability.
- Residents emphasize the importance of preserving green spaces, parks, and farmland. There's strong support for sustainable development that includes ample public green spaces and respects the area's agricultural heritage.
- Many comments express a desire for more inclusive and comprehensive consultation processes, allowing for genuine community input into the OCP. Residents seek transparency in decision-making and more opportunities to influence the future development of Delta.
- The feedback highlights concerns about traffic congestion and the need for better public transit options, including bus services and potential light rail connections. Enhancing mobility for cyclists and pedestrians is also seen as crucial, especially with increasing development.
- There's a recognized need for expanding local amenities, including shopping, recreational facilities, and services, to accommodate growth. This includes concerns about ensuring enough doctors and healthcare services are available to meet the needs of a larger population.
- There's a call for developments to incorporate sustainable practices, including energy-efficient buildings, solar panels, and green building standards, to ensure environmentally responsible growth.
- There is a sentiment that planning decisions are too influenced by developers, with a call for more resident-driven planning processes that prioritize community needs over profit.
- Some comments highlight the need to support local businesses and ensure that development does not negatively impact them, suggesting a desire for economic as well as physical planning.
- A recurring theme is the concern that rapid development and densification will negatively impact the community's quality of life, particularly in terms of increased congestion, loss of green space, and changes to the community feel.
- Some residents are concerned about the impact of densification on local heritage properties and the overall character of their communities, suggesting a need for development approaches that respect historical elements.

Open Houses

Discussions at the open houses echoed the feedback gathered through the feedback form. Open House attendees also had the opportunity to view the updates to the policy areas and provide their comments. Themes of the feedback related to the specific policy areas is summarized below:

Industrial Land Use

- Question about whether there are opportunities to activate industrial lands on the weekends.
- Interest in seeing multi-level warehouses to conserve land, suggesting the use of conveyor belts or freight elevators for material movement.

Commercial Land Use

- Proposal for multi-level parking softened by greenery, similar to Kerrisdale on 42 Ave, to encourage park and walk strategies.
- Feedback on potential traffic and planning issues at specific locations, including concerns about the size of a 7-Eleven property and the proposed zoning changes at 84th and 112th.
- Calls to preserve a strip mall in favour of more shops instead of apartment/high-rise developments.
- Suggestions to redevelop older commercial areas that are eyesores, particularly along Scott Road.
- Feedback on the impact of densification on local facilities and the necessity for more commercial spaces for purchase rather than lease.
- Emphasis on avoiding tall buildings to maintain the unique "small town" feel of certain areas.

Transportation

- Concerns over the cost-effectiveness of shaving minutes off bus trips and the alignment of transit availability with densification.
- Numerous points on traffic congestion, the inadequacy of current transit services, and suggestions for improved access and infrastructure.
- Suggestions to make more areas of the city walkable and to improve transit services to support community growth.

Utilities and Infrastructure

- Suggestions for alternating garbage pickup with recycling and enhancing natural drainage to mitigate flooding.

Agriculture

- Strong calls to preserve agricultural lands, support the farming community, and protect from urban sprawl.

Natural Environment and Climate Change

- Concerns about the impact of tree retention policies, the need for more educational efforts on water conservation, and the impact of urbanization on wildlife and natural habitats.

Parks, Recreation, and Culture

- Numerous suggestions for improving recreational facilities, including calls for more arts and cultural centres, improved park facilities, and specific facility requests like indoor tennis and safe bike paths.

Community Services

- Concerns about the capacity of schools and medical services to handle population growth, with suggestions for addressing these challenges.

Inclusive and Vibrant Communities

- Calls for more senior housing, affordable and accessible housing options, and maintaining community balance amidst growth. Emphasizes the importance of accommodating the needs of a diverse population, including seniors and families.

Attachment A: Communications and Engagement Timeline

Date	Activity
Feb. 12	OCP Communications and Engagement Program Report at Delta Council Meeting.
Feb. 13	Let's Talk Delta page published featuring background information.
Feb. 13	Public communications issued to raise awareness and inform about need for housing including: <ul style="list-style-type: none"> • News Release • Social Media • Eblast
Feb. 13	Email notifications to community groups advising of need for housing, plan to update OCP and refresh policies and invitation for involvement.
Feb. 13	Community Wide Mailout #1 to 44,000 homes and businesses. Mailout included letter from the Mayor and Fact Sheet #1 advising of need for housing, plan to update OCP, and opportunities for involvement.
Feb. 14 to 29	Social Media campaign raising awareness of need for housing, plan for update, and opportunities for involvement.
Feb. 16	Eblast to 5,634 subscribers of Let's Talk Delta informing them of start of work on a new Official Community Plan and opportunities for involvement.
Feb. 22	Full page ads in the Delta Optimist and the North Delta Reporter advising of need for housing, plan to update OCP, and opportunities for involvement.
Feb. 26 to Mar. 16	Meta ads on Facebook and Instagram to promote engagement events.
Feb. 29	News Release announcing the proposed direction of the OCP and the availability of the future land use maps.
Feb. 29	Community Wide Mail Out #2 to 44,000 homes and businesses. Mailout described the three big changes being proposed and included the draft land use maps for Tsawwassen, North Delta, and Ladner and reminded of the opportunities for involvement.
Feb. 29	Let's Talk Delta project page updated to include Fact Sheet #2 and Feedback Form.
Feb. 29 to Mar. 17	Social Media campaign updating residents on engagement activities.
Feb. 29 and Mar. 7	Full page ads in the Delta Optimist and North Delta Reporter describing the three changes and reminding residents how to get involved.
Mar. 1 to 14	Digital Advertising campaign including the Delta Optimist Email Newsletter, Wallpaper advertising, Mobile Persisten Banner advertising, Digital Out of Home advertising.
Mar. 5	Open House Display Boards uploaded to Let's Talk Delta project page featuring project background, future land use maps, building heights and types, and overview of policy areas.

Date	Activity
Mar. 5	Email notifications to community groups informing of availability of future land use maps and invitation for involvement.
Mar. 5	Eblast to 5,722 subscribers of Let's Talk Delta informing them of availability of display materials and reminder of engagement activities.
Mar. 5	Online Info Session #1 (6 pm to 7:30 pm). Event was attended by 350 unique viewers.
Mar. 6	Meeting with Delta School District staff to discuss population projections and policy content.
Mar. 6	Open House #1 - North Delta (6 pm to 8 pm at the North Delta Recreation Centre). Event was attended by 342 residents.
Mar. 7	Open House #2 - South Delta (6 pm to 8 pm at the South Delta Recreation Centre). Event was attended by 415 residents.
Mar. 8 to 12	Advertising on Red FM to promote Online Information Session in Punjabi.
Mar. 9	Open House #3 – South Delta (10 am to 12 pm at the Ladner Community Centre). Event was attended by 210 residents.
Mar. 12	Online Info Session #2 (Punjabi - 6 pm to 7:30 pm). Event was attended by 34 unique viewers.
Mar. 13	Eblast to 5,722 subscribers of Let's Talk Delta reminding them of final days to complete feedback form.
Mar. 13	Presentation to the Diversity, Inclusion and Anti-Racism Committee.
Mar. 14	Open House #4 – South Delta (6 pm to 8 pm at North Delta Centre for the Arts). Event was attended by 183 residents.
Mar. 19	Presentation to Mobility and Accessibility Committee.
Mar. 27	Online Info Session #3 – Business Community (12 pm to 1 pm).
Mar. 27	Presentation to Chamber of Commerce Board of Directors.
Mar. 28 – Apr. 5	Social Media Campaign answering Top Ten Questions.
Mar. 28	Full page ads in the Delta Optimist and the North Delta Reporter answering Top Ten Questions.
Apr. 4	Full page ads in the Delta Optimist and the North Delta Reporter answering Top Ten Questions.





2024 OCP Update Survey

SURVEY RESPONSE REPORT

16 June 2020 - 21 March 2024

PROJECT NAME:

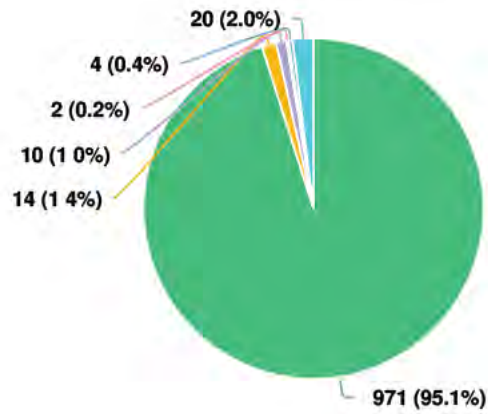
2024 OCP Update - Housing Our Future





SURVEY QUESTIONS

Q1 Which best describes your interest in participating in the creation of the new OCP?

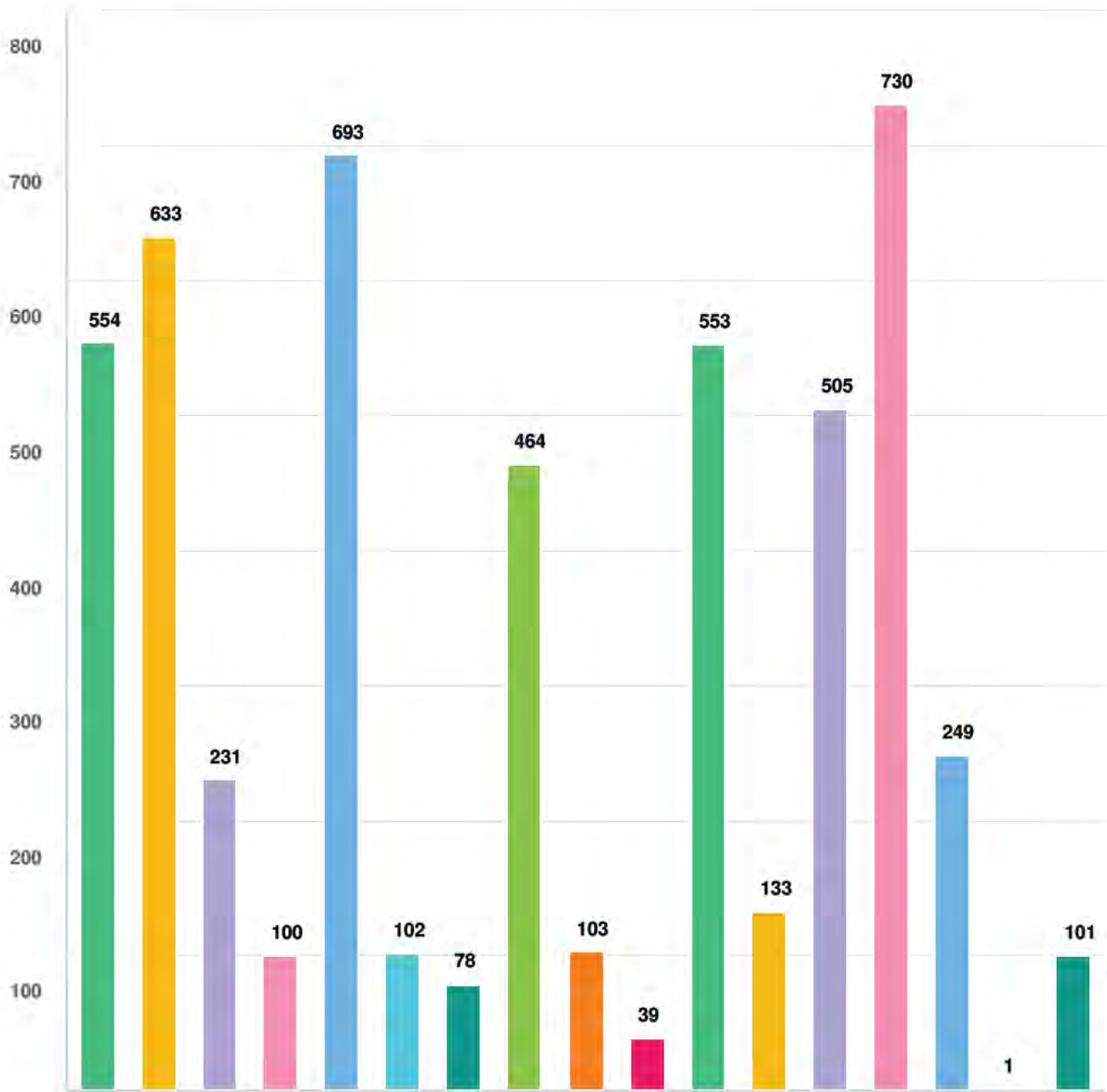


Question options

- I live in Delta
- I work in Delta
- I own a business in Delta
- I visit Delta occasionally
- I am looking for housing in Delta
- Other (please describe)

Optional question (1019 response(s), 15 skipped)
Question type: Radio Button Question

Q2 What do you love about Delta? Select up to 7.

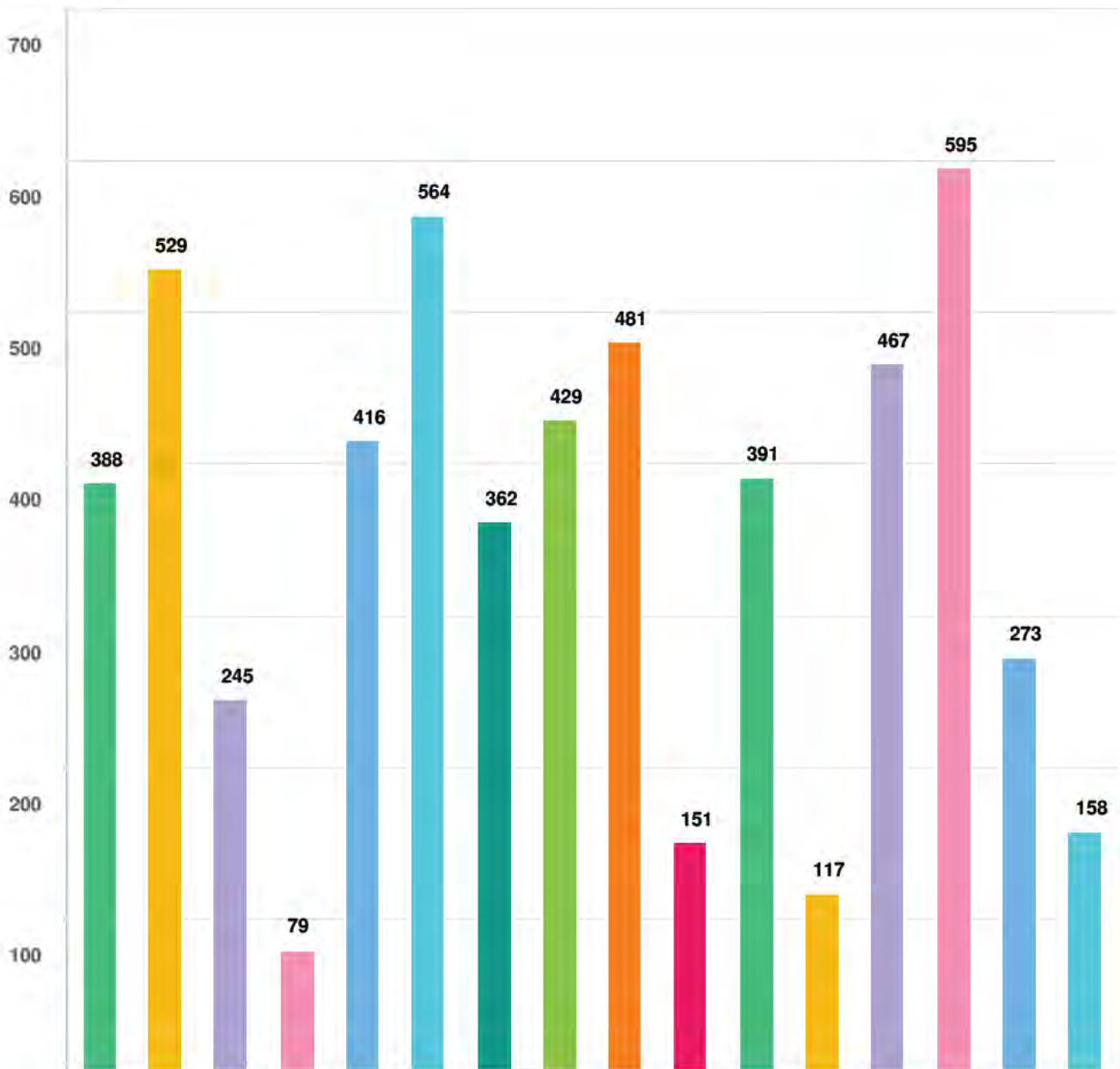


Question options

- Access to community facilities (i.e. pools, arenas)
- Ample parks and green spaces
- Variety of shopping services and entertainment
- Access to arts and culture
- Positive sense of community
- Efficient road network
- Many housing options
- Proximity to Vancouver
- Efficient public transit
- Economic or business opportunities
- Variety of walking and biking options
- Cultural diversity and inclusivity
- Rich farming tradition
- Beautiful natural environment
- Historic buildings and heritage
- Nothing in particular
- Other (please describe)

Optional question (1019 response(s), 15 skipped)
Question type: Checkbox Question

Q3 What do you think are the most important challenges facing Delta as the City grows?
Select up to 7.



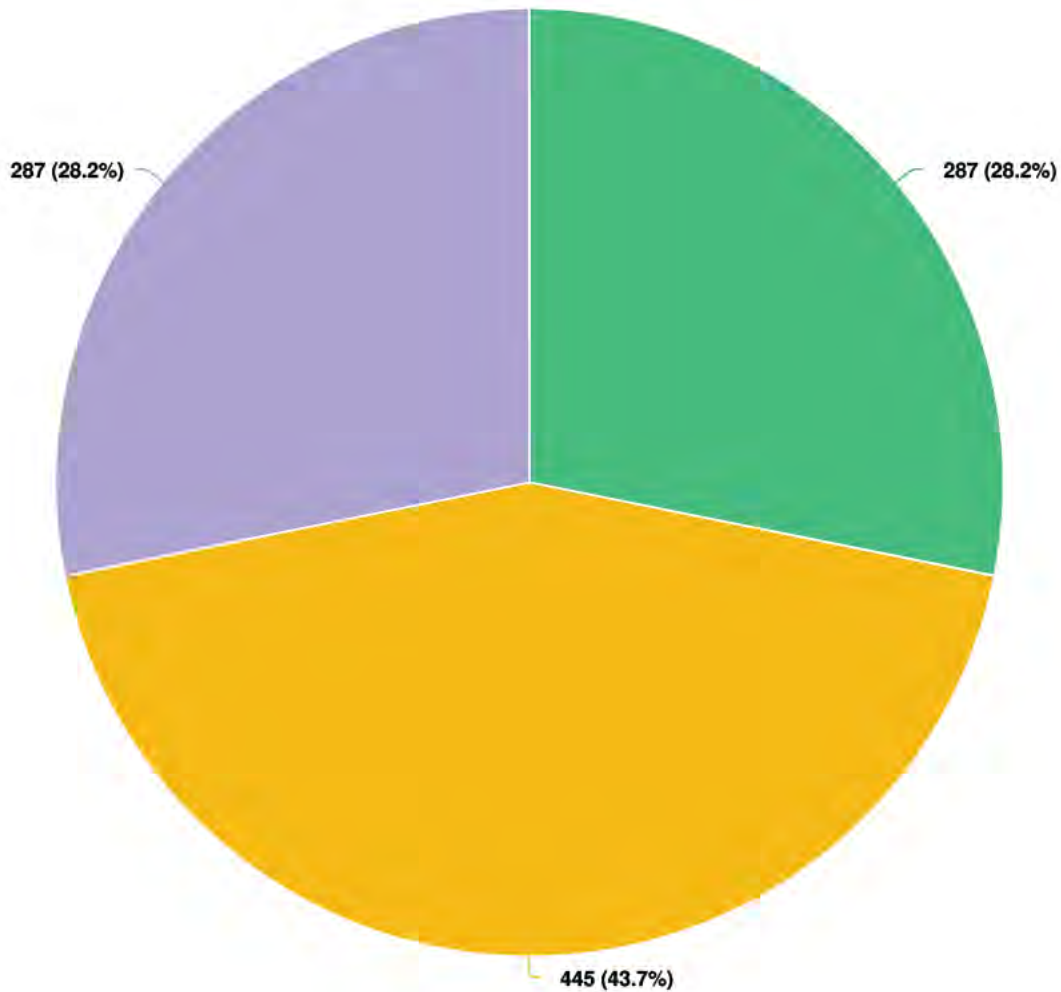
Question options

- Access to community facilities (i.e. pools, arenas)
 ● Ensuring ample parks and green spaces
- Providing a variety of shopping services and entertainment
 ● Supporting access to arts and culture
- Creating a positive sense of community
 ● Maintaining an efficient road network
 ● Providing housing options
- Supporting affordable housing
 ● Access to efficient public transit
 ● Cultivating economic or business opportunities
- Ensuring ample walking and biking options
 ● Supporting cultural diversity and inclusivity
- Protecting the rich farming history
 ● Conserving natural environment
 ● Protecting our historic buildings and heritage
- Other (please describe)

Optional question (1022 response(s), 12 skipped)
Question type: Checkbox Question



Q4 Thinking about the whole city of Delta, do you agree with this approach to managing growth?



Question options

- Yes
- Somewhat
- No

Optional question (1017 response(s), 17 skipped)

Question type: Radio Button Question

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To: Finance Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: May 31, 2024 Meeting Date: June 19, 2024

Subject: **Greater Vancouver Regional Fund – 2023 Annual Report**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 31, 2024, titled “Greater Vancouver Regional Fund – 2023 Annual Report.”

EXECUTIVE SUMMARY

TransLink has submitted its Annual Report containing budget and schedule information on active projects funded with federal gas tax funds through the Greater Vancouver Regional Fund (GVRF) as at December 31, 2023. Although TransLink has historically delivered the majority of its projects on or ahead of schedule, 18 of 21 active projects are currently experiencing delays exceeding three months due to supply chain shortages, uncertainties in ridership recovery following the COVID-19 pandemic, and complexities in project design and requirements. \$214.5 million remains available in the fund for future project funding. This will be the last Annual Report under the current GVRF program, as the federal Canada Community-Building Fund (CCBF) expired on March 31, 2024. The CCBF is expected to be renewed later this year along with a revised regional program.

PURPOSE

This report presents TransLink’s 2023 Annual Report on active projects funded through the Greater Vancouver Regional Fund (GVRF) in accordance with the *Federal Gas Tax Fund Expenditures Policy* (GVRF Policy) (Reference 1).

BACKGROUND

The GVRF Policy was adopted by the MVRD Board in 2016 and revised in 2020. It requires TransLink to report annually by the end of the second quarter to the MVRD Board on the status of projects funded through the GVRF, summarizing the previous calendar year’s projects. The reports must include updates on: variances in budgeted and actual costs, expenditures to date, project schedule, risk assessment, state of purchased assets, and alignment with the GVRF evaluation criteria.

2023 GVRF ANNUAL REPORT

TransLink’s 2023 Annual Report (Attachment 1) summarizes budget and schedule information on active projects with GVRF funding to the end of 2023.

Active Project Schedules

As at December 31, 2023, there were 21 active TransLink projects funded by the GVRF. The majority of these projects (18) were experiencing delays of greater than three months. Tables 5 and 6 in TransLink’s Annual Report provide details about these delayed projects, along with three projects that have been substantially completed or that remain on schedule.

TransLink’s 2023 Annual Report cites the following three key reasons for the delays to active projects:

- supply chain shortages affecting vehicle deliveries;
- postponing projects to assess ridership capacity requirements following the COVID-19 pandemic; and
- complexities in project design and requirements.

Vehicle deliveries for the six Conventional Bus and Community Shuttle projects that were postponed following COVID-19 are scheduled to be received in 2024 and early 2025.

The following 11 projects were reported as being behind schedule by more than 24 months:

- Electric Battery Bus Purchases – Pilot (delayed by 85 months)
- 2020 Community Shuttle Vehicles – Expansion (48)
- 2020 Conventional Bus – Expansion (45)
- BCRTC Elevating Devices – Elevators Replacement (45)
- 2021 HandyDART Vehicles – Expansion (45)
- Mark I 500-800 Refurbishment (42)
- 2021 Community Shuttle Vehicles – Expansion (38)
- Port Coquitlam Transit Centre Infrastructure (37)
- Next Generation SeaBus Design (28)
- 2020 Conventional Bus – Replacement (26)
- 2021 Conventional Bus – Expansion (25)

The longest delay (i.e., 85 months) is associated with the Electric Battery Bus Purchases – Pilot project. The project was substantially completed in 2019, but additional scope for charging infrastructure, which did not draw upon GVRF funding, was added in February 2024. Procurement to retain a contractor is currently underway.

Active Project Costs

The 21 active projects funded by the GVRF have budgets totalling \$1.446 billion, with \$1.185 billion, or 82 percent, awarded through the GVRF. Total expenditures to date on these projects as of December 31, 2023 were \$144.9 million, of which \$123.1 million was provided by the GVRF. Once these projects are completed, the final funding variance is forecasted to be approximately \$4.4 million under budget. Any unspent GVRF funds at project completion are returned to the GVRF so that they may be used to support alternate future projects.

The Mark I 500-800 Refurbishment project was reported in TransLink’s 2023 Annual Report as having a positive cost variance (i.e., under budget) of \$3.4 million. No project had a negative cost variance (i.e., over budget) in excess of \$500,000.

Since the Federal Gas Tax Fund Program began in 2005, TransLink has received \$2.3 billion in funding through the GVRF. At the end of 2023, there remained \$214.5 million in GVRF funds available for the funding of future projects. This balance is larger than usual because TransLink did not apply for GVRF funding in Fall 2023.

Risk Assessment

TransLink's 2023 Annual Report provides an updated summary of known risks to the delivery of active projects. TransLink has identified foreign exchange rate volatility, limited labour resources, bus sub-system integration and commissioning, building permit delays, and supply chain impacts as the primary risks going forward.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The processing of GVRF Annual Reports is part of Regional Planning staff's regular activities. There are no financial implications associated with this report.

CONCLUSION

TransLink has submitted its Annual Report containing budget and schedule information on active projects funded with federal gas tax funds through the Greater Vancouver Regional Fund as at December 31, 2023. Although TransLink has historically delivered the majority of its projects on or ahead of schedule, 18 of 21 active projects are currently experiencing delays exceeding three months due to supply chain shortages, uncertainties in ridership recovery following the COVID-19 pandemic, and complexities in project design and requirements. \$214.5 million remains available in the GVRF for the funding of future projects. This will be the last Annual Report under the current GVRF program, as the federal Canada Community-Building Fund (CCBF) expired on March 31, 2024. The CCBF is expected to be renewed later this year along with a revised regional program.

ATTACHMENTS

1. TransLink, Report on Federal Gas Tax Funding Received from the Greater Vancouver Regional Fund, dated June 19, 2024

REFERENCES

1. Metro Vancouver's [Federal Gas Tax Fund Expenditures Policy](#), revised February 28, 2020

67751302

To: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver

From: Patrice Impey, Chief Financial Officer, TransLink

Date: June 19, 2024

Subject: Report on Federal Gas Tax Funding Received from the Greater Vancouver Regional Fund (GVRF)

Article I. PURPOSE

The "Federal Gas Tax Fund Expenditures Policy", approved by the Board of Directors of the Metro Vancouver Regional District (MVRD Board) on May 27, 2016 and amended February 28, 2020, requires TransLink to report to Metro Vancouver on active projects that have received funding from the Greater Vancouver Regional Fund (GVRF).

The report frequency is annual and has the following reporting objectives:

- A. Projects budget to actual cost variances;
- B. Projects expenditures to-date;
- C. Projects progress;
- D. Current projects schedule and state of purchased assets;
- E. Overall risk assessment;
- F. Alignment with Evaluation Criteria.

This report provides historical information on active projects with GVRF funding as at December 31, 2023.

Article II. BACKGROUND

Since the Federal Gas Tax Fund program began in 2005, TransLink has received \$2,299.9 million in funding to expand and modernise the transit network. Interest earned on funds received, which must be used for approved GVRF projects, totalled \$119.0 million at December 31, 2023. There was an additional \$159.3 million in GVRF funds available held by UBCM for TransLink at December 31, 2023. These sources combined to a total \$2,578.2 million in GVRF funds. \$214.5 million was unallocated to projects at December 31, 2023. The increase in unallocated funds is because TransLink has not come forward with the 2024 application in 2023. This application is expected to be submitted in 2024.

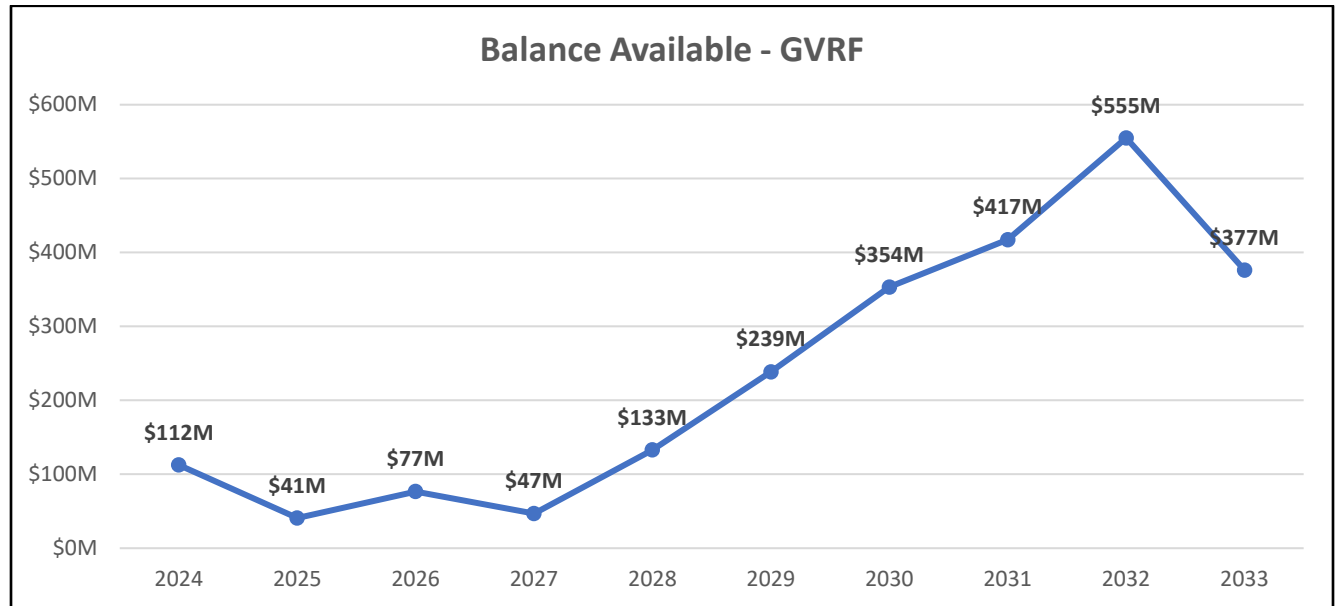
Greater Vancouver Regional Fund
 (as of December 31, 2023)

In millions

Total GVRF Funds	\$2,578.2
Funds applied to completed projects	(1,179.3)
Funds applied to active projects	(1,181.9)
Funds applied to approved in principle projects	(2.5)
GVRF Funds Available	\$214.5

2024 Investment Plan

The chart below shows the projected GVRF balance through 2033¹. During the period 2024-2033 TransLink anticipates allocations of \$1.7 billion in funding from the Government of Canada into the GVRF, with TransLink utilizing the entirety of the allocation. These projects reflect investments in the transit fleet and advancing TransLink's [Low Carbon Fleet Strategy](#)² and [Climate Action Strategy and Plan](#). While the GVRF balance at the end of 2033 is forecasted to be \$377 million, it is expected to be drawn down in 2034 by a large fleet replacement coming due between 2032-2034.



GVRF funding is a very important source of capital funding for TransLink and is fundamental to implement the Low Carbon Fleet Strategy, achieve the planned GHG reductions and support the Province's Clean BC mandate. In 2023 GVRF funding represented 51.6% of all senior government funding supporting TransLink's active capital program and 20.8% of the total costs of TransLink's active capital program.

Active Projects

As of December 31, 2023, there were 21 active projects funded by the GVRF, with a total budget of \$1,445.7 million and approved GVRF funding of \$1,184.6 million. Table 1 is a summary of the total project costs and funding as at December 31, 2023.

¹ The annual balance available is as of the beginning of the year subsequent to anticipated applications. Applications are commonly submitted in the preceding year with the exception of 2024 which has been deferred to be submitted until mid-late 2024.

² TransLink is currently developing a new Zero-Emission Fleet Transition Plan that will supersede the Low Carbon Fleet Strategy.

Table 1 – Summary of total project costs and GVRF funding as of December 31, 2023

	Budget As of Dec 31, 2023	Final Forecast Cost As of Dec 31, 2023	Variance As of Dec 31, 2023
Total Project cost	\$1,445.7	\$1,441.3	\$4.4
Eligible GVRF Funding Approved to Date	(1,184.6)	(1,169.3)	(15.3)
Costs Ineligible for GVRF Funding¹	\$261.1	\$272.0	\$(10.9)

Table 2 provides a detailed list of active projects with GVRF funding, including budget, final forecast cost (FFC) and expenditures-to-date as of December 31, 2023. Included in the table are projects that are substantially complete, which have been implemented or are in-service, but remain active to reflect outstanding charges and holdbacks to be addressed prior to project close-out.

Table 2 – List of active projects with GVRF funding as of December 31, 2023

Active Projects with GVRF Funding (\$ millions)	Budget	Expenditures to Dec 31, 2023	FFC	Forecast to Budget Variance	Approved Funding	Funding used up to Dec 31, 2023	Total Forecast Funding	Funding Variance
Electric Battery Bus Purchases - Pilot	10.0	9.2	9.7	0.3	6.9	6.9	6.9	-
2020 Conventional Bus - Replacement	31.3	31.0	31.0	0.3	29.1	29.1	29.1	-
2020 Conventional Bus - Expansion	97.3	59.3	97.3	-	103.5	55.3	93.3	10.2
2020 Community Shuttle Vehicles - Expansion	2.5	1.5	2.4	0.1	2.0	1.4	2.0	-
2021 Conventional Bus - Expansion	47.2	1.1	46.8	0.4	46.2	0.2	45.9	0.3
2021 HandyDART Vehicles – Expansion	3.0	-	3.0	-	1.6	-	1.6	-
2021 Community Shuttle Vehicles – Expansion	1.1	-	1.1	-	0.9	-	0.9	-
Mark 1 500-800 Refurbishment	8.8	3.5	5.4	3.4	9.9	3.3	5.1	4.8
2022 Community Shuttle Vehicles - Replacement	16.9	1.8	16.6	0.3	15.3	1.6	15.3	-
Next Generation SeaBus Design ²	2.7	-	2.7	-	2.5	-	2.5	-
Port Coquitlam Transit Centre Infrastructure (LCFS)	54.6	2.8	54.8	(0.2)	27.8	1.2	27.8	-

¹ Costs ineligible for GVRF funding represent expenditures that are not eligible to be claimed under GVRF and also eligible costs that exceed the GVRF funding approved for the project. Examples of ineligible costs include internal labour, overhead, land, internal training, and maintenance costs.

² Approved in principle project with approved GVRF Funding. All other projects are active.

Active Projects with GVRF Funding (\$ millions)	Budget	Expenditures to Dec 31, 2023	FFC	Forecast to Budget Variance	Approved Funding	Funding used up to Dec 31, 2023	Total Forecast Funding	Funding Variance
2023 Conventional Bus (Electric) - Replacement	88.7	-	88.7	-	86.1	-	86.1	-
2021 BCRTC Service Support Vehicles - Replacement	0.4	0.3	0.4	-	0.4	0.3	0.4	-
BCRTC Elevating Devices Elevators Replacement	18.1	-	18.1	-	15.0	-	15.0	-
BCRTC Elevating Devices Escalators Replacement	10.7	2.3	10.8	(0.1)	5.5	1.8	5.5	-
2023 Community Shuttle Vehicles - Replacement	6.9	-	6.7	0.2	6.7	-	6.7	-
2023 Conventional Bus (CNG) - Replacement	46.1	0.3	46.0	0.1	44.4	-	44.4	-
2023 HandyDART Vehicles - Replacement	8.5	0.2	8.4	0.1	6.8	-	6.8	-
Marpole Transit Centre	498.3	31.0	498.3	-	298.1	22.0	298.1	-
2024 Conventional Bus (RNG) - Replacement	78.0	-	78.0	-	75.3	-	75.3	-
Conventional Trolley Bus - Replacement	414.6	0.6	415.1	(0.5)	400.6	-	400.6	-
Total	1,445.7	144.9	1,441.3	4.4	1,184.6	123.1	1,169.3	15.3

Substantially Complete Projects

Among active projects as of December 31, 2023, there are 2 substantially completed projects with a cumulative budget of \$10.4 million and GVRF Funding of \$7.3 million. All assets from substantially complete projects are currently in use in TransLink operations. Once the outstanding charges and/or holdbacks are released the projects will be closed out.

A. Project Budget to Actual Costs Variance

The majority of projects have favorable variances compared to budget. See Table 2 for a detailed list of active projects and variances from current forecast and approved budget. Below is a discussion of any projects with variances between budget and FFC greater than \$1.0 million as of December 31, 2023.

Mark 1 500-800 Refurbishment - This project is in the final stages of completion as of December 31, 2023 with a positive variance of \$3.4 million between the budgeted cost and the FFC. The variance is primarily due to procurement costs coming in below budget.

B. Project Expenditures for Active Projects

Total active project costs were \$144.9 million as of December 31, 2023, with \$123.1 million in funding coming from the GVRF. Table 3 is a summary of the total active project costs and funding as of December 31, 2023:

Table 3 - Greater Vancouver Regional Fund (\$ millions)

	As of December 31, 2023
Total Project Costs	\$144.9
Costs Ineligible for GVRF Funding	(21.8)
Expenditure of GVRF Funding	<u>\$123.1</u>

Costs ineligible for GVRF funding represent expenditures that are not eligible to be claimed under GVRF and also eligible costs that exceed the GVRF funding approved for the project. Examples of ineligible costs include internal labour, overhead, land, internal training, and maintenance costs.

C. Completed Projects

Table 4 provides a detailed breakdown of completed projects with GVRF funding, including budget, final forecast cost (FFC) and expenditures-to-date as of December 31, 2023. Funding remaining under a completed project is released and becomes available to utilize for future GVRF applications.

Table 4 - Projects completed since the prior year report

Completed Projects with GVRF Funding (\$ millions)	Budget	Expenditures to Dec 31, 2023	FFC	Forecast to Budget Variance	Approved Funding	Total Funding Used	Funding Variance
SkyTrain Mark I Vehicle Refurbishment	28.0	26.5	26.5	1.5	24.4	14.9	9.5
2019 Conventional Bus - Replacement	33.9	33.5	33.5	0.4	30.0	30.0	-
2020 HandyDART Vehicles - Replacement	5.7	5.6	5.6	0.1	6.1	5.4	0.7
2020 HandyDART Vehicles - Expansion	1.4	1.3	1.3	0.1	1.4	1.3	0.1
2021 HandyDART Vehicles - Replacement	5.8	5.7	5.7	0.1	6.4	5.4	1.0
2021 Community Shuttle Vehicles - Replacement	14.5	13.8	13.8	0.7	13.7	13.2	0.5
2022 HandyDART Vehicles - Replacement	6.3	6.2	6.2	0.1	6.5	5.9	0.6
2021 CMBC Service Support Vehicles - Replacement	1.3	1.2	1.2	0.1	1.4	1.2	0.2
Total	96.9	93.8	93.8	3.1	89.9	77.3	12.6

D. Current Project Schedule

Table 5 provides an update on the progress of approved projects and whether they had proceeded as intended as of December 31, 2023. All projects require Specific Project Approval (SPA) during which they are reviewed by TransLink’s Capital Management Committee to ensure fiscal responsibility and overall alignment with the Regional Transportation Strategy. Projects are required to obtain SPA approval before any commitments are made to an external party.

Table 5 – Summary of project progress for active projects with GVRF funding

Project Schedule	Number of Projects	FFC (\$ millions)
Delays greater than 3 months	18	\$1,016.1
On or ahead of schedule	1	415.1
Substantially completed projects	2	10.1
	21	\$1,441.3

Table 6 shows an estimate for each project schedule based on updated in-service dates as of December 31, 2023 and the approximate delay in months when compared to original forecast in-service dates. Schedule delays can be caused by numerous reasons, such as delay in equipment delivery from vendors or project complexity. The primary causes of delays impacting active projects in this report include supply chain shortages affecting vehicle deliveries, postponing projects in order to assess ridership capacity requirements following COVID-19 and complexities in project design and requirements. Below is a schedule summary for all active projects as of December 31, 2023.

Table 6 – Project schedule summary

Active Projects with GVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
Electric Battery Bus Purchases - Pilot	December 2018	December 2025	85	Substantial completion of the original project scope occurred in September 2019. Additional need for charging infrastructure was identified and scope was added in February 2024. Procurement process to retain a contractor is in progress.	Yes, SPA approved in September 2017	17
2020 Conventional Bus - Replacement	March 2021	April 2023	26	Project is in the final stages of completion.	Yes, SPA approved in May 2019	17
2020 Conventional Bus - Expansion	December 2020	August 2024	45	Acceptance of buses has been delayed due to quality concerns and deficiency work. Remaining buses are forecasted to be accepted throughout 2024.	Yes, SPA approved in May 2019	17

Active Projects with GVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
2020 Community Shuttle Vehicles - Expansion	January 2021	December 2024	48	The project was delayed during COVID-19 for an assessment of ridership recovery. Remaining buses are forecasted to be accepted throughout 2024.	Yes, SPA approved in November 2019	5
2021 Conventional Bus - Expansion	November 2022	November 2024	25	The project was delayed during COVID-19 for an assessment of ridership recovery. The completed assessment reduced the project scope, for which a funding amendment had been previously submitted. Remaining buses are expected to be accepted throughout 2024.	Yes, SPA approved in March 2020	17
2021 HandyDART Vehicles – Expansion	October 2021	June 2025	45	The project was delayed due to COVID-19 for an assessment of ridership recovery. The project subsequently activated in Q1 2023 and buses are projected to be accepted throughout 2024 and 2025.	Yes, SPA approved in January 2023	7
2021 Community Shuttle Vehicles – Expansion	November 2021	December 2024	38	The project was delayed due to COVID-19 for an assessment of ridership recovery. The project subsequently activated in Q4 2022 and buses are projected to be accepted throughout 2024.	Yes, SPA approved in November 2022	5
Mark 1 500-800 Refurbishment	December 2021	May 2025	42	The project was delayed due to supply shortages and WorkSafe BC concerns. Project is targeting substantial completion by Q2 2025.	Yes, SPA approved in August 2020	10
2022 Community Shuttle Vehicles - Replacement	December 2022	December 2024	24	The project was delayed due to COVID-19 for an assessment of ridership recovery. The project subsequently restarted in Q4 2022 and buses are projected to be accepted throughout 2024.	Yes, SPA approved in April 2021	5
Next Generation SeaBus Design	September 2023	December 2025	28	Procurement processes have been initiated to support CMBC during the RFP and Design phases. Vessel design is expected to begin in 2025 to closer align with the updated SeaBus procurement timeframe.	Yes, SPA approved in March 2024	30
Port Coquitlam Transit Centre Infrastructure (LCFS)	October 2023	October 2026	37	The project is delayed in the procurement stage due to complexity of negotiations with short-listed proponents and	Yes, SPA approved in September 2022	30

Active Projects with GVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
				validating the technical solutions provided in their proposals. Design work is scheduled to commence in Q2 2024.		
2023 Conventional Bus (Electric) - Replacement	December 2023	December 2025	24	There is an overall delay to the PTC Program, mainly due to developing a new contract model (for Translink) and new technology (for CMBC and the industry) taking longer to review and evaluate. Vendor notice of award is expected to be signed in May 2024.	Yes, SPA approved in September 2022	17
2021 BCRTC Service Support Vehicles - Replacement	October 2022	November 2023	14	The project was delayed due to supplier inventory shortfalls. The vehicles are now in service and project close out activities will occur in 2024.	Yes, SPA approved in November 2021	5-15
BCRTC Elevating Devices Elevators Replacement	April 2023	December 2026	45	The project was delayed due to lengthy processes to secure a new Master Service Agreement with vendors. The project is now in the detailed design phase.	Yes, SPA approved in April 2023	20
BCRTC Elevating Devices Escalators Replacement	April 2024	April 2025	12	Delay of in-service date a result project initiation behind schedule and supply chain issues causing a shift in the delivery of escalators. Manufacturing of the escalators is in progress.	Yes, SPA approved in May 2021	25
2023 Community Shuttle Vehicles - Replacement	November 2023	December 2024	14	The project was delayed during COVID-19 for an assessment of ridership recovery. Buses are forecasted to be accepted throughout late 2024.	Yes, SPA approved in June 2022	5
2023 Conventional Bus (CNG) - Replacement	March 2024	March 2025	13	The project was delayed due to the reduced capacity of painting sub contractor causing delays in delivery dates. Buses are forecasted to be accepted throughout 2024 and Q1 2025.	Yes, SPA approved in February 2022	17
2023 HandyDART Vehicles - Replacement	November 2023	October 2024	11	The project was delayed due to vendor supply chain shortages. Buses are forecasted to be accepted throughout 2024.	Yes, SPA approved in June 2022	7
Marpole Transit Centre	July 2025	September 2026	14	The project is delayed due to complexities in project design and poor existing site conditions. Site preparation and detailed design works are currently underway. Tendering	Yes, SPA approved in March 2023	30

Active Projects with GVRF Funding	Original In-service Date	Updated In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
				of the full project scope is expected to begin in Q3 2024.		
2024 Conventional Bus (RNG) - Replacement	October 2024	June 2025	9	The project was delayed due to the reduced capacity of painting sub contractor causing delays in delivery dates. Production is anticipated to begin in August 2024.	Yes, SPA approved in March 2023	17
Conventional Trolley Bus - Replacement	November 2027	January 2028	2	The project is currently in the procurement phase, RFP release is expected in May 2024.	Yes, SPA approved in May 2023	17

Disposition of Assets

No GVRF funded assets were disposed of prior to the end of their useful life during 2023.

E. Overall Risk Assessment

TransLink follows standard project management practices and provides an internal oversight structure for each capital project, including projects utilizing GVRF funding. The higher the project's risk profile (measured as a function of business value, size and complexity), the greater the degree of rigour that is applied to its governance model.

Specific project risks are identified prior to project initiation and listed in the project risk register. Monthly reports on risks and issues are provided to TransLink's Project Management Office (PMO). In addition, projects with increased complexity and/or elevated risk profile also have a specific project steering committee assigned. Below is a list of known risks and actions taken for active projects receiving GVRF funding:

RISK TITLE	RISK DESCRIPTION (EVENT)	CAUSE OF RISK	ACTION TAKEN
Foreign Exchange Rate	Deterioration of the Canadian/foreign currency exchange rate may cause vehicle and equipment pricing to exceed project budget	Currency conversion volatility between the Canadian dollar and foreign currencies	Exercise contract options as quickly as possible and build contingency into project budgets
Labour Resources	As a specialized skillset is needed for certain positions, the production may be slower than planned, impacting the completion date	Challenges with labour resource availability and staff turnover	Project managers monitor output, execute project focused training if required and provide for overtime as needed

RISK TITLE	RISK DESCRIPTION (EVENT)	CAUSE OF RISK	ACTION TAKEN
Bus Sub-system Integration and Commissioning	Installation and integration issues between new bus type and bus sub-systems (electric and double decker buses)	New interfaces, new technology (electric), added deck, taller vehicles	Work with manufacturers to identify any potential issues prior to taking delivery of buses. Allow for extra inspection time.
Building Permits	Delays in obtaining permits from various municipalities required before construction can commence	Municipalities have jurisdiction over sites where construction is performed	Continuous engagement with municipalities to generate support. Hire consultants to manage process, if needed.
Supply Chain	Purchasing power and production timelines for zero-emission buses and supporting infrastructure extend project schedules	Zero-emission bus manufacturers are focusing on meeting California / USA demand driven by regulations. The COVID-19 pandemic also continued to have an effect on supply chains	Continuous engagement with manufacturers to improve procurement timelines, and procurement strategies and long-term partnerships

Alignment with Evaluation Criteria

The "Federal Gas Tax Fund Expenditures Policy" includes a list of criteria (Evaluation Criteria) that is used by Metro Vancouver to evaluate whether a regional transportation project proposed by TransLink for GVRF funding merits approval during the application process. Two types of Evaluation Criteria are identified:

- 1) Screening Criteria, which represents requirements that are mandatory for any project for which GVRF funding is requested; and
- 2) Integrated Criteria, which allows for a qualitative assessment of a proposed project based on high priority objectives that reflect the intent of the GVRF as well as of Metro Vancouver goals.

Active projects listed in this report that have received GVRF funding have gone through a rigorous approval process and have been determined to meet the evaluation criteria during the application process.

Article III. CONCLUSION

TransLink has been successfully delivering projects funded via the GVRF, according to project requirements and specifications. Funding provided by GVRF is critical to TransLink's ability to deliver its capital program and meet its climate goals. TransLink will continue to ensure that all active projects funded by GVRF will meet the requirements as defined by the "Federal Gas Tax Expenditures Policy".

To: MVRD Board

From: Harji Varn, General Manager, Financial Services, Chief Financial Officer

Date: June 20, 2024 Meeting Date: June 28, 2024

Subject: **2023 Statement of Financial Information**

RECOMMENDATION

That the MVRD Board approve the Statement of Financial Information for the year ended December 31, 2023.

At its June 19, 2024 meeting, the Finance Committee considered the attached report titled “2023 Statement of Financial Information”, dated June 6, 2024.

An error has been identified in the report, incorrectly listing YVR as a comparator for the salary review for Metro Vancouver’s CAO role. The correct comparators are BC Hydro, BC Ferries, TransLink, ICBC, and the Toronto Transit Commission. The report has been updated to reflect this.

This matter is now before the Board for its consideration.

ATTACHMENTS

1. “2023 Statement of Financial Information”, dated June 6, 2024.

68804752

To: Finance Committee

From: Harji Varn, General Manager, Financial Services
Chief Financial Officer

Date: June 6, 2024

Meeting Date: June 19, 2024

Subject: **2023 Statement of Financial Information**

RECOMMENDATION

That the MVRD Board approve the Statement of Financial Information for the year ended December 31, 2023.

EXECUTIVE SUMMARY

The *Statement of Financial Information Report (SOFI)* is produced annually under the *Financial Information Act*. It includes the 2023 audited financial statements; information on remuneration and expenses for staff and elected officials; and information on payments to suppliers for goods and services. The 2023 annual financial statements received a clean audit opinion by the auditors, BDO Canada LLP Chartered Professional Accountants, and were approved by the Board on April 26, 2024.

In 2023, Metro Vancouver concluded bargaining with both the Teamsters and GVRDEU unions, resulting in a 3% wage increase for 2022, a 4.5% wage increase for 2023 and a one-time lump sum payment of \$2,350 or 4.5% of base wages. Following union bargaining, exempt staff were provided the same general wage increases. Due to a labour dispute in 2023, some exempt staff were required to work additional hours to provide core services resulting in an increase in remuneration. As a result of retroactive pay upon conclusion of collective bargaining, total employee remuneration was \$231.7 million. The average total remuneration for employees who received more than \$75,000 in 2023 was \$125,346. This was a \$10,754 increase over the previous year. Metro Vancouver Board compensation was raised 7.1% to align with CPI increases, as per Board policy. Travel and training resumed to pre-pandemic levels, and remained within the approved budget.

Board approval of the SOFI completes the 2023 provincial financial reporting requirements.

PURPOSE

To present for approval the 2023 Statement of Financial Information (SOFI) as part of the reporting requirements of the *Financial Information Act*.

BACKGROUND

The *Financial Information Act* is provincial legislation that requires local governments to prepare the following statements and schedules annually:

- statement of assets and liabilities;
- statement of operations;
- schedule of debt;

- schedule of guarantee and indemnity agreements;
- schedule showing remuneration and expenses paid to or on behalf of each employee that exceeds \$75,000 and amounts paid to or on behalf of elected officials; and
- schedule showing the payments for each supplier of goods or services that exceeds \$25,000.

This report is being brought forward to comply with the requirements of the *Financial Information Act*.

SUPPLEMENTARY INFORMATION SCHEDULES

Requirements of SOFI Reporting

The 2023 annual audited financial statements were approved by the Board on April 26, 2024. Those statements satisfy the first three requirements of the SOFI reporting. The remaining requirements are met by Schedules 1 to 7 included in the attachment to this report.

Schedules 1 to 4 present the remuneration and expenses paid to, or on behalf of, Board directors, committee members, and employees as well as a reconciliation of these amounts to the financial statements. Expenses included are those incurred while conducting Metro Vancouver business.

Schedules 5 to 7 reports the payments made to suppliers in Canadian or US dollars, as well as a reconciliation of the payments to expenditures in the annual financial statements.

Audited Financial Statements

The 2023 annual financial statements, prepared in accordance with Canadian Public Sector Accounting Standards (“PSAS”), received a clean audit opinion by the auditors, BDO Canada LLP Chartered Professional Accountants, and were approved by the Board on April 26, 2024. The 2023 operating surplus was \$12.8 million and capital expenditures were \$502.4 million, lower than the planned budget of \$1.2 billion for projects-in-progress which have continued throughout 2024.

Remuneration for Elected Officials

In 2023, elected officials received a 7.1% increase to what they are remunerated per meeting, in accordance to Board Bylaw No. 1057. Remuneration is increased annually according to CPI, and every four years it is reset based on 75% of the median gross salaries of mayors in the region. The next reset will happen in 2024. In 2023, there was an increase of the number of committee and board meetings held, resulting in a higher overall remuneration paid to elected officials. In total, Metro Vancouver paid \$1.62 million in remuneration for elected officials in 2023.

Remuneration for Staff Who Received More than \$75,000 in 2023

Metro Vancouver requires a highly skilled workforce to construct, maintain, and operate the systems that provide critical services to more than half of the province’s population.

In 2023, Metro Vancouver concluded bargaining with both unions (Teamsters and GVRDEU) resulting in a 3.0% wage increase for 2022 and a 4.5% wage increase for 2023. Retroactive payments for 2022 and 2023 were paid for in 2023. As part of bargaining, there was also a one-time lump-sum payment of \$2,350 or 4.5% of base wages to staff, totaling \$5.1 million. During that same

labour dispute in 2023, some exempt staff were required to work additional hours to provide core services resulting in an increase in remuneration. In 2023, Metro Vancouver also saw an increase in the number of staff making more than \$75,000 per year due to wage increases resulting from bargaining, filling vacancies, and bringing in appropriate resources to help manage major projects, support capital programs, and ensure the organization is able to increase cyber-security.

Metro Vancouver currently employs 2,392 staff, of which 1,634 received more than \$75,000 in 2023. In total, Metro Vancouver paid \$231.7 million in remuneration for all staff in 2023. Of that, \$170.4 million was paid to the base salary of staff who received more than \$75,000 in remuneration in 2023.

Remuneration for Chief Administrative Officer / Commissioner

In 2022, a Board Policy on Commissioner/CAO salary administration and performance review process was introduced after work was done by the Board with a consultant that specializes in public sector compensation. In 2023, that policy was updated after further review by a consultant who assessed scope of roles within local government, public sector, and crown corporations across the region and across Canada. Factors for determining appropriate comparators included organization type, industry, geography, budget, number of employees, and scope of responsibility. Scope of responsibility considerations included areas such as scope of impact, level of risk, areas of oversight, accountability for capital plan delivery, population served, and the complexity of decision making. This work provided a salary review of 2022 salaries of the five most appropriate comparators for Metro Vancouver's CAO role: BC Hydro, BC Ferries, TransLink, ICBC, and Toronto Transit Commission. As per Board Policy, the analysis for most appropriate comparators is reviewed every three years. The benchmark salary is now in a range of the average compensation of those five organizations and resulted in retroactive pay going back to January 1, 2022 for the CAO. CAO compensation is also tied to a formal annual performance review process, conducted by representatives of the Board. As of 2023, the CAO's base salary was \$451,949. As above, due to the conclusion of collective bargaining with Metro Vancouver unions, exempt staff also received wage increases paid retroactively in 2023. The above is reflected in Attachment 1, bringing the CAO's taxable benefits and other to \$222,578.

Expenses

Travel, training, and international engagement returned to pre-pandemic levels, and costs were seen to have increased due to inflation. Overall average expenses per employee who received remuneration of over \$75,000 in 2023 was \$2,264.

Payments Made to Suppliers

Total payments to Canadian Suppliers were \$1.5 billion, down 15% from 2022 largely due to the decrease in MFA issues to member jurisdictions and TransLink. Total payments to US Suppliers were \$29.7 million, up 16.31% mainly due to a contingency waste disposal contract with US suppliers and increase in exchange rate.

ALTERNATIVES

This report completes a statutory requirement; no alternatives are presented.

FINANCIAL IMPLICATIONS

This report provides details of 2023 results based on statutory requirement; there are no further financial implications.

CONCLUSION

The 2023 annual audited financial statements were approved by the Board on April 26, 2024. Schedules 1 to 7 in the attachment to this report provides the additional information required under the *Financial Information Act*. Approval concludes the legislated requirements.

Once approved, the *Financial Information Act* filing information is available for viewing by the public and anyone can acquire a hard copy of the information from the Finance Services Department for a fee of \$5.00.

ATTACHMENTS

1. Statement of Financial Information for the Year Ended December 31, 2023, dated June 19, 2024
(Doc # 60332189)

65206301

METRO VANCOUVER FINANCIAL INFORMATION ACT FILING

STATEMENT OF FINANCIAL INFORMATION FOR THE YEAR ENDED DECEMBER 31, 2023

June 2024

THIS STATEMENT OF FINANCIAL INFORMATION INCLUDES THE ACCOUNTS OF:

**METRO VANCOUVER REGIONAL DISTRICT
GREATER VANCOUVER WATER DISTRICT
GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT
METRO VANCOUVER HOUSING CORPORATION**



**Metro Vancouver Regional District
Greater Vancouver Water District
Greater Vancouver Sewerage & Drainage District
Metro Vancouver Housing Corporation**

2023 STATEMENT OF FINANCIAL INFORMATION APPROVAL

The undersigned, as authorized by the Financial Information Regulation, Schedule 1, subsection 9(2), approves all the statements and schedules included in this 2023 Statement of Financial Information, produced under the *Financial Information Act*.

Harji Varn,
Chief Financial Officer
June 19, 2024

Prepared pursuant to the Financial Information Regulation, Schedule 1, section 9

STATEMENT OF FINANCIAL INFORMATION
For the Year Ended December 31, 2023

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SCHEDULE OF REMUNERATION AND EXPENSES

For the year ended December 31, 2023

Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Agtarap, Samantha	Council of Councils	\$ 525	\$ -
Ahlm, Louise	Council of Councils	525	-
Albrecht, Paul	Board Member	27,825	-
Anderson, Bridgitte	Committee Member**	1,575	-
Andrews, Janet	Committee Member**	1,575	-
Annis, Linda	Board Member (Alternate)	4,725	-
Armstrong, Robert	Committee Member**	1,575	-
Asmundson, Brent	Council of Councils	525	-
Au, Chak	Board Member	14,700	-
Back, Holly	Council of Councils	525	-
Back, Jordan	Council of Councils	525	-
Bains, Harry	Board Member	11,025	-
Bak, Andrew	Committee Member	1,575	-
Baker, Taylor	Council of Councils	525	-
Bell, Don	Committee Member	6,825	-
Berry, Ken	Board Member	11,025	-
Binder, Rod	Board Member (Alternate)	1,050	-
Bligh, Rebecca	Board Member	17,325	-
Boisvert, Daniel	Board Member (Alternate)	525	-
Bose, Mike	Board Member	14,175	-
Boyle, Christine	Committee Member	2,625	-
Brodie, Malcolm	Board Member	44,923	1,746
Broughton, Michael	Board Member (Alternate)	3,150	211
Buchanan, Linda	Board Member	41,361	8,508
Calendino, Pietro	Board Member	38,955	10,402
Campbell, Ruby	Council of Councils	525	-
Carr, Adriane	Board Member	16,275	-
Carreras, Korleen	Board Member (Alternate)	525	-
Cassidy, Christine	Committee Member	5,250	-
Cassidy, Laura	Board Member	14,700	-
Chesney, David	Council of Councils	525	-
Choo, Queenie	Committee Member**	1,050	-
Curry, Joanne	Committee Member**	1,575	-
Dahl, Darren	Committee Member**	1,575	-
Dao, Loc	Committee Member**	6,300	4,661
Darling, Steve	Committee Member	5,775	-
Davies, Trevor	Committee Member**	1,575	-
Day, Carol	Board Member (Alternate)	525	-

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.

** Non-elected officials appointed to Metro Vancouver Standing Committee.

SCHEDULE OF REMUNERATION AND EXPENSES

For the year ended December 31, 2023

Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Dhaliwal, Bob	Committee Member**	2,100	-
Dhaliwal, Satvinder	Board Member	24,561	48
Dilworth, Diana	Board Member (Alternate)	4,725	-
Djonlic, Matt	Council of Councils	525	-
Dominato, Lisa	Board Member	28,761	3,434
Dueck, Judy	Committee Member	5,775	-
Elford, Doug	Board Member (Alternate)	2,625	-
Elke, Tracy	Board Member (Alternate)	13,125	4,700
Elworthy, Joseph	Council of Councils	525	-
Evans, Alison	Council of Councils	525	-
Fast, Sue Ellen	Council of Councils	525	-
Ferguson, Stephen	Board Member	35,700	5,095
Fontaine, Daniel	Council of Councils	525	-
Forbes, Betty	Council of Councils	525	-
Fry, Pete	Board Member (Alternate)	4,725	-
Gambioli, Nora	Committee Member	2,100	-
Girard, Angela	Board Member (Alternate)	5,250	-
Gu, Alison	Board Member (Alternate)	6,300	-
Guichon, Alicia	Committee Member	3,675	-
Hanson, James	Committee Member	2,625	-
Harvie, George V.	Board Chair	111,291	31,938
Hayes, Mike	Council of Councils	525	-
Heed, Kash	Board Member (Alternate)	525	-
Henderson, Tasha	Council of Councils	525	-
Hepner, Gordon	Board Member	15,225	135
Hodge, Craig	Board Member	65,765	18,163
Huberman, Anita	Committee Member**	4,725	4,970
Hurlburt, Wendy	Committee Member**	2,100	-
Hurley, Mike	Board Member	60,751	20,168
Jackson, Jeanette	Committee Member**	1,575	-
Johal, Jennifer	Council of Councils	525	-
Johnstone, Patrick	Board Member	28,350	-
Keithley, Joe	Board Member (Alternate)	5,775	-
Kim, Steve	Board Member (Alternate)	7,350	-
Kirby-Yung, Sarah	Board Member	40,836	5,257
Klassen, Mike	Board Member	15,750	169
Knight, Megan	Board Member	27,300	144
Knowles, Kyla	Council of Councils	525	-

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.

** Non-elected officials appointed to Metro Vancouver Standing Committee.

SCHEDULE OF REMUNERATION AND EXPENSES

For the year ended December 31, 2023

Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Kooner, Pardeep Kaur	Board Member	23,625	-
Krier, Polly	Committee Member	1,575	-
Kruger, Dylan	Board Member	51,336	3,630
Kunst, Margaret	Council of Councils	525	-
Lahti, Meghan	Board Member	23,100	145
Lambur, Peter	Committee Member	5,250	3,198
Lang, Amy	Committee Member**	2,100	-
Lawrence, Bill	Council of Councils	525	-
Lee, Richard	Committee Member	2,625	-
Leonard, Andrew	Board Member	24,115	-
Lewis, Christopher	Committee Member**	2,100	-
Little, Mike	Board Member (Alternate)	16,800	-
Locke, Brenda	Board Member	35,017	4,875
Loo, Alexa	Board Member (Alternate)	14,175	4,554
Lubik, Amy	Council of Councils	525	-
Lurbiecki, Haven	Council of Councils	525	-
MacDonald, Nicole	Board Member	22,575	-
Mack, Delaney	Council of Councils	525	-
Mah, Herman	Council of Councils	525	-
Mandewo, Trish	Committee Member	3,150	-
Manion, Mike	Council of Councils	525	-
Marsden, Dennis	Committee Member	5,250	-
Martens, Barb	Board Member (Alternate)	10,500	-
McCurrach, Nancy	Committee Member	1,575	-
McCutcheon, Jen	Board Member	72,701	3,087
McEvoy, Jaimie	Council of Councils	525	-
McEwen, John	Board Vice Chair	63,783	49,239
McNulty, William	Board Member	23,100	-
Meiszner, Peter	Board Member (Alternate)	13,125	157
Montague, Brian	Committee Member	2,100	-
Muri, Lisa	Board Member	27,711	179
Mustel, Evi	Committee Member**	2,100	-
Nakagawa, Nadine	Board Member (Alternate)	5,250	-
O'Connell, Gwen	Council of Councils	525	-
Pachal, Nathan	Committee Member	6,825	-
Partridge, Michele	Council of Councils	525	-
Patel, Ajay	Committee Member**	2,100	-
Penner, Darrell	Board Member (Alternate)	14,700	5,080

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.

** Non-elected officials appointed to Metro Vancouver Standing Committee.

SCHEDULE OF REMUNERATION AND EXPENSES

For the year ended December 31, 2023

Members of the Board of Directors, Elected Officials, and Standing Committees

NAME	POSITION*	TOTAL REMUNERATION	EXPENSES
Pollock, Glenn	Committee Member	4,725	-
Pope, Catherine	Committee Member	6,300	-
Pratt, Michael	Council of Councils	525	-
Richardson, Douglas	Council of Councils	525	-
Richter, Kimberly	Council of Councils	525	-
Ross, Jamie	Board Member	26,250	-
Ruimy, Dan	Board Member	25,725	-
Sager, Mark	Board Member	23,625	-
Santiago, Maita	Committee Member	1,050	-
Schiller, Sunny	Council of Councils	525	-
Shahriari, Shervin	Council of Councils	525	-
Sim, Ken	Board Member	4,725	-
Snider, Scott	Council of Councils	525	-
Stachova, Olga	Committee Member**	1,575	-
Stewart, Richard	Board Member (Alternate)	4,200	-
Stutt, Rob	Board Member	22,050	-
Tan, Jenny	Committee Member	6,300	-
Tetrault, Daniel	Committee Member	4,200	-
Thompson, Sharon	Board Member (Alternate)	5,250	-
Towner, Teresa	Board Member	17,850	163
Trevelyan, Christopher	Council of Councils	525	-
Valente, Tony	Council of Councils	525	-
vanPopta, Misty	Board Member (Alternate)	7,350	-
Vrooman, Tamara	Committee Member**	525	-
Wallace, Rosemary	Board Member (Alternate)	10,500	-
Wang, James	Board Member (Alternate)	525	-
West, Bradley	Board Member	53,436	33,247
Weverink, Paul	Board Member (Alternate)	4,725	-
Wilder, Liisa	Council of Councils	525	-
Wolfe, Michael	Board Member (Alternate)	525	-
Woodward, Eric	Board Member	40,466	122
Yousef, Ahmed	Committee Member	5,250	-
Zhou, Lenny	Board Member	10,500	-
		\$ 1,616,420	\$ 227,423

* "Committee Member" refers to individuals who sit on Metro Vancouver Standing Committees.

** Non-elected officials appointed to Metro Vancouver Standing Committee.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Aberle, Vanessa	\$ 91,502	\$ 11,129	\$ 692
Abhari, Saum	64,168	38,612	606
Abhari, Soroush	70,428	35,047	1,038
Abraham, Thomas	124,213	27,182	2,506
Adamoski, David	61,256	16,615	322
Adamson, Jane	147,192	16,219	2,568
Aderneck, Eric	128,089	13,385	2,066
Adey, Maria	133,882	15,230	3,763
Agecoutay, Brian	86,880	42,024	1,818
Agecoutay, Liz	73,215	17,128	1,451
Aghbolaghy, Mosi	120,932	10,589	3,833
Aguilar, Angelo	80,051	17,141	7,257
Ajgaonkar, Priya	87,634	9,581	278
Akeroyd, Mark	64,130	18,462	1,364
Akindele, Bilikisu	91,443	7,334	2,463
Alba, Pilar	81,394	10,890	1,620
Albrice, David	137,230	16,253	4,069
Aldaba, Alain	127,647	38,857	1,930
Alder, Nic	78,706	20,895	7,030
Alexander, Janice	86,842	9,352	2,018
Alexandre, Cristina	107,444	10,356	4,862
Ali, Abid	112,704	13,229	-
Ali, Muhammad	80,306	8,921	4,893
Alibhai, Nimet	91,272	9,880	344
Alibin, Jay	69,910	15,330	1,153
Allan, Chris	211,338	23,035	2,096
Allen, James	93,614	14,079	577
Almasan, Alex	78,125	7,539	2,585
Altaf, Saleh	126,342	11,014	1,212
Al-Taie, Mohammed	146,497	21,238	933
Amato, Joe	76,286	32,192	1,205
Anderson, Brian	88,739	44,998	1,070
Anderson, Cory	143,958	37,964	3,027
Anderson, Erik	85,590	21,526	1,691
Anderson, Ron	67,294	12,769	481
Anderson, Tessa	75,760	21,723	441
Anggabrata, Denny	137,235	15,358	5,597
Anggabrata, Dion	69,396	7,166	728
Ansari, Fatima	114,662	13,288	1,343
Anthony, Vanessa	158,453	19,429	3,859

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.

(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments)

(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Antony, Abin	149,403	17,513	11,154
Apcev, Kristina	80,548	31,775	3,666
Aquila, Marco	118,029	13,664	5,143
Arabsky, Jennifer	89,302	10,983	329
Arango Quintero, Ricardo	70,544	25,074	2,998
Arbab, Rostam	72,699	35,978	1,654
Arbo, Ross	86,680	21,870	2,340
Archer, Gordon	103,044	10,340	-
Ardalan, Bahareh	127,736	11,042	1,926
Arness, Keavin	68,299	16,478	1,842
Arnold, Dan	83,519	40,903	8,733
Arnold-Smith, Brant	143,085	67,519	1,699
Arora, Shailesh	65,683	12,284	200
Arseneau, Brooke	94,164	16,676	1,664
Arya, Sanjeev	112,704	28,569	132
Asher, Alistair	84,193	22,415	475
Ashford, Graeme	87,857	17,946	187
Askarzadeh, Ali	76,074	15,855	7,564
Assam, Jason	69,227	7,764	771
Asuelo, Ryan	94,934	27,429	1,706
Ataat, Julia	85,523	17,473	1,814
Ataei-Mahdian, Ramin	61,324	16,316	192
Atherton, Heather	120,889	9,941	2,284
Atkinson, Brooke	91,328	10,011	2,673
Atkinson, Holly	98,009	48,937	2,748
Atwal, Manveer	73,277	20,591	27
Au, Ada	131,455	15,682	4,463
Au, Alwin	90,842	10,443	2,424
Au, Colleen	80,546	9,323	-
Aubin, Jean-Philippe	115,691	15,622	314
Auclair, Brett	67,744	18,875	1,213
Aure, Loger	87,634	9,662	699
Azimikor, Nazli	127,982	13,859	1,352
Babey, Mark	128,240	29,836	2,850
Backiel, Filip	92,240	17,959	1,521
Bahgat, Ahmed	99,330	10,691	1,849
Baig, Farhan	77,757	49,553	3,646
Bailey, Tom	141,747	26,546	5,905
Bailie, William	129,139	13,703	254
Baillie, Diana	84,668	11,067	928

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.

(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments)

(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Bains, Preetkanwal	88,197	21,888	2,146
Bains, Udham	136,036	16,257	-
Baker, Marcia	69,850	17,416	2,793
Baker, Veronica	134,918	16,539	2,478
Bakharia, Adam	105,640	47,689	539
Bandekar, Rohan	82,737	6,305	7,345
Banjanin, Dejan	134,382	27,574	3,223
Barbosa, Anthony	144,823	15,956	3,179
Bariana, Sunny	87,504	23,507	7,824
Baron, Amanda	174,498	19,152	6,465
Barratt, James	105,258	12,487	3,165
Barroetavena, Roberto	76,746	14,793	-
Barroga, Maria Luisa	159,211	16,964	1,283
Bartley, Lori	80,248	9,806	2,889
Baruffa, Antonio	93,737	16,778	5,506
Basi, Bob	99,535	26,628	1,413
Basiri, Neshat	113,661	13,234	7,049
Baskalovic, Dragan	134,382	15,233	341
Basque, Shelly	109,785	12,722	1,209
Bates, Evan	106,211	13,275	1,048
Bates-Frymel, Laurie	127,888	17,081	1,924
Bator, Brad	142,270	42,913	1,431
Baxter, Bryce	129,913	14,870	2,500
Beairsto, Darren	108,444	16,623	821
Bebek, Mike	86,756	44,362	1,128
Becker, Griffin	87,010	38,225	1,095
Beckett, Brandon	89,504	23,245	5,496
Bedrossian, Shant	93,710	22,288	582
Beere, Chris	55,972	19,629	534
Behzadi, Pouya	134,382	16,433	5,451
Bejer, Rolando	77,340	16,676	1,069
Belanger, Francis	71,511	13,112	2,246
Benjamin, Angelo	123,977	29,278	-
Bennet, Mark	77,687	15,333	1,455
Benning, Chase	118,211	10,408	1,057
Benoit, Arthur	80,957	33,025	2,459
Benton, Steve	79,923	25,904	8,736
Bergler, Suzz	88,199	40,473	6,843
Berka, Caroline	92,804	11,369	1,584
Bernard, Mike	79,090	5,858	1,134

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(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Bernardino, Ernesto	92,348	39,337	968
Bertolini, Giovanni	80,261	48,769	2,421
Berube, Esther	163,603	18,035	1,839
Beukers, Robert	64,905	22,623	-
Beverley, Jessica	290,394	47,031	4,379
Bhat, Achintya	118,029	18,502	5,881
Bickel, Emily	79,785	10,060	1,403
Biln, Manny	147,966	46,522	4,562
Bishay, Farida	139,855	16,865	884
Bittante, Diego	89,902	19,445	197
Blackburn, Maura	62,723	14,754	7,091
Blair, Cara	54,520	22,525	1,743
Blair, David	83,920	11,070	2,238
Blair, Erik	120,311	12,315	1,014
Blendell, Melanie	77,978	26,439	804
Blight, Ryan	82,707	11,837	4,002
Block, Randy	54,101	29,530	288
Boak, Maggie	177,699	40,798	2,408
Bolch, Peter	76,489	15,316	2,345
Bolognese, Domenic	79,341	34,629	2,122
Bond, Josh	64,357	24,100	257
Bondar, Marla	84,926	9,313	448
Bonneville, Serena	94,371	9,276	1,959
Borsa, Jason	81,597	28,684	708
Boucher, Vincent	133,334	15,860	8,996
Bourdiol, Lauren	71,910	10,020	110
Bourdon, Paul	127,333	17,767	2,945
Bousmina, Zoheir	134,409	17,767	5,637
Bouthot, Matthew	78,952	47,504	331
Boutilier, Sarah	70,206	7,901	3,493
Bradley, Don	175,937	21,905	532
Bradley, Rob	140,967	31,213	4,163
Braglewicz, Morgan	101,012	10,507	2,690
Brar, Paul	163,933	22,551	9,678
Braun Rodriguez, Catherine	99,330	10,546	348
Brett, Tom	94,436	39,644	2,036
Brinkworth, Matt	91,178	9,870	1,352
Brown, Gavin	67,110	16,659	777
Brown, Jo-Ella	88,920	31,055	429
Brown, Kevin	138,386	50,718	5,058

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Brown, Tyson	87,402	30,902	2,283
Browne, Gary	64,357	18,251	142
Brozer, Christy	86,710	26,662	-
Bruno, Tommaso	76,261	15,460	-
Budial, Sarina	96,576	9,728	-
Budolig, Robert	81,262	14,862	686
Bueno, Israel	93,582	8,983	10,445
Buggey, Bryan	190,649	15,902	24,246
Buholzer, Paul	80,621	40,325	1,636
Bui, Kimberly	79,632	8,438	1,169
Bungubung, Renato	120,318	42,609	80
Burgess, Scott	74,205	37,360	3,702
Burgon, James	99,071	11,910	-
Burr, Shane	100,475	28,406	1,443
Burtniak, Darryl	89,719	33,049	153
Burton, Allison	144,992	13,590	6,397
Burton, Brent	163,364	18,069	2,946
Burton, Tim	134,654	18,938	2,291
Bush, Kelly	131,997	15,599	796
Butler, Eileen	99,670	24,442	2,166
Buttner, Bernie	2,982	74,661	-
Buttner, Boyce	86,632	38,171	2,126
Buxton, Ian	114,702	39,127	1,940
Buys, Francis	64,596	16,791	144
Cabalfin, Nathan	134,382	15,420	978
Cabansag, Dante	62,114	14,756	246
Caculovic, Mathew	82,037	20,984	257
Calder, Ian	69,330	35,879	1,382
Calvert, Leslie	88,763	10,875	195
Camazzola, Jim	71,886	22,027	316
Campbell, Dan	76,747	44,754	1,153
Campeau, Bruce	86,260	38,379	663
Cantelo, John	76,867	24,811	1,031
Cao, Diana	79,673	5,965	2,378
Carabine, Anne	112,704	17,857	1,299
Carbajales, Nicolas	82,676	21,798	5,391
Carbone, Lorenzo	70,378	69,969	713
Cardinal, Brandon	67,391	20,429	9,620
Carley, Neal	290,394	31,513	4,065
Carlson, Dana	103,076	10,737	786

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Carmichael, Jeff	176,553	19,546	9,976
Carson, Mike	79,495	26,998	1,648
Carswell, Mason	94,821	24,414	1,430
Carter, Lorn	205,197	35,855	1,158
Castellanos, Victor	97,455	7,036	227
Cessford, Graeme	80,546	10,783	-
Chacko, Joseph	134,596	15,811	1,778
Chahal, Amrinder	85,767	8,715	1,746
Chan, Alicia	59,540	22,697	1,504
Chan, Bobby	84,782	12,898	2,007
Chan, Eli	99,050	12,342	1,905
Chan, Ian	123,719	14,396	2,544
Chan, Jacky	123,352	26,109	795
Chan, Judy	66,400	12,949	883
Chan, Justin	91,924	12,745	2,200
Chan, Nicole	117,564	14,046	5,046
Chan, Nigel	94,590	25,525	293
Chan, Richard	150,838	16,880	5,415
Chan, Samuel	176,288	26,439	160
Chan, Shirley	113,117	12,786	-
Chan, Shuh	163,213	18,595	2,361
Chan, Simon	79,178	9,084	4,960
Chan, William	58,314	19,144	4,477
Chan, Winnia	71,501	11,091	219
Chanda, Suranjit	132,721	15,453	1,542
Chang, John	104,937	8,937	2,513
Chang-Kit, Ronald	85,509	41,538	410
Charan, Dushiant	113,602	11,336	532
Charbonneau, Dean	65,585	28,429	1,775
Charlston, Lucas	73,769	41,614	2,898
Charters-Gabaneck, Kamilah	98,294	11,967	3,106
Chee, Francis	133,688	15,105	416
Chegounian, Parisa	91,002	9,866	5,741
Chen, Gerald	95,619	10,210	-
Cheng, Adrian	115,668	14,851	2,582
Cheng, Bob	210,982	23,586	950
Cheng, Elizabeth	103,543	49,949	67
Cheng, Shan	134,382	15,372	1,115
Cheng, Winson	135,790	16,480	577
Cheng, Yuk-Sing	176,112	21,340	14,365

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Cheong, Tony	190,855	39,679	554
Cheung, Eddie	93,504	9,772	31
Cheung, Raymond	105,821	25,049	5,452
Cheung, Victor	94,444	9,672	3,131
Cheung, William	133,120	15,009	1,598
Chhina, Ravi	339,046	47,063	3,184
Chiang, Alan	111,774	10,099	7,774
Chiesa, Tatiana	164,303	17,526	6,504
Chin, Adeline	135,260	15,978	5,717
Chin, Peter	116,127	14,283	1,307
Chin, Tony	86,680	40,845	3,141
Chiu, Joe	94,440	29,519	2,537
Chiu, Quenton	66,264	33,526	4,574
Chiu, Tina	70,007	11,550	1,735
Choi, Uny	83,013	9,080	1,287
Chong, Chris	95,183	21,015	953
Chow, Christopher	111,590	31,547	2,789
Chow, Jack	134,382	15,272	1,132
Choy, Christopher	74,162	5,279	1,831
Chrich, Ashley	72,017	15,458	4,761
Christensen, Brian	88,978	15,474	306
Christensen, Robert	87,876	16,210	4,529
Chu, Jerry	84,071	17,854	160
Chu, Maria Leomerita	80,589	9,175	511
Chung, Ambrose	81,105	15,893	2,145
Cichon, Lauren	82,301	10,221	-
Ciocan, Emil	98,923	40,420	785
Clark, Alanna	106,804	15,108	3,321
Clark, Cameron	134,424	15,330	1,388
Clark, Josephine	117,883	12,042	1,471
Clarke, Lisa	76,189	18,862	-
Clarke, Martin	150,838	16,907	1,288
Clark-Jones, Frank	91,647	26,330	7,660
Clark-Jones, Peter	91,679	35,307	893
Cohen, Micah	74,260	39,455	2,709
Cojocariu, Anton	82,102	46,632	1,703
Coldwell, Jason	91,409	41,988	762
Cole, Britton	101,567	25,889	2,548
Coleman, Larry	71,009	16,958	219
Collen, Troy	83,976	20,107	742

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Collins, Devin	69,305	44,715	2,751
Collins, John	98,254	11,309	-
Colyer, Evan	76,007	6,342	2,134
Common, Dan	67,781	32,927	1,443
Connelly, Shawn	94,229	26,707	3,166
Conner, Sheri	137,817	19,131	314
Coombes, Michael	95,183	10,150	140
Coombs, Sarah	65,420	15,213	2,106
Cooper, Patricia	99,169	11,784	413
Cordani, Adam	75,270	22,842	14,732
Corrigan, Patrick	147,926	54,904	2,278
Cote, Jennifer	66,755	14,470	802
Cote, Jonathan	209,407	26,460	1,436
Coughlan, Janaka	100,200	66,364	281
Coulman, Dan	92,025	48,622	636
Coulon, Harvey	112,850	12,781	4,059
Courage, Tyler	71,987	24,257	1,063
Cousin, Andre	88,146	49,261	513
Cousins, Sam	84,071	9,796	1,017
Coutinho, Eric	117,691	35,942	539
Crabtree, Katelyn	155,216	32,459	5,148
Creelman, Mary	65,654	12,198	331
Crosby, Jennifer	210,494	24,443	5,665
Crowle, John	134,606	15,293	1,173
Cruickshank, Craig	74,185	20,464	542
Cruz, Danilo	72,003	16,727	-
Cruz-Rivera, Angelita	85,405	9,421	-
Csizmadia, Alexander	91,349	19,959	2,171
Cullen, Vanja	129,881	16,542	824
Cumming, Sheryl	121,975	13,983	1,847
Da Silva Sympovsky, Thalita	61,886	54,686	2,054
Da Silva, Julie	71,386	8,181	263
Daly, Sean	77,408	5,104	6,022
Dandridge, Xenia	74,243	13,082	94
Danis, Sebastien	100,420	26,509	2,041
Darwish, Yasser	94,590	22,362	223
Date, Mahesh	72,472	5,063	-
Davies, Matthew	91,346	7,871	2,446
Davies, Mike	91,304	44,998	1,809
Davis, Donna	96,503	11,662	160

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Davis, Mackenzie	89,680	10,518	1,407
Daw, Hanadi	100,913	10,787	857
Day, Sheila	80,470	14,059	210
De Boer, Andrew	176,768	47,857	6,388
De Geest, Kristine	112,704	11,648	69
De la Cour, Pierre	88,735	35,599	315
De Lind, Peter	127,155	15,185	645
De Pol, Sean	93,255	16,063	1,141
De Rose, Enzo	85,672	29,146	1,169
Deacon, Dan	114,764	28,733	1,829
Dean, Pilar	65,737	10,577	421
Deane, Jody	168,196	17,857	273
DeLuca, Joel	129,120	13,791	5,205
Denboer, Bob	98,962	10,529	1,327
Deng, Bo	72,472	7,761	-
Denton, Gail	87,196	12,882	1,183
Deo, Mani	232,218	64,279	1,875
Deuling, Jill	84,071	9,052	1,557
Dhaliwal, Randeep	81,975	14,687	9,051
Dhatt, Harjinder	104,223	12,279	1,361
Dhatt, Pardeep	104,036	13,744	1,792
Dhillon, Jat	96,204	47,644	4,251
Di Stasio, Tony	76,261	14,115	599
Dias, Daryl	88,892	16,683	5,320
Diaz Ng, Albert	77,998	44,450	1,274
Dignan, Annette	66,860	15,381	286
Dimitropoulos, Xanthi	81,674	8,964	2,019
Dineen, Chris	98,169	28,350	2,736
Dion, Carly	123,911	14,615	740
Diotte, JL	99,330	13,418	774
Djapo, Mersid	64,357	26,141	848
Dobrovlny, Jerry	451,949	222,578	37,141
Doculan, Alain	67,959	13,446	223
Doerksen, Geoff	112,704	17,097	625
Doi, Andrew	112,704	11,648	2,963
Dolemeyer, Frank	85,310	32,617	1,158
Dolina, Rachael	43,759	31,932	370
Donaghy, Steve	105,259	12,506	453
Dong, Cathy	134,520	15,211	2,591
Dong, Tara	105,579	12,570	683

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Dove, Franklin	89,247	21,198	492
Downey, Bryce	86,233	43,613	5,379
Dragon, Willyam	151,302	34,391	6,962
Dreger, Clayton	96,571	68,811	1,152
Drinkwater, Alisha	94,183	9,993	104
Du, Kelly	82,719	10,317	3,555
Duarte, Romeo	87,590	17,750	1,991
Duffield, Richard	89,936	31,680	1,555
Dugaro, Julia	110,944	11,870	1,767
Dunbar, Brent	85,509	22,091	728
Dunning, Cody	66,282	10,276	-
Durkin, Tamara	96,503	11,569	1,363
Durrant, Christopher	70,471	8,505	2,713
Duso, Lucy	139,134	19,720	-
Duvall, Bill	209,603	28,754	5,339
Dwyer, Marty	150,363	16,721	1,272
Dybwad, Matthew	151,629	19,367	1,575
Dykman, Dan	134,865	14,811	6,383
Easton, Joe	91,700	16,557	1,850
Eastwood, Bill	119,549	19,005	288
Ebinesan, Joshua	128,369	15,160	8
Edalat, Farnaz	126,775	15,815	-
Edwards, Lisa	69,990	9,318	694
Edwards, Maria	114,312	25,585	6,887
Edwards, Scott	134,382	13,453	5,296
Eeckhout, Rylan	119,577	12,423	1,621
Eely, Ted	64,905	20,152	-
Egli, Graham	103,149	11,284	360
Eisenkraft, Nicolas	88,978	30,701	360
Ekeli, Stefanie	102,748	10,684	1,449
Elliott, Ken	86,473	20,519	370
Elliott, Lea	102,432	10,719	2,952
Ellis, Sean	92,588	28,889	1,387
Eloff, Leonard	100,644	29,469	1,806
Eltoum, Ahmed	107,333	10,573	4,552
Emmert, Jason	142,304	17,179	1,635
Eng, Benjamin	79,692	8,270	160
Eng, Raymond	169,547	18,097	4,960
Engelstad, Brock	96,427	20,176	1,438
England, Karin	107,372	11,336	2,975

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Enns, Ronald	116,615	26,976	1,867
Enns, Thomas	94,974	10,191	-
Enquist, Luis	94,797	13,164	56
Epp, Michael	205,921	17,476	2,630
Erickson, Brian	99,649	33,617	657
Erickson, Dustin	135,777	16,929	5,915
Erickson, Stephanie	76,971	9,096	160
Esguerra, David	102,305	48,195	2,243
Esguerra, Glen	90,597	9,719	2,365
Espiritu, Pamela	61,756	15,040	2,286
Esplen, Chad	73,709	24,586	24
Estrada, Ariel	134,936	16,738	5,841
Etches, Kris	136,156	14,658	1,481
Ewing, Claire	87,106	9,135	439
Ewing, Susan	105,545	11,776	1,637
Fang, Andy	78,845	18,288	539
Fang, Ann	76,605	8,691	838
Fanzone, Paul	80,649	22,532	136
Farinelli, Zeno	143,302	15,991	5,301
Farkas, Rita	86,906	8,261	1,196
Farmer, Lauren	98,750	8,981	807
Farr, Jennifer	61,253	13,979	995
Faucher, Sarah	94,790	7,341	1,177
Fehr, Callum	108,669	12,400	5,340
Felicella, Nick	84,923	18,065	2,345
Feng, Cynthia	80,044	8,505	2,772
Feng, Olivia	81,027	10,134	1,522
Feng, Philip	122,131	14,095	2,663
Fereidouni, Reza	96,572	57,407	1,161
Ferguson, Dave	95,183	14,653	-
Ferguson, Scott	70,054	10,168	1,612
Fernandes, Maricor	84,564	14,929	446
Fernie, Michele	91,272	9,880	455
Ferreira Schutt, Paula	75,511	12,274	4,184
Ferris, Lisa	69,369	8,641	899
Fiehn, Aaron	89,734	21,242	3,028
Fiehn, Chuck	89,168	23,506	457
Fielding, Anastasiya	70,226	28,251	1,902
Filush, Jake	83,667	20,471	1,575
Fink, Shannon	71,103	11,136	137

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Fitzmaurice, Katie	106,204	54,442	15,789
Fitzpatrick, Jeffrey	164,009	21,145	3,674
Fitzpatrick, Jess	133,937	15,193	1,908
Flesher, Scott	76,576	16,900	-
Folkard, Eric	71,364	46,691	2,814
Fong, Andrew	73,354	9,166	-
Fonseca, Richard	64,905	25,165	66
Forbes, Andrew	62,909	31,899	2,744
Ford, Bruce	103,543	21,527	3,716
Ford, Graham	110,928	27,659	1,587
Ford, Laurie	144,867	20,455	1,067
Forscutt, Jennifer	77,929	32,297	3,947
Forsyth, Scott	163,213	23,193	4,252
Foster, Chris	113,440	51,359	4,269
Foster, Natalie	74,789	8,493	625
Fountain, Tanner	82,430	32,537	2,639
Fourt, Aaron	85,653	7,558	2,277
Foyle, Jacquay	108,697	9,331	1,403
Francis, Bernard	69,168	16,065	-
Francis, Tyler	67,733	23,392	1,953
Frank, Amelia	66,074	9,769	1,242
Franken, Alisa	107,926	12,633	2,744
Fraser, Heather	86,192	35,942	871
Fraser, Paul	89,719	40,198	44
Freeman, Gregory	117,919	13,745	10,535
Freinhofer, Victoria	79,414	9,967	27
Friedrich, George	141,111	18,145	143
Fryett, Lindsey	86,082	5,141	1,895
Fulton, Terry	134,597	15,412	1,012
Fung, Alicia	68,430	8,019	548
Fyten, Cole	88,648	31,760	6,054
Gaffud, Jerico	93,352	23,612	132
Galdamez, Roberto	63,423	12,830	1,516
Gale, Evan	86,304	21,471	3,140
Gali, John	93,038	28,203	2,374
Gallilee, Rick	211,154	23,321	4,648
Galloway, Sean	71,938	4,354	555
Galovich, Kristi	63,507	12,770	507
Gant, Murray	209,603	22,968	1,870
Garson, Matthew	71,215	8,792	-

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.

(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments)

(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Gasparro, George	107,926	19,442	1,000
Gastaldello, Catherine	80,546	9,748	46
Gatto, Nicole	88,017	9,494	1,054
Gauci, Joanne	126,341	12,852	2,789
Gaythorpe, Shane	89,719	50,531	1,135
Gee, Jennifer	80,687	9,299	418
Geering, Nina	60,546	17,415	1,233
Geeson, Graeme	81,919	53,903	1,239
Gehrer, Chris	93,961	59,711	1,084
Geil, Dan	145,179	18,895	1,241
Gellard, Joe	81,973	28,225	205
Genier, Max	66,831	48,396	3,689
Genier, Reynald	61,889	21,029	1,613
Gentner, Ryan	92,059	9,903	708
George, Honey	149,510	17,881	296
Gerath, Guy	102,091	37,275	2,643
Gervais, Adam	90,166	26,332	2,657
Gheseger, Tania	104,413	10,962	2,394
Ghorbani, Maryam	132,459	14,971	1,685
Giang, Justin	80,534	10,288	187
Gibb, Allan	176,492	16,443	630
Giesbrecht, Kyle	89,457	26,330	1,786
Giesbrecht, Paul	158,453	56,979	6,466
Gill Klair, Jag	184,035	29,518	3,514
Gill, Balroop	85,908	9,628	599
Gill, Jotty	128,261	15,508	802
Gill, Nancy	105,759	12,555	1,611
Gilroy, Devin	69,617	21,781	76
Girard, Kaylee	67,439	24,771	2,424
Gjerdalen, Cole	68,154	23,460	2,065
Gjerdalen, Luke	72,254	37,507	6,836
Glasgow, Cameron	89,228	37,260	638
Glass, Jennifer	134,543	16,439	2,066
Gleig, Derek	92,028	28,853	286
Glessing, Krista	93,039	16,013	-
Glier, Monica	77,655	10,370	-
Glover, Michael	88,579	29,640	1,044
Goertz, Karen	84,213	9,297	816
Goftar, Izad	106,931	9,528	160
Gogel, Andy	75,550	22,346	1,701

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Goh, Elaine	137,267	14,571	7,620
Goh, Vila	135,591	23,110	1,941
Gomes, Cheryl	118,754	12,598	8,375
Gomez-Garcia, Jose	117,473	35,220	1,335
Gonzalez, Eduardo	86,680	15,926	6,116
Gonzalez, Ian	72,076	23,194	610
Gonzalez, Jonathan	64,955	24,823	540
Goods, Michael	71,301	7,532	1,172
Goossens, Jason	102,831	21,402	2,161
Gothard, Matthew	135,893	15,580	3,427
Gow, Doug	99,330	10,594	-
Graham, Nela	141,367	30,467	391
Graham, Richard	80,924	30,923	413
Grant, Jack	91,346	19,940	1,930
Grant, Mielle	85,037	10,477	483
Gray, Lori	94,860	30,534	7,014
Green, Matthew	158,413	68,669	1,461
Greensill, Michael	71,919	38,808	4,932
Greenwood, Seann	78,435	19,023	2,145
Gregonia, Theresa	178,296	39,022	1,526
Greven, Ron	79,595	20,811	25
Grewal, Nick	90,830	20,945	473
Grewal, Rahm	86,680	15,432	4,300
Grewal, Ravi	153,975	26,611	3,808
Griffith, Jacob	70,072	14,960	7,766
Griffith, Lionel	85,272	64,111	3,852
Griffiths, Jacquie	222,741	41,985	46,812
Griffiths, Victor	93,710	13,131	415
Grill, Aaron	134,382	15,509	3,995
Gu, Li	151,835	17,028	128
Guiron, Warren	87,964	17,325	1,170
Guldemet, John	97,094	24,901	701
Guldemet, Keenan	81,094	26,790	1,595
Guo, Tom	85,133	31,270	587
Habib, Bilal	94,602	14,015	5,823
Hahn, Tracy	105,258	18,377	98
Hair, Peter	109,513	18,028	1,930
Haliuk, Braeden	80,546	11,946	1,876
Halychuk, Paul	71,376	9,555	688
Hamilton, Erin	74,366	8,541	970

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(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Hamovic, Filip	62,455	21,199	2,918
Hamza, Danny	94,965	34,219	740
Hanna, Dawn	84,071	9,322	1,059
Hansen, Angela	130,902	14,543	750
Hanson, Kara	68,569	23,274	1,042
Harder, Susana	134,677	15,809	2,632
Haricombe, Jade	90,048	25,535	1,057
Haricombe, Lionel	89,504	15,095	1,090
Harmeson, Matt	90,932	32,640	1,704
Harms, Herman	88,721	27,270	5,998
Harper, Todd	90,840	38,427	950
Harris, Leanne	94,908	9,962	3,523
Harrison, Stephanie	132,888	15,204	2,432
Hart, Catherine	62,225	35,447	2,055
Hart, Dennis	77,978	17,753	333
Hartley, Craig	64,905	21,179	52
Hartley, Davis	72,488	23,395	317
Hartley, Elizabeth	99,330	10,185	1,761
Haughian, Paul	90,863	21,832	928
Haveman, Peter	77,304	8,908	454
Haw, Kevin	107,926	11,254	1,806
Hawkins, Curtis	68,900	49,342	617
Hayes, Jessica	127,756	12,753	1,830
Hayton, Scott	138,310	28,569	1,632
Hazell, Shaun	82,957	28,899	778
Hebner, Gail	163,451	18,035	330
Hedayatnassab, Hooman	99,646	8,541	815
Heidarian, Arezoo	142,027	35,870	4,960
Heinrich, Barry	61,725	24,349	142
Henderson, Paul	290,394	43,482	10,173
Hendry, Brian	78,814	11,357	222
Heney, Jess	83,344	31,149	987
Henwood, Megan	85,760	7,654	47,352
Herdman, Vanessa	73,042	9,476	2,075
Herrmann, Nicholas	69,984	25,652	862
Hewer, Jordan	127,947	15,354	4,836
Hickling, Charlene	100,163	12,536	1,114
Higginson, Paul	63,178	15,299	2,420
Hightower, Carrie	90,257	9,834	-
Hilkewich, Alison	83,920	10,464	-

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Hill, Janice	102,001	8,578	629
Hilland, Stuart	105,606	12,275	1,115
Hirvi Mayne, Maari	147,059	16,216	7,656
Ho, Alfred	142,361	18,733	-
Ho, Allen	93,710	22,323	22
Ho, Brandon	134,811	15,316	1,366
Ho, Chau	106,013	60,900	2,243
Ho, Florence	151,264	17,055	1,992
Ho, Hilda	123,133	14,086	470
Ho, John	109,846	13,660	2,007
Ho, Kate	107,705	13,031	1,737
Hochstetter, Ashley	100,373	11,866	250
Hockey, Jim	95,292	27,005	6,434
Hodzic, Mediha	112,380	50,062	474
Hoffman, Dave	138,575	44,581	1,109
Hoffman, Heidi	74,213	8,508	58
Holdenried, Ulli	86,834	42,902	650
Holloway, Melissa	71,263	8,969	674
Holm, Nathan	91,393	34,149	5,255
Holman, Jessica	91,272	9,911	184
Holton, Janet	126,309	27,693	5,504
Holtz, Brooke	97,140	9,787	1,703
Hoonjan, Raj	134,382	26,547	784
Hope, Laura	94,748	9,984	2,345
Hoskins, Kelly	84,071	9,279	473
Hoverty, Colin	95,447	20,757	2,386
Howard, Kyle	64,684	19,504	3,229
Howard, Robert	68,732	12,843	114
Howe, Kyle	104,766	17,835	-
Howell, John	77,978	17,413	1,202
Hoy, Tina	78,501	9,904	822
Hrgovic, Amanda	70,613	16,155	1,142
Hrubizna, Jason	95,183	11,472	-
Hsieh, Mimi	78,882	6,359	152
Hsu, Paul	67,148	11,790	160
Huang, Gerry	134,382	15,272	687
Huang, Karen	80,579	14,320	1,162
Huber, Meredith	88,748	8,109	6,863
Hughes, Michael	157,946	35,716	2,644
Hughes, Mike	91,540	9,964	1,310

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Hui, Terry	176,521	44,812	236
Hulme, Jared	69,925	10,611	4,800
Hulme, Mark	78,899	9,038	835
Hume, Jade	176,499	19,272	3,624
Hundle, Nav	88,649	9,727	1,023
Hung, Wayne	124,606	53,192	2,559
Hunt, Andrew	158,413	24,999	3,756
Hunt, Janelle	145,926	19,622	4,563
Hunt, Jason	65,932	36,880	1,012
Hunte, Carlos	152,770	20,978	6,276
Hustwait, Mark	99,611	19,238	1,974
Hutchins, Peter	134,860	18,066	598
Hutton, Brad	64,357	18,107	142
Hynes, Shaunna	91,272	17,546	3,119
Hystad, Graeme	109,650	14,153	5,537
Inglis, Gordon	163,213	18,521	261
Iosub, Catalin	99,209	38,873	3,725
Irimia, Tatiana	135,711	15,304	479
Ishimwe, Ulysse	94,602	16,138	1,353
Islam, Shafiqul	134,382	15,934	1,300
Israel, Sue	105,892	12,620	66
Iulianella, Chris	77,744	16,085	252
Jacinto, Jason	95,695	13,458	738
Jackman, Thomas	90,195	26,324	442
Jackson, Bob	88,920	25,732	1,697
Jacques, Lisa	124,514	27,137	3,571
Jadrijevic, Renato	138,078	22,444	2,429
Jamieson, Nathan	135,591	15,352	1,020
Jang, Colin	80,546	11,982	323
Jang, Gary	77,304	8,746	160
Jang, Jason	82,818	9,051	-
Jansen, Sandra	275,851	34,663	58,618
Japson, Marlon	84,347	47,856	836
Jarvis, Janice	105,923	11,019	2,348
Jelenici, Flori	90,345	29,484	229
Jeliazkova, Diana	106,016	10,799	3,407
Jenkinson, Kris	103,115	47,098	1,573
Jennejohn, Derek	150,977	16,853	2,014
Jensen, Allen	130,145	14,794	2,198
Jensen, Blake	66,031	21,254	2,027

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Jeon, Won	89,433	53,986	1,871
Jeon, Yohan	123,439	14,082	1,747
Jew, Brandon	112,985	14,620	238
Ji, Tony	134,382	15,283	2,903
Jiang, Jessica	98,490	14,312	2,925
Johal, Sonny	100,508	11,595	3,903
Johnson, Christopher	118,029	11,198	1,147
Johnson, Samuel	87,193	20,105	4,548
Johnston, Falacci	64,563	23,076	6,066
Joiya, Rajiv	147,760	16,923	1,553
Jokic, Mike	143,255	16,847	1,384
Jones, Ken	71,030	22,333	1,257
Jones, Michelle	106,088	10,892	3,214
Jordan, Aj	129,452	22,602	539
Jordan, Faye	93,710	17,306	2,963
Julius, James	77,431	9,285	-
Jung, Don	94,965	20,094	385
Kadota, Paul	185,555	21,299	6,001
Kailley, Sonu	171,625	22,596	19,732
Kan, Siak	89,162	13,583	372
Kanda, Anrish	79,674	20,909	1,371
Kang, Jasmine	72,393	9,712	1,996
Kang, Jasmit	69,997	48,049	467
Kappeli, David	69,478	12,663	194
Karpinski, Al	89,168	40,958	1,546
Kassam, Amin	176,182	18,475	3,489
Kassam, Nick	290,394	43,318	1,293
Kates, Robert	195,934	21,643	4,483
Kavouras, George	186,624	17,850	3,897
Kee, Elizabeth	83,920	10,741	2,615
Kelder, Brandon	90,428	52,206	1,883
Kelder, Mike	11,102	90,417	96
Kelly, Quinn	83,929	21,132	1,210
Kennedy, Al	89,616	49,211	1,680
Kennedy, Marcus	89,504	20,556	171
Kerin, Brian	91,318	12,227	980
Khaira, Rapinder	77,515	9,373	2,731
Khanlou, Ramin	134,382	12,486	3,950
Khanna, Uma	99,942	21,179	1,633
Khun-Khun, Manny	64,853	36,684	624

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Kim, Alvin	132,558	16,788	7,181
Kim, Brian	86,976	16,318	2,295
Kim, Tae	89,902	18,675	3,342
Kimble, Willard	96,268	24,574	1,365
Kimm, Stuart	119,395	48,335	3,048
Kimmel, Chris	88,939	12,740	3,264
King, James	96,673	23,227	3,696
Kirchen, Krystal	146,974	27,922	1,272
Kirk, Mineesha	75,209	9,014	208
Kirkpatrick, Brent	151,492	17,306	1,228
Kishore, Eileen	83,920	10,575	-
Kitt, Marina	79,301	13,634	2,679
Klick, Dennis	91,613	15,951	837
Knape, Theron	158,413	24,958	822
Knapp, Brandon	70,632	26,545	25
Knaupp, Janis	144,685	16,558	894
Knezevic-Stevanovic, Andjela	194,362	23,417	1,584
Ko, Collin	89,655	49,960	2,463
Kobitzsch, Megan	84,412	14,256	2,854
Kohan, Rozita	134,382	15,272	534
Kohl, Paul	209,603	20,201	1,299
Koivu, Ray	64,357	20,327	174
Kolb, Kathy	67,563	12,794	614
Kolewe, Alex	87,864	11,250	206
Kolomyeychuk, Olha	95,187	16,029	546
Kong, Brandon	76,967	15,490	1,220
Kopp, Anastasia	76,955	25,684	1,545
Kopp, Doug	137,706	20,708	1,580
Kovacevik, Mike	93,710	17,295	178
Kovacevik, Natasha	90,361	11,504	717
Kowsari, Mahdi	118,428	11,510	2,541
Kozier, Fred	100,299	10,823	1,733
Kozljan, Ivan	88,937	18,266	1,014
Krahn, Daniel	82,584	30,488	3,145
Kramer, Nancy	66,111	24,057	1,387
Krezan, Brent	209,603	23,100	609
Krickemeyer, Lina	97,976	27,704	539
Kronstal, Elizabeth	93,403	32,483	1,079
Kuczma, Joseph	90,721	24,237	836
Kujanek-Schaefer, Matt	60,554	19,763	2,425

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Kunigk, Isabel	84,604	6,574	2,196
Kuo, Allen	99,828	10,500	2,608
Kurenov, Cassondra	158,808	23,775	2,315
Kusmu, Yonas	71,654	24,253	3,808
Kwok, Clare	69,533	7,833	529
Kwok, Jerry	96,162	8,063	704
Kwong, Laura	75,154	6,754	582
Kwun, Jordan	114,098	11,926	2,113
Kylmala, Kari	90,815	54,250	989
Kylmala, Senja	138,353	45,500	3,322
LaBreche, Marcel	124,858	24,060	1,503
Lacey, Lauren	49,497	42,858	2,002
Lachambre, Lucas	58,202	26,551	2,746
Lafortune, Kyn	77,487	8,924	-
Lai, Serena	78,962	6,041	2,429
Laird, Cam	123,906	24,312	2,000
Laliberte, Michel	127,036	20,097	1,895
Lam, Fong	105,258	12,488	1,910
Lam, Kitty	80,609	21,755	1,518
Lam, Paul	89,902	28,277	1,913
Lam, Steven	94,057	17,793	2,224
Lam, Taelynn	78,311	8,694	12
Lam, Whitney	99,330	10,546	1,504
Lambert, Kyle	114,041	13,137	2,214
Lan, Yao-Hung	134,382	18,353	4,928
Lang, Joe	112,617	10,402	2,771
Lang, Mark	89,195	35,789	1,200
Langeloo, Annika	94,458	10,788	-
Langeloo, Tyler	125,379	23,330	984
Lanz, Ann Marie	89,302	9,599	165
Larkin, Keith	90,472	48,924	1,823
Larson, Mackenzie	60,735	17,119	3,934
Laskowski, Sebastian	89,719	34,115	2,066
Latham, Janka	80,631	10,001	1,251
Lau, Alice	76,276	6,951	2,214
Lau, Carmen	96,836	10,585	148
Lau, Kent	83,920	10,688	978
Lau, Laurissa	81,899	15,434	181
Lau, Vincent	91,786	25,070	-
Law, Brennan	69,865	46,294	2,023

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Lawrance, Peter	80,546	10,856	1,181
Lawson, Jean	142,484	20,717	19,873
Layne, Deion	71,375	18,426	777
Le Noble, Josh	82,665	51,500	6,992
Le Penven, Gaelle	134,382	15,289	341
Le, Johnny	86,993	11,666	247
Le, Julia	67,166	7,845	-
Leavers, David	160,025	18,480	361
LeBlond, Daniel	137,490	15,218	1,599
Lee, Andy	107,338	12,227	3,315
Lee, Ann	95,514	15,507	-
Lee, Darren	135,304	16,508	3,108
Lee, Eugene	82,499	9,019	1,662
Lee, Jeremy	80,546	8,995	30
Lee, Joyce	107,491	9,364	-
Lee, Linnar	65,926	27,376	73
Lee, Sue	81,069	9,249	401
Lee, Vanessa	80,569	12,736	1,656
Legault, Sue	84,928	39,045	591
Lemon, Jan-Michelle	71,633	8,260	-
Lenardon, Vincent	124,204	26,865	1,882
Lenning, Dan	141,164	27,245	1,134
Lenning, Zack	84,102	27,062	1,941
Leong, Loke	94,590	23,683	1,563
Lepore, Alfredo	79,179	46,528	970
Lepore, Pete	47,027	158,480	-
Leroux, Guy	180,963	15,570	1,475
Leroux, Jason	78,583	27,854	726
Leroux, Rhea	69,984	13,657	178
Les, Danielle	76,534	16,709	5,925
Leslie, Gary	81,638	28,602	-
Letcher, Amanda	93,024	19,831	358
Leung, Arthur	94,797	16,744	3,833
Leung, Betty	81,036	9,278	933
Leung, Clara	81,362	8,933	396
Leung, Mabel	151,332	17,041	4,980
Leung, Percy	97,161	10,821	500
Leung, Tony	92,207	14,189	1,000
Lewis, Warren	91,648	28,197	1,400
Li, Vanessa	96,333	21,057	742

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Li, Wen	134,827	16,813	2,528
Li, William	70,598	37,101	1,316
Liang, Amy	74,890	10,074	336
Liang, Link	68,785	6,278	-
Lim, Ysabel	65,683	10,217	4,125
Lin, Echo	146,361	16,946	2,998
Linde, Connie	79,156	21,131	2,857
Lindner, John	112,704	13,938	4,310
Lindsay, Amil	142,123	21,813	5,063
Lindsay, Celine	83,459	39,056	299
Ling, Andrew	141,766	15,833	1,222
Ling, Ashley	120,755	14,226	246
Ling, Rosita	70,593	8,154	249
Lip, Alfred	134,578	17,887	1,751
Litt, Paul	152,344	16,881	1,252
Liu, Joan	160,925	24,077	1,141
Liu, Stephanie	117,374	8,826	3,989
Liu-Pope, Jacqueline	134,983	15,545	2,079
Lo, Anthony	128,098	14,528	582
Lo, Benson	134,382	15,535	1,924
Lo, Tina	94,429	7,658	2,209
Lockert, Ben	115,335	14,537	1,997
Logan, Kurt	94,229	17,169	803
Long, Graeme	88,701	21,993	2,914
Long, Joseph	63,374	27,068	3,626
Lopez, Larina	121,213	26,452	-
Lorenzana, Aljhon	77,394	9,603	1,801
Louie, Alfred	105,608	9,813	2,724
Louie, Alvin	80,827	11,094	-
Louie, Angela	130,862	16,314	2,273
Louie, Terry	134,516	15,281	1,186
Lu, Louis	87,793	18,559	10,483
Luccock, Dylan	97,639	28,501	341
Ludeman, Megan	83,920	10,464	4,054
Luft, Candace	134,417	15,194	1,778
Lui, Gordon	175,937	17,760	4,462
Luk, Brian	85,686	11,985	1,627
Lum, Oscar	84,234	49,340	2,404
Lupien, Cam	65,121	26,002	136
Lynch, Adrian	120,879	13,682	1,250

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(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Lytwyn, Ben	93,695	30,415	545
Ma, Meng	87,304	9,762	935
Ma, Michael	109,527	12,172	4,290
MacArthur, Rob	137,690	15,883	3,998
MacDonald, Brad	88,354	40,222	1,847
MacDonald, Nicole	127,226	11,022	7,802
MacDonald, Tom	92,025	70,174	1,106
MacIntosh, Taylor	75,074	19,861	3,139
Maclsaac, Julie	104,166	14,189	4,116
Mackay, Ted	89,719	48,359	528
Mackenzie, Morgan	81,307	10,125	1,045
MacLean, Maria	80,574	14,866	686
MacLeod, Ian	84,250	27,924	608
Macomber, Ken	89,504	14,535	143
MacPherson, Kevin	64,905	21,760	288
Maddison, Teresa	79,400	7,752	1,297
Madsen, Perry	170,346	34,482	2,871
Mah, Silvana	89,302	11,178	1,263
Mah, Sue	101,810	17,001	3,292
Mah, Wayne	112,704	18,973	-
Mahdavi, Mohammad	158,439	15,372	3,754
Mahdi, Ammar	134,382	15,561	1,271
Mahmood, Saleem	134,382	30,497	2,884
Mahmood, Zarin	102,750	9,149	3,640
Mair, Koszima	134,382	17,642	2,480
Mak, Rayman	76,624	8,536	905
Maki, Ross	166,138	20,818	501
Maloku, Tahir	158,939	45,803	3,972
Mandanas, Nikko	130,225	14,263	533
Mangat, Amy	134,688	15,250	2,709
Mankoo, Gurch	98,259	8,145	1,681
Mann, Collin	118,683	16,117	1,485
Mann, Sabrina	80,546	10,180	-
Manning, Ian	172,410	47,629	2,567
Manzer, Deanne	105,527	8,377	367
Marc, Marie-Liesse	212,764	22,882	347
Marchand, Rick	150,862	65,766	263
Marchioni, John	99,190	19,445	1,435
Marcos, Natalia	94,965	17,415	1,164
Marin, Emilian	110,745	50,575	1,235

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Markovic-Mirovic, Natasha	99,232	10,827	767
Marsh, Alex	81,461	51,465	1,962
Marsh, Houston	99,501	10,539	3,653
Marshall, Eric	81,118	38,767	1,009
Marshall, Peter	84,736	40,017	8,437
Martin, Brian	113,314	34,987	1,575
Martin, Cliff	89,793	46,521	3,090
Martin, Kelly	93,819	53,299	765
Martinovic, Nick	91,346	28,140	1,452
Marwick, Jeff	199,558	22,841	1,863
Mason, Ryan	127,832	11,278	561
Masoom, Shaheli	134,543	15,354	1,330
Massah, Mani	106,637	13,124	1,903
Masse, Ken	167,252	18,055	7,312
Matharu, Karanpreet	83,920	10,692	1,349
Matson, Mona	68,973	9,279	941
Maung, Todd	88,810	55,588	3,532
Mawji, Tamina	156,416	16,538	3,008
Mayers, Mike	164,100	51,373	729
Mayhew, Deanna	126,257	19,071	402
Mayo, Erin	86,515	17,825	575
Mazur, Jadwiga	87,634	10,448	729
McAllister, David	85,018	56,771	615
McAuley, Chris	102,452	11,316	3,168
McBeath, Suzanne	99,330	10,716	2,643
McClelland, Alex	84,914	21,681	3,977
McCormick, Martin	89,162	12,943	312
McCorquodale, Alex	64,019	17,972	1,019
McCorquodale, Rob	73,201	37,749	1,763
McCuaig, Amanda	192,274	24,645	4,998
McCulloch, Roxanne	89,719	31,583	2,290
McCurrach, Bill	68,043	26,679	851
McDonald, Brian	81,739	24,946	3,512
McGillivray, Deanna	90,058	20,062	601
McIntyre, Margaret	65,926	10,600	245
McKague, Dave	111,611	21,925	2,485
McKnight, Halley	71,968	7,274	5,483
McLaughlin, Sean	114,109	18,778	1,014
McLean, Steve	99,190	32,247	1,228
McMahon, John	151,106	16,850	3,193

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
McMann, Brad	94,602	32,206	153
McMaster, Tanya	95,836	11,400	98
McMichael, Mitch	84,201	29,927	1,601
McNeil, Scott	76,058	36,444	953
McNell, Heather	327,132	52,408	6,620
McPherson, Janet	84,483	9,298	708
Meawad, Hossam	105,587	12,598	3,604
Medeiros, Jesse	104,614	30,752	722
Mei, Anny	76,926	9,269	2,104
Melanson, Joel	176,666	23,110	5,733
Meldrum, Colin	209,603	24,824	6,728
Mercado, Ralph	112,998	13,114	1,528
Mercer, Sean	109,085	14,090	2,907
Merkens, Markus	103,543	10,893	8,573
Merry, Cal	159,596	18,691	1,149
Messer, Aaron	85,656	16,022	112
Messere, Tony	108,022	91,338	948
Metz, Nick	51,108	25,076	3,637
Meyer, Craig	90,797	18,813	930
Michaelson, Jason	75,167	28,854	1,205
Micsoniu, Rodica	151,319	17,893	-
Mijares, Mike	82,505	11,746	2,914
Miller, Darryl	93,179	22,584	-
Miller, Katherine	126,462	14,533	3,764
Miller, Kyle	70,714	15,792	22
Miller, Nick	100,125	30,343	4,678
Miller, Robin	134,382	23,993	568
Mills, Richard	86,970	18,026	-
Mimick, Sara	67,649	8,349	1,487
Minato, Renato	64,111	29,419	848
Minhas, Jasneet	121,256	12,734	1,552
Miranda, Vernon	175,066	19,192	3,645
Mita, Phil	134,748	15,310	1,367
Miyashita, Lotus	94,458	11,819	-
Mizan, Zeenia	66,879	9,193	3,069
Moar, Kelvin	101,393	48,788	6,411
Mocnik, Josie	71,986	7,481	2,206
Mohammad, Tina	76,849	11,671	4,470
Mojak, Darrel	86,526	49,458	1,867
Molesworth, Brent	76,261	19,511	1,205

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Momen, Zahra	103,543	14,037	184
Monkman, Robin	67,845	19,891	1,076
Montgomery, Jesse	163,811	37,641	1,001
Mooker, Sabina	71,952	22,632	3,291
Mooney, Bob	123,906	12,471	1,023
Moore, Kenneth	141,167	26,368	1,433
Moorsmith, Elizabeth	187,363	17,812	1,442
Morash, Steve	91,272	9,880	404
Morberg, Joey	89,921	27,535	3,452
Moretto, Johanna	103,543	9,978	1,781
Morrison, Jess	113,274	10,250	2,004
Morrison, Shanda	77,978	20,080	1,131
Mortazavi, Farshad	151,429	39,097	738
Morton, Ryan	67,724	8,228	3,326
Mucha, Frank	133,053	16,271	831
Mueckel, Trevor	87,360	23,750	2,367
Mui, Gary	63,764	15,726	965
Mulzet, Debbie	100,006	15,985	819
Mundi, Jasdip	91,446	50,083	1,078
Muntasir, Sardar	114,098	12,960	4,844
Murray, Chris	68,213	14,942	3,220
Musana, Redgenald	134,382	15,272	568
Mushtuk, Jason	99,562	19,262	907
Mynott, Lydia	108,294	16,554	6,204
Nair, Trina	112,794	16,640	-
Najafi, Nima	137,511	16,080	4,294
Nakashima, Lynda	94,458	17,903	34
Naqvi, Syed	91,360	11,206	13,216
Nateghi, Mehdi	134,382	12,872	2,483
Nath, Mriganka	75,900	15,976	5,251
Nava, Lorenzo	72,922	27,624	1,522
Navratil, Peter	290,394	45,079	8,347
Nawaz, Amer	91,514	27,035	4,241
Neale, Mike	82,957	37,691	473
Nees, Bronson	64,912	18,513	2,402
Nees, Roy	82,957	21,801	1,180
Nelms, Cheryl	290,394	43,482	9,232
Nelson, Tom	103,543	10,455	-
Nesci, Chris	137,690	22,654	539
Neuhaus, Stefan	93,328	45,385	3,419

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Neumann, Nicholas	61,749	17,653	879
Neville, Glen	123,582	43,543	3,590
Newman, Tim	91,272	9,864	500
Ng, Candace	95,183	10,281	610
Ng, Laura	110,869	11,197	7,489
Ngan, Rita	87,634	12,625	-
Ngaserin, Cindy	81,075	11,116	5,535
Ngo, Alan	127,619	12,370	2,604
Ngo, Vong	81,248	31,816	31
Nguyen, Jim	134,556	15,296	6,044
Nguyen, Raina	75,404	10,969	160
Nguyen, Sandra	75,447	9,813	299
Nguyen, Steve	134,382	15,323	6,530
Nguyen, Vinson	80,968	23,960	2,429
Nic Lochlainn, Ana	89,642	10,760	1,491
Nichol, Edward	108,972	12,063	3,286
Nichols, George	124,276	31,053	1,951
Nicol, Robert	89,862	31,928	1,557
Nicolaichuk, John	70,738	17,090	369
Nicolls, Carol	103,358	10,885	-
Nieh, Rudolph	143,754	15,977	2,348
Nielsen, Tristan	92,016	25,591	3,752
Niewiero, Art	95,382	33,147	5,999
Nishimura, Ron	134,382	25,183	3,737
Noel, Eddison	77,829	14,194	1,407
Nolan, Ken	70,370	22,818	521
Norton, Michael	150,428	16,349	6,534
Norum, Carter	65,540	19,477	1,433
Oberson, Graham	65,986	19,151	134
Obrknezev, Boris	141,521	14,490	139
Obwaha, Osvaldo	86,597	34,332	1,165
O'Connell, Meghan	83,419	9,115	622
O'Connor, Michelle	84,731	17,450	516
Odenbach, Duane	134,382	15,272	-
Ogilvie, Fergus	98,327	20,623	1,315
O'Hanlon, Tommy	95,310	17,030	6,175
O'Hara, Judy	87,841	14,514	-
Okpikpi, Edirin	81,292	8,929	280
Olafson, Shawn	72,504	13,768	1,357
Olaniyan, Success	77,955	11,857	4,278

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Oljaca, Goran	211,959	23,826	4,267
Oljaca, Tamara	86,680	17,714	2,701
Onate, Cesar	134,382	16,125	1,480
O'Neill, Bruce	123,906	24,106	2,219
Orrock, Kent	94,796	12,244	1,159
Ortega, Beatriz	70,029	7,460	1,487
O'Sullivan, Aine	89,949	11,776	336
O'Sullivan, Orla	68,476	8,275	322
Otomo, Koji	84,339	18,241	1,408
Oujegov, Vlad	73,781	10,239	28,073
Overbury, Christa	68,676	16,015	1,734
Overton, Ken	95,739	9,927	3,629
Ozmen, Adam	78,830	34,475	1,628
Pachcinski, Marcin	163,334	19,805	1,338
Palmeri, Ben	93,203	35,030	269
Pandke, Eddie	138,069	16,419	4,016
Paquin, Marc	70,187	9,750	859
Parisi, Nicole	101,741	21,291	-
Park, Eleanor	71,585	13,067	592
Park, Mary	80,546	8,995	598
Parkinson, Linda	181,857	17,005	3,737
Parkinson, Scott	49,566	27,235	7,189
Parkinson, Yasemin	119,483	13,280	1,881
Parmar, Deepak	84,443	31,823	42
Parmar, Gurtej	106,267	10,379	893
Pascoa, Tony	90,996	17,922	6,790
Paul, Gin	76,491	8,547	87
Pavan, Bruno	86,349	31,787	3,347
Pavich, Jonathan	134,536	15,818	2,877
Pavitt, Kevin	94,491	40,692	2,494
Pavlovic, Pavle	76,917	8,924	2,018
Pawelec, Ania	117,195	13,541	666
Payne, Christine	77,304	9,170	-
Pearce, Tom	113,563	12,810	6,134
Pearson, Jeff	94,602	25,206	2,478
Pelech, Sharon	124,471	30,080	4,909
Pellegrino, Briana	130,543	18,232	1,981
Pena, Rafael	64,695	21,180	437
Pendl, Sylvia	103,543	11,420	5,908
Penrose, Jim	109,570	12,727	1,362

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Perko, Veronika	74,032	13,815	2,250
Petersen, Doug	163,213	19,998	1,150
Petersen, Mik	89,504	32,055	727
Peterson-Muirhead, Matt	76,312	6,562	7,106
Petrov, Ivo	84,406	70,797	2,205
Phan, Wayne	129,059	14,158	1,891
Philippe, Denise	94,506	11,726	1,817
Pienaar, Alex	39,926	43,628	10,621
Pillon, Kathy	74,213	8,450	385
Piombini, Marino	158,629	17,953	368
Pirmoradi, Zhila	129,767	14,987	1,240
Pithwa, Rahul	89,432	9,103	852
Pitre, Marcel	175,937	19,276	890
Plagnol, Chris	67,098	8,706	288
Plavetic, Marie	97,837	14,702	862
Plotkin, Jeremy	124,712	14,421	901
Podikov, Dasha	67,329	10,397	1,931
Podikov, Emil	78,409	61,031	552
Poelzl, Andy	85,259	6,403	3,505
Pokhrel, Anish	126,811	11,413	2,559
Polkinghorne, Andrew	85,320	25,377	1,424
Pon, Chuck	93,843	44,200	-
Pont, Andrea	70,161	22,109	3,423
Pook, Joseph	94,077	10,134	2,297
Postulka, Michelle	125,457	23,480	118
Potter, Geoff	130,540	15,189	2,369
Potter, Leonard	90,117	34,778	1,185
Power, Kara	62,474	12,871	2,758
Prazeres, Silvio	88,920	54,527	601
Preckel, Rosemary	63,761	11,607	841
Preston, Kathy	177,924	19,866	7,830
Procopation, Matt	123,977	38,912	5,722
Pucek, Tristin	69,765	14,368	156
Purewal, Jas	120,884	26,759	2,540
Purohit, Prashant	94,602	19,668	2,896
Purvis, Earl	82,957	22,540	4,207
Pyne, Karen	103,543	11,259	5,225
Qian, Mark	135,207	15,462	3,707
Qu, Howie	73,769	9,336	326
Quan, Roger	100,878	33,506	356

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Quenneville, Glen	61,540	15,280	5,792
Quetua, Rey	126,501	14,233	3,090
Quinn, Cristina	91,411	10,259	5,158
Rabiej, Amir	134,489	17,787	2,238
Rae, Kaylan	82,141	24,242	565
Raetek, Rane	131,556	15,569	553
Rahman, Rebayet	116,511	13,437	7,520
Raincock, Grant	88,059	31,415	428
Rajamani, Barath	79,662	16,882	5,395
Ramage, Andrew	90,249	41,943	1,011
Ramirez, Joanne	79,607	8,781	5,829
Ramusovic, Naser	52,649	36,481	4,068
Randhawa, Jivan	99,330	17,034	1,504
Ranu, Jaswant	152,183	16,981	4,686
Ratajczak, Marek	176,428	19,298	11,958
Rear, Dean	252,181	56,688	5,288
Reck, Tanya	117,699	14,465	250
Redmond, Joshua	107,205	12,512	2,118
Redpath, Mike	210,027	30,066	16,291
Reichel, John	110,457	14,398	-
Reid, Jordan	69,810	51,840	7,507
Reid, Ken	138,467	17,547	3,247
Reilly, Jason	88,920	46,373	887
Reimer, Carolyn	62,973	12,480	315
Reitmayer, Niki	115,316	24,078	390
Rendall, Kirstie	95,828	34,209	2,546
Reniers, Paul	169,248	20,975	2,907
Reyes, Gustavo	61,178	24,520	142
Reynolds, Conor	173,663	18,850	2,406
Reynolds, Rich	95,183	26,663	1,377
Ricci, Mary	118,029	14,234	3,484
Richards, Jordan	65,280	20,976	76
Richardson, Ross	149,941	20,109	10,547
Richardson, Amanda	134,382	17,842	5,290
Richardson, John	92,229	24,858	961
Richter, Marina	103,348	15,474	782
Rikley, Kevin	91,913	25,868	2,595
Riley, Alan	91,739	24,324	3,692
Ritzman, Shellee	139,816	22,300	6,524
Rivkin, Olga	175,937	16,123	3,763

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Roberge, Daniel	236,736	61,637	1,439
Roberge, Kevin	83,988	15,963	750
Roberts, Guy	134,382	15,368	2,032
Robinson, Cory	91,523	34,978	1,907
Robinson, Ron	82,782	32,532	3,471
Rochon, Aaron	63,562	19,534	-
Rodrigues, Jason	77,998	33,076	2,303
Roetman, Derek	83,011	58,724	713
Rogan, Conor	73,691	33,937	2,537
Rogers, Trevor	86,813	15,981	438
Rollins, Leigh	131,177	24,435	2,961
Roots, Chad	67,468	21,399	2,831
Rosicki, Agnes	147,529	15,324	1,358
Ross, Dawn	103,543	15,545	6,829
Ross, Kathleen	74,396	18,949	524
Roth, Mike	138,454	25,201	2,665
Rotin, Jeff	84,071	8,973	405
Roud, John	82,957	27,973	910
Rouhani, Ali	150,168	16,072	1,075
Routbard, Nicole	69,020	6,532	382
Rowan, Ann	98,129	24,814	192
Rozada, Pascale	103,718	10,679	4,927
Ruscitti, Tonia	97,145	7,539	2,480
Rutherford, Hauns	67,726	13,000	57
Rutherford, Susan	175,624	20,398	4,284
Ryznar, Gord	66,505	30,080	468
Sabatini, Linda	185,502	28,155	4,707
Sabey, Dane	83,510	10,171	1,266
Sachdev, Michael	91,272	8,799	57
Sadleir, Tom	94,901	15,739	96
Sadrnourmohamadi, Mehrnaz	121,417	12,878	1,583
Safaei, Sahar	85,208	9,779	1,237
Sahota, Jindy	60,575	17,362	269
Saidi, Leila	135,726	13,992	4,080
Sakata, Trina	84,071	9,286	691
Salamatinia, Babak	128,795	27,355	1,181
Saltman, Jennifer	87,647	10,711	1,690
Sanatizadeh, Arash	138,273	12,059	221
Sandhu, Harman	98,629	11,616	13
Sandhu, Kash	89,195	51,197	905

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.

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(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Sandhu, Shubhneet	114,902	13,128	1,743
Sandhu, Sukie	100,428	27,137	3,279
Sandhu, Tanisha	119,987	14,221	277
Sangalang, Ellen	86,827	7,256	372
Sanghera, Randhir	139,886	16,086	441
Sanii, Sanam	144,336	15,938	1,577
Sarbakhteh, Ashkan	61,062	23,883	267
Sardashti, Mona	91,272	9,688	3,198
Sato, Melody	85,918	25,827	410
Sauer, Devin	131,592	16,527	902
Saunders, Bill	93,128	26,581	4,807
Savage, Hallan	66,756	11,809	5,253
Savage, Laen	89,932	76,127	6,231
Saw, Suan	110,205	10,562	1,277
Saxton, Julie	145,506	15,847	9,736
Scalena, Sabrina	107,365	11,172	3,276
Schaffrick, Steven	163,403	19,201	5,713
Schatz, Alison	107,926	11,416	2,199
Scheibelhut, Sarah	103,169	12,421	2,512
Schiedel, Brent	100,049	26,873	743
Schmidt, Daniel	64,357	28,668	142
Schmidt, Jeff	76,158	6,394	5,502
Schmidt, Rob	89,902	16,632	10
Schmidt, Travis	91,039	33,062	7,557
Schoemaker, Heather	141,655	25,147	192
Schoyen, Jordan	73,451	5,981	2,523
Schwab, Nicolas	71,574	8,535	1,114
Scoffield, Trevor	99,582	13,577	393
Scott, Cory	74,560	51,118	2,773
Scott, Jason	62,504	18,707	6,435
Scott, Peter	68,374	13,904	253
Searle, Mike	163,828	18,176	2,623
Sebastian, Allen	128,128	15,385	1,619
Seinen, Mark	128,450	16,853	703
Sekar, Sathish	94,765	9,896	1,544
Sequeira, Roy	99,671	28,292	807
Serban, Florin	134,342	15,342	1,609
Sever, Charley	99,611	21,788	53
Sever, Steve	94,229	31,436	569
Sevold, Jeff	124,127	14,062	4,315

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(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Shah, Aditi	95,464	8,172	1,358
Shah, Mihir	86,826	53,287	947
Shahalami, Hassan	103,015	13,733	3,607
Shaheem, Zahid	125,676	61,710	6,618
Shahnia, Shahriar	88,923	60,288	1,438
Shakibaei, Simon	175,937	19,234	3,748
Shakimova, Olga	97,449	11,409	2,270
Sham, Christopher	78,335	57,066	1,724
Shantz, Kevin	91,272	14,350	114
Shariff, Khaled	175,937	19,232	4,670
Sharma, Aby	157,363	26,220	953
Sharma, Rohit	77,476	39,506	811
Sharpe, Doug	138,247	13,658	3,827
Shaw, Anthony	154,082	74,001	10,949
Shea, Ian	89,316	45,102	557
Shears, Carolyn	136,028	16,273	2,814
Shears, Paul	134,382	15,948	728
Sheffield, David	117,473	11,568	1,286
Shen, Stanley	143,720	16,382	1,213
Shepherd, Teresa	83,709	13,756	-
Sheridan, Conor	123,096	24,926	1,806
Shermer, Dorothy	170,302	19,409	1,165
Sherst, Lance	64,905	14,463	-
Sherwood, Tyler	74,145	21,756	456
Shi, Winnie	210,494	18,828	7,472
Shibata, Kelly	71,932	21,271	533
Shipalesky, Kevin	98,088	12,260	5,178
Shirazi-Zand, Shervin	134,828	15,300	2,074
Shishido, Craig	91,272	11,388	572
Shurety, Gillian	87,106	19,747	370
Sidhu, Parul	83,920	10,615	-
Sidi, Shelina	135,190	15,320	1,029
Siegrist, Bill	77,978	26,830	1,468
Siemens, Cory	86,925	33,481	1,184
Silivestru, Lucia	98,829	17,535	158
Silk, Taylor	70,486	25,197	2,100
Silva, John	87,003	24,548	333
Silva, Natasha	99,626	10,673	774
Simon, Silvio	88,339	24,198	2,233
Simpson, Sara	62,916	26,212	1,968

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Sing, Carmen	82,684	10,624	2,922
Sing, Jim	129,891	14,611	3,159
Singh, Avneet	65,957	17,492	4,156
Singh, Inder	192,665	38,255	2,134
Singh, Kabeer	108,633	28,642	1,545
Singh, Lipika	86,680	21,134	582
Singh, Michael	77,729	25,852	1,029
Singh, Tim	87,014	9,244	1,085
Sipka, Dragan	74,641	17,002	662
Siu, Sylvania	87,690	13,121	6,376
Siu, Wanda	74,213	8,462	12
Sivarajah, Dayan	112,334	53,503	539
Skiba, Artem	97,599	9,239	3,880
Skilling, Bennett	87,709	53,094	5,355
Slater, Emma	135,060	16,506	3,686
Slater, Zoey	71,255	8,247	1,469
Smith, Brendon	91,829	17,403	1,213
Smith, Dennis	87,567	21,230	610
Smith, Joe	149,344	16,745	2,740
Smith, Jonathan	91,346	36,961	871
Smith, Luke	89,351	11,221	1,785
Smith, Meaghan	98,608	11,996	1,071
Smith, Patrick	118,337	23,381	3,457
Sniezek, Laura	105,795	11,847	27
Snyder, Greg	84,243	9,823	144
So, Mandy	80,558	9,019	341
Sobering, Craig	112,704	11,648	3,604
Soluri, Joe	84,578	27,181	966
Somasunderam, Lani	144,848	35,003	3,050
Somers, Graham	66,756	13,022	2,206
Soo, Gary	98,380	22,684	2,345
Soper, Jay	103,543	12,402	862
Soquila, Regan	112,139	10,232	538
Sorensen, Ji Min	124,148	13,360	4,690
Sorensen, Stephen	140,149	15,511	2,909
Sorgiovanni, Roberto	77,925	26,080	2,037
Sourisseau, Paul	154,957	15,769	1,626
Sowlati, Taban	141,551	16,002	1,543
Spillner, Patrick	123,906	27,570	1,403
Spires, Jeremy	100,099	16,277	1,279

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Stajduhar, Neil	123,906	67,237	2,706
Stanese, Georgeta	71,215	10,795	1,200
Stangroom, Sherine	79,944	8,999	576
Statham, Mike	82,120	39,497	1,265
Steele, Brett	57,208	20,891	2,802
Steglich, Nicole	130,826	14,747	502
Steunenberg, Hein	176,252	17,289	1,310
Stevenson, Michael	70,975	21,251	798
Stewart, Andrew	74,087	36,234	3,051
Stewart, Carla	126,446	12,946	2,692
Stich, Sarah	79,979	10,505	151
Stier, Christopher	76,973	30,672	1,503
Stiver, James	164,017	18,054	1,397
Stone, Spencer	71,232	29,668	2,123
Storry, Karen	151,561	17,161	6,723
Stracke, Ron	69,229	16,652	485
Stradling, Barry	91,409	51,062	1,158
Strang, Moira	110,493	23,317	-
Stratichuk, Nicole	71,215	8,494	593
Stuetz, Tania	78,337	20,801	881
Styles, Michael	64,357	19,241	142
Su, Sean	86,680	20,646	4,008
Suchta, Joanna	116,333	13,755	2,184
Suleiman, Ben	158,767	15,814	260
Suley, Leah	80,982	8,923	7,370
Summers, Tarynne	228,934	65,478	4,176
Sun, Sunny	134,382	15,791	5,468
Sun, Thomas	134,382	15,272	1,521
Sung, Andrew	87,816	6,633	161
Sunner, Manjit	65,872	12,154	-
Sutton, Al	65,926	15,104	726
Svenhard, Clay	89,688	22,666	3,300
Swanlund, Glenn	134,382	27,794	2,678
Swanston, Jennifer	80,432	9,219	1,006
Szeto, Nelson	175,937	19,108	1,475
Sziklai, Riley	108,420	16,870	1,323
Tabrizi, Ellie	129,442	13,678	1,140
Tack, Ed	87,079	59,556	3,370
Tai, Damon	88,106	17,953	641
Tai, Vicky	80,640	12,358	1,471

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Tailford, Geoff	70,264	13,356	887
Tam, David	141,533	16,150	1,144
Tam, Flannan	134,382	15,573	2,988
Tam, Kenny	91,272	11,814	288
Tan, Diondi	87,370	9,578	99
Tancon, Dan	138,129	16,686	-
Tandan, Sukhdev	79,289	42,138	1,431
Tang, Ivan	126,862	26,250	6,932
Tang, Vaillant	134,382	15,272	7,546
Taponat, Marie	134,926	15,315	3,611
Tardiff, Cory	89,982	24,627	7,191
Tarves, Juanito	67,104	15,691	2,781
Taverner, Andrew	124,492	50,304	2,026
Tawfik, Nermine	134,516	15,579	867
Taylor, Laura	94,731	7,817	8,825
Taylor, Matthew	61,151	16,229	2,371
Tecson, Yvette	118,029	18,729	5,786
Teo, Dennis	142,083	59,386	1,275
Teo, Kim	94,895	28,104	2,161
Teo, Roy	84,071	9,806	801
Teo, Stefanie	125,028	12,840	1,306
Tercias, Ritchie	79,641	7,960	891
Terry, Mike	64,357	36,189	142
Thai, Amy	98,346	13,518	1,021
Thakar, Rina	196,975	21,071	5,646
Thiara, Manjit	68,900	12,261	4,893
Thibodeau, Mathieu	87,373	25,890	91
Thien, Shaw	150,838	16,008	416
Thind, Sanveer	92,029	9,891	1,354
Thompson, Peter	82,878	18,360	1,325
Thompson, Steve	97,802	18,015	446
Thomson, Brent	79,408	31,446	645
Thontepu, Sri Kalyan	116,333	17,144	777
Thorlacius, Bui	87,605	23,893	4,484
Thorpe, Michael	83,298	35,273	812
Threadkell, Keith	164,317	22,906	1,378
Ticehurst, Daniel	76,435	8,688	444
Tijman, Brendon	77,661	20,193	750
Tilley, Nikki	99,147	12,265	2,804
Tilton, Mike	77,887	43,046	2,481

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Timmons, Dayna	73,498	20,337	766
Ting, Cheryl	100,192	11,122	1,571
Tinsley, Mikayla	90,545	8,451	2,477
Tio, Joseph	88,871	12,627	549
Tipay, Rhonnel	81,326	39,235	1,256
Tomborello, Gretchen	107,098	13,318	3,277
Tong, John	105,914	9,618	363
Tong, Joshua	88,984	21,632	201
Tootchi, Leila	75,169	5,420	744
Toppings, Tyson	99,462	37,699	6,622
Torres, Matthew	95,820	11,270	1,494
Torres, Philip	128,154	11,718	13,401
Totten, Dan	94,342	31,246	1,699
Towill, Marilyn	290,394	43,416	1,454
Trainor, Maureen	123,911	19,212	9,545
Tran, Angela	80,598	14,024	554
Tran, Nang	90,996	25,447	963
Trang, Paul	105,116	16,149	-
Tran-Neumann, Healina	99,330	25,878	462
Tremolada, Anthony	80,693	53,812	1,125
Trifkovic, Lilyana	68,432	11,925	644
Trommeshausen, Uwe	64,357	28,406	856
Tsang, John	90,328	20,703	727
Tsao, Patrick	80,716	11,885	6,149
Tseng, Kimmy	85,215	17,331	385
Tso, Vanessa	79,451	8,776	132
Tsundu, Nyima	134,382	16,436	3,033
Tugaine, Ann	70,002	9,297	-
Turzak, Chris	64,905	18,339	-
Tymm, Ingrid	98,101	11,809	25
Ufimtseff, Jacob	66,024	25,962	2,145
Underwood, Chris	180,845	19,059	4,093
Unger, Horst	134,382	12,810	166
Upton, Terri	88,022	9,672	1,408
Uy, Rodge	103,543	10,836	134
Uzicanin, Lejla	152,318	17,532	7,955
Vala, Jamie	160,312	18,593	3,004
Valou, Greg	97,624	10,888	532
Van Akker, Anne	135,837	32,005	144
Van De Keere, Derek	83,121	16,717	3,546

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Van den Boogaard, Josh	96,268	45,028	1,493
Van Doorne, Kim	123,911	15,047	304
Van Oord, Ron	150,862	47,256	861
Van, Rei	82,766	9,052	1,376
Vandergaag, Jason	95,397	20,081	1,206
Vanderwal, Steve	38,652	37,875	1,076
Vang, Touchue	73,631	41,179	2,050
Vargas, Sandy	86,273	10,572	-
Varn, Harji	150,004	12,696	3,190
Vas, Ernie	112,704	18,873	96
Vasquez, Edward	163,213	18,898	287
Veal, Stuart	86,128	47,096	2,677
Veenstra, Ted	124,630	25,413	5,195
Velazquez, Adriana	127,332	14,517	813
Venos, Miranda	69,984	16,286	1,989
Verbeke, Trevor	153,371	26,335	7,566
Verigin, Mikaela	114,380	12,506	2,861
Vidler, Lynne	152,908	16,976	2,877
Vieira, Denise	92,110	9,513	2,997
Vijayakumar, Kalai	79,126	9,169	959
Vike, Stephen	94,795	42,129	4,470
Visser, Richard	88,103	22,222	198
Vujicic, Bojan	89,752	9,577	442
Vukicevic, Biljana	134,382	17,975	2,470
Vukicevic, Sinisa	158,453	17,545	6,431
Vulama, Danica	139,007	15,506	313
Wadhawan, Karan	122,371	11,952	1,883
Wagenaar, Jim	77,586	14,113	1,472
Wai, Yvonne	134,382	15,403	4,192
Wakelin, Darrell	110,168	13,922	924
Wallis, Richard	124,425	21,695	1,842
Walsh, Dane	116,944	32,516	2,262
Walsh, Heidi	191,987	35,162	1,335
Wan, Curtis	133,265	14,968	2,511
Wang, Gavin	75,717	7,150	2,601
Wang, Kitty	77,304	9,411	671
Wang, Paul	124,448	27,648	1,017
Wang, Tai	126,501	13,810	910
Wang, Yi	125,879	14,287	2,357
Warnock, Miles	78,460	14,204	611

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(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Warren, Jason	135,892	15,525	7,898
Watson, Ron	77,785	43,681	3,624
Watt, Jason	83,738	15,902	1,552
Watt, Matt	88,106	34,452	-
We, William	80,779	9,964	2,320
Wears, Nicole	163,674	18,777	-
Webb, Nolan	84,306	41,819	2,078
Webber, Nate	134,317	15,131	4,071
Weber-Concannon, Isabelle	106,283	13,475	4,443
Webster, Emma	90,045	8,960	1,406
Weerarathna, Ravin	104,749	8,754	-
Wei, Ho-ping	162,756	14,089	12,819
Weishuhn, Rob	61,570	15,096	467
Weiss, Amy	103,231	10,852	1,999
Wejkszner, Tommy	70,309	38,812	888
Welgan, Kristen	99,658	10,594	331
Wellman, Mark	150,566	19,606	4,817
Wellman, Sarah	150,838	16,840	424
Wells, Jay	77,327	39,656	160
Wells, Mike	99,733	25,252	1,675
Werger, Daniel	106,726	10,798	-
Westhora, Gary	90,037	19,575	310
Wharton, Ben	65,809	18,126	2,793
Wheeler, Judith	74,047	22,564	1,265
Whyte, Nicholas	110,560	46,484	4,058
Wigwe, Kelechi	111,846	12,110	619
Wilkinson, Heather	65,683	9,347	-
Williams, Brett	92,812	34,421	1,453
Williams, Callan	86,261	11,267	5,415
Williams, Jennifer	41,322	44,575	100
Williams, Owen	94,582	28,466	643
Williams, Robert	93,905	23,098	2,251
Williamson, Ian	88,089	9,769	512
Wilson, Peter	89,752	39,585	196
Wilson, Robin	80,729	9,225	106
Winslade, Peyton	87,877	10,979	1,513
Wittwer, Yannick	139,330	14,884	1,413
Wong Hen, Tony	106,182	15,559	1,556
Wong, Alice	79,042	9,027	985
Wong, Brandon	77,826	32,792	1,341

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SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Wong, Casey	154,977	16,881	3,289
Wong, Cori	134,757	15,075	3,044
Wong, David	108,603	11,154	1,367
Wong, Felice	83,920	10,424	12,944
Wong, Jennifer	126,823	10,393	414
Wong, Michael	121,539	20,285	3,805
Wong, Rachel	76,833	8,785	1,327
Wong, Rose	92,105	9,662	2,288
Wong, Teddy	81,616	9,041	556
Woo, Chris	150,335	16,670	1,405
Wood, Bonnie	126,910	15,138	8,156
Wood, Devon	76,365	9,656	-
Wood, Megan	129,234	16,334	12,029
Worcester, Robyn	103,543	10,893	4,271
Worsley, Michael	40,065	39,893	8,225
Wright, Geoffrey	95,748	11,622	1,582
Wu, Alec	78,305	6,521	1,957
Wu, Claudia	134,781	15,570	2,337
Wu, David	112,511	12,452	3,031
Wu, Julia	108,351	9,820	719
Wu, Ringo	94,613	34,239	2,332
Wu, Thomas	149,553	16,774	1,928
Wu, William	65,683	10,812	196
Xiao, Wen	147,253	16,453	646
Xiong, Lee	91,254	71,180	1,973
Xu, Diana	80,546	10,103	801
Yager, Brent	97,095	24,216	4,026
Yager, Elvina	77,450	8,795	746
Yamada-Bagg, Garrett	55,108	31,623	4,093
Yamamoto, Jessica	80,867	8,941	3,653
Yan, Carol	133,489	14,701	1,098
Yan, Kate	113,813	11,531	2,515
Yan, Kevin	68,695	9,006	1,986
Yang, Andy	86,700	19,389	15,241
Yang, Daniel	134,382	15,974	3,321
Yang, Lindy	127,077	12,902	10,126
Yap, Anthony	102,774	24,817	652
Yazdanpanah, Helia	141,799	16,584	529
Ye, Connie	102,788	11,012	3,324
Yee, Stephen	81,531	15,397	248

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.

(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments)

(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Employees

Name	Base Salary Payments (1)	Taxable Benefits and Other (2)	Expenses (3)
Yeung, Eugene	145,494	58,038	2,817
Yeung, Wendy	86,260	23,591	1,307
Yik, Susanna	92,519	15,930	782
Yin, Min	102,000	7,221	10
Yoshida, Taylor	67,298	34,898	2,147
Young, Jeff	99,399	43,893	1,305
Young, Sandy	103,055	12,225	915
Yu, Brian	91,272	20,535	1,502
Yu, Percy	142,596	16,117	2,206
Yuen, Ivy	78,543	15,207	6,518
Yung, Peter	99,330	8,599	548
Yusefie, Marie	79,222	7,318	1,560
Yutuc, Elvin	129,029	13,469	1,369
Zakipour, Negar	145,602	14,645	877
Zaremba, Lillian	158,769	19,793	6,278
Zavislak, Sean	69,984	25,041	496
Zemcov, Clare	146,475	27,023	208
Zerbe, Johann	83,941	9,322	1,120
Zhang, David	96,803	8,775	2,658
Zhang, Patrick	96,458	14,823	2,830
Zhang, Terry	83,920	9,630	1,913
Zhao, Wei	107,926	14,144	1,610
Zheng, Dana	153,051	17,105	4,026
Zhou, Lei	111,749	13,107	1,104
Zhou, Tony	128,315	11,715	4,138
Zibin, Nicholas	125,879	14,045	1,819
Zibin, Sarah	126,374	24,982	525
Zimka, Colin	79,496	46,007	3,237
Zimmer, Glen	95,183	16,360	-
Zimmermann, Brianne	86,635	9,416	1,435
Zingeler, Jeff	73,835	9,166	5,701
Zolkiewski, Rick	138,122	22,689	2,892
Zordan, Lena	116,916	10,711	1,057
Zou, Junhao	132,609	14,925	2,472
	170,389,381	34,425,925	3,699,180
Total for employees with remuneration of \$75,000 or less	22,622,182	4,260,287	635,574
	\$ 193,011,563	\$ 38,686,212	\$ 4,334,754

(1) Employees are paid bi-weekly, resulting in 26 pay cheques.

(2) Consists of benefits (i.e. dental, health) and one-time payments (i.e. overtime, banked vacation, and retroactive payments)

(3) Includes business related expenses for training, travel, postage, and memberships.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Reconciliation of Remuneration to Financial Statements

Total Remuneration - Schedule of Remuneration and Expenses:

Employees (per Schedule 2)	
Base Salary	\$ 193,011,563
Taxable Benefits and Other	38,686,212
Members of the Board of Directors and Elected Officials (per Schedule 1)	1,616,420
	<u>\$ 233,314,195</u>

Total Salaries and Benefits per Consolidated Statement of Operations:
(Financial Statement Note 20a - Segmented information) \$ 231,335,272

Items included in Consolidated Statement of Operations but not in Schedules 1 and 2:	
Employer paid corporate benefits	(39,623,051)
2023 salaries and benefit accruals*	(33,648,293) *
Amounts paid for temporary services	(1,004,104)

Items included in Schedules 1 and 2 but not in the Consolidated Statement of Operations:	
Salaries and benefits capitalized and included in tangible capital assets (Financial Statement Note 20 - Segmented information)	31,875,425
2022 salaries and benefits accruals*	44,378,947 *
	<u>\$ 233,314,195</u>

* For financial statement purposes, accrued employee wages and benefits are included in the financial statements, but are not reflected in remuneration paid to employees.

SCHEDULE OF REMUNERATION AND EXPENSES
For the year ended December 31, 2023
Statement of Severance Agreements

There were twelve severance agreements under which payments commenced between the Metro Vancouver Regional District and its non-unionized employees during fiscal year 2023. These agreements represent from 1 to 9 months of compensation.

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
0946235 B.C. LTD	\$ 546,253
1007079 BC LTD DBA RECRUITING IN MOTION - VANCOUVER	92,740
1121454 B.C. LTD. INC. NO. BC1121454	84,791
21 TECH LLC	527,664
22ND CENTURY TECHNOLOGIES CANADA INC	58,003
340951 BC LTD	81,900
4REFUEL CANADA LP	31,704
579453 ONTARIO INCO/A MANTECH	67,695
669251 ALBERTA LTD	462,683
A. LANFRANCO & ASSOCIATES	229,157
A.B.E. LOGGING LTD	353,441
A.R. HYTECH ENGINEERING LTD	813,641
A.R.THOMSON GROUP	211,034
A.W.FIREGUARD (1991) LTD	35,972
ABB INC	2,112,640
ABBA PARTS & SERVICE	145,368
ABOVE & BEYOND INSULATION LTD	28,911
ABRAHAMSON & ASSOCIATES CONSULTANTS LTD	62,772
ABSOLUTE CONCRETE REPAIR & INJECTION	93,902
ACADIAN METALS & FASTENERS LTD	185,119
ACCESS INFORMATION MANAGEMENT OF CANADA ULC	61,349
ACCESS WELDING & COATING INSPECTIONS LTD	125,489
ACCURATE CEDAR LTD	294,988
ACE TANK SERVICES	33,796
ACI ARGYLE COMMUNICATIONS INC	51,396
ACKLANDS - GRAINGER INC	194,066
ACTION GLASS LTD	101,113
ACTIVE PIPE WELDING INC	102,568
ACUREN GROUP INC	456,008
ADS ENVIRONMENTAL TECHNOLOGIES INC	598,223
AECOM CANADA LTD	47,083,953
AEROQUEST MAPCON INC	98,985
AFFINITY STAFFING INC	248,756
AGILENT TECHNOLOGIES CANADA INC	110,401
AGILITY PR SOLUTIONS CANADA LTD	26,734
AGILYX SOLUTIONS LIMITED	81,328
AHLUWALIA, ELISABETH EMMA JEANETTE	81,903
AIDAN CHIN	38,309
AIRY POINT ENGINEERING SERVICES INC	39,662
ALAN D. RUSSELL, PROJECT & CONSTRUCTION MANAGEMENT CONSULTANT	68,403
ALEXANDER HOLBURN BEAUDIN & LANG	54,632
ALFA LAVAL INC	291,701
ALFRED HORIE CONSTRUCTION CO LTD	182,333
ALICAN DISTRIBUTORS	40,299
ALL ROADS CONSTRUCTION LTD	80,112
ALL ROUND HOME IMPROVEMENTS AND	185,168
ALL SEASONS DEVELOPMENT LTD	229,835

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
ALLSTAR HOLDINGS INC	28,754
ALMA PLUMBING & HEATING LTD	1,179,095
ALS CANADA LTD	413,657
ALS ENVIRONMENTAL	31,760
ALSTAD HVAC	32,892
ALTIS RECRUITMENT & TECHNOLOGY INC	64,456
ALTISHR	304,683
ALUMASAFWAY, INC	48,695
AMAZON	301,278
AMERESCO CANADA INC	40,022
AMERICAN PROCESS GROUP A DIVISION OF CCS	220,336
AMRE SUPPLY COMPANY LIMITED	218,403
AMTG CONSULTING LTD	275,460
ANACONDA SYSTEMS LIMITED	229,329
ANDREW SHERET LTD	47,799
ANGUS & ASSOCIATES	201,836
ANGUS ONE LTD	103,969
ANKURA CONSULTING GROUP, LLC	291,375
ANNACIS WASTE DISPOSAL CORP.	871,964
ANNEX CONSULTING GROUP INC	155,367
ANVIL CENTRE	94,799
AON REED STENHOUSE INC	10,004,922
APG-NEUROS INC	30,457
APOLLO SHEET METAL LTD	79,241
APPLE COMPUTERS	408,264
APPLEONE SERVICES LIMITED	132,062
AQUA VAC SEWER & DRAIN LTD	111,211
AQUA-AEROBIC SYSTEMS INC(CDN\$)	47,250
AQUACOUSTIC REMOTE TECHNOLOGIES INC	311,999
AQUATIC INFORMATICS INC	33,882
AQUATIC LIFE LTD	36,950
ARBOR PRO TREE SERVICES LTD	33,911
ARBORICULTURE CANADA TRAINING &	51,770
ARCOSE CONSULTING LTD	93,959
ARMTEC INC	25,202
AROUND THE BEND MEDIA SERVICES LTD	57,176
ARROW EQUIPMENT LTD	30,340
ARROW SPEED CONTROLS LTD	318,782
ARROW TRANSPORTATION SYSTEMS INC	28,627,370
ARTECH ELECTRIC LTD	111,399
ASI GROUP LTD	220,893
ASPEN FILMS INC	32,486
ASQ BUILDING	235,921
ASSERTIVE EXCAVATING AND DEMOLITION LTD	616,296
ASSOCIATED ENGINEERING (B.C.) LIMITED	2,487,888
ASSOCIATED FIRE SAFETY	47,617
ASTROGRAPHIC INDUSTRIES LTD	48,426

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
ASY CONSULTING INC	108,028
ATCO STRUCTURES & LOGISTICS LTD	320,950
ATLAS COPCO COMPRESSORS CANADA	68,445
ATS SCIENTIFIC INC	52,755
AUSENCO ENGINEERING CANADA INC	2,383,146
AUTOMOTIVE RESOURCES INTERNATIONAL	1,636,981
AVENSYS SOLUTIONS INC	60,292
AVENUE MACHINERY CORP.	674,965
AVISON YOUNG REAL ESTATE MANAGEMENT SERVICES C/O ROBCO ENTERPRISES ULC	37,680
AWC PROCESS SOLUTIONS LTD	29,383
AWQS CONSULTING	27,452
B&B CONTRACTING LTD	9,551,584
B.A. BLACKWELL & ASSOCIATES	597,470
B.C. COMMUNICATIONS INC	32,112
BANK OF MONTREAL	85,024
BARNESCRAIG & ASSOCIATES	59,878
BBA ENGINEERING LTD	103,736
BC COMMUNICATIONS INC	50,276
BC CONSERVATION FOUNDATION	64,838
BC HYDRO AND POWER AUTHORITY	17,065,203
BC LUNG FOUNDATION	35,000
BC MUNICIPAL SAFETY ASSOCIATES	126,750
BCRS ROAD SAFE INC	60,966
BD HALL CONSTRUCTORS CORP	4,499,347
BDO CANADA LLP	364,434
BEAVER ELECTRICAL MACHINERY LTD	502,139
BEEDIE FRASER MILLS LP	144,097
BEGBIE CONTRACTING SERVICES	25,775
BENNETT JONES LLP	86,016
BENNETT LAND SURVEYING LTD	44,544
BENNETT MECHANICAL INSTALLATIONS (2001) LTD	4,525,621
BES-BUILDING ENERGY SOLUTIONS LTD	30,702
BEST BUY	41,441
BESTWAY FLOORING LTD	130,223
BESTWEST ROOFING INC	31,522
BETTER BUY CHAIRS INC	25,141
BGC ENGINEERING INC	106,971
BGE INDOOR AIR QUALITY	26,733
BINNIE LAND SURVEYING LTD	232,859
BIOREM TECHNOLOGIES INC	386,288
BIRCO ENVIRONMENTAL LTD	216,795
BIRDSEYE OFFICE FURNITURE AND DESIGN	109,133
BLACKRIDGE SOLUTIONS INC	272,347
BLUE PINE ENTERPRISES LTD	25,927
BNAC ENVIRONMENTAL SOLUTIONS	44,053
BOW RIVER SOLUTIONS INC	60,524
BRENNTAG CANADA INC	7,747,877

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
BRITCO BOXX LP	116,983
BROCK WHITE CANADA COMPANY	63,672
BROOKLUND TECHNOLOGIES INC	109,200
BROOKS CORNING COMPANY LTD	49,754
BROWN AND CALDWELL CONSULTANTS CANADA	7,479,056
BROWN AND OAKES ARCHAEOLOGY	37,787
BUILDWORKS CONSTRUCTION INC	30,450
BUNT & ASSOCIATES ENGINEERING LTD	115,474
BUREAU VERITAS CANADA (2019) INC	280,771
BURNABY CITY OF	1,247,485
BURNABY BLACKTOP LTD	31,944
BURNABY TRAFFIC LTD	799,800
BUSY-BEE SANITARY SUPPLIES	35,574
C.D. NOVA LTD	27,552
C.G. INDUSTRIAL SPECIALTIES LTD	49,194
CALVIN LOOMIS DBA AIR EXPERTS	45,141
CAMBIE ROOFING CONTRACTORS LTD	26,565
CAMELCASE DATA	31,556
CAMFIL CANADA INC	57,145
CANADA POST	57,994
CANADIAN DEWATERING LTD	627,591
CANADIAN EMERGENCY MEDICAL SERVICES	31,631
CANADIAN NATIONAL RAILWAYS	1,229,427
CANADIAN PACIFIC RAILWAY	140,976
CANADIAN TIRE	86,056
CANADIAN WATER NETWORK	75,000
CANCO CRANES & EQUIPMENT LTD	140,927
CAN-DIVE CONSTRUCTION LTD	78,047
CANFORCE PEST CONTROL	65,748
CANOE PROCUREMENT OF CANADA	315,211
CANSTAR RESTORATIONS LP	639,699
CANWEST CONCRETE CUTTING BC CORP.	77,544
CALIDO ENTERPRISES LTD	25,000
CARMICHAEL ENGINEERING LTD	127,293
CARO ANALYTICAL SERVICES	25,289
CAROLLO ENGINEERS CANADA, LTD	3,003,561
CARSCADDEN STOKES MCDONALD ARCHITECTS INC	156,317
CARTER CHEV	34,164
CASCADE TENT RENTALS	27,755
CASCADIA INSTRUMENTATION INC	35,056
CASCADIA STRATEGY CONSULTING PARTNERS	249,556
CASLYS CONSULTING LTD	35,989
CASSELS BROCK	405,439
CATERTRAX	285,729
CB PROCESS INSTRUMENTATION & CONTROLS	607,458
CCI COMBUSTION CONTROL INC	171,073
CD NOVA	145,805

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
CDM SMITH INC	9,039,058
CDW CANADA CORP.	699,571
CEDAR CREST LANDS (B.C.) LTD	1,171,428
CENTRIX CONTROL SOLUTIONS	225,317
CESCO ELECTRICAL SUPPLY LTD	62,347
CH2M HILL CANADA LIMITED	16,554,049
CHAMCO INDUSTRIES LTD	135,406
CHARGED INSTALL SERVICES INC	26,793
CHARTER TELECOM INC	29,623
CHEMTRADE CHEMICALS CANADA LTD	1,318,362
CHRISTOPHER'S FURNITURE SERVICES	34,605
CIELO ELECTRIC LTD	42,271
CINTAS CANADA LTD	207,945
CITY ELECTRIC SUPPLY	123,253
CITYHIVE YOUTH ENGAGEMENT SOCIETY	33,343
CIVIC LEGAL LLP	158,476
CIVIL SPACE ENGAGEMENT INC	27,552
CLARK BUILDERS	2,012,290
CLARK WILSON LLP	42,166
CLARUSO CREATIVE	91,940
CLEANATIC FACILITY SERVICES INC	41,496
CLEAR PROPERTY SERVICES LTD	26,848
CLEARTECH INDUSTRIES INC	101,682
CLEARWAY CONSTRUCTION INC	1,889,747
COAST MOUNTAIN BUS COMPANY LTD	113,504
COASTAL PACIFIC LANDSCAPING LTD	388,004
COBING BUILDING SOLUTIONS LTD	27,605
COLLIERS MACAULAY NICOLLS INC	32,636
COLLIERS PROJECT LEADERS INC	3,727,599
COLLIERS STRATEGY & CONSULTING INC	27,405
COMCOR ENVIRONMENTAL LIMITED	319,136
COMMERCIAL ELECTRONICS LTD	35,669
COMMISSIONAIRES BC	530,812
COMPASS GROUP CANADA LTD	27,624
COMPLETE SECURITY INSTALLS	77,482
CONCORD EXCAVATING & CONTRACTING LTD	1,076,295
CONCORD PARKING LTD	121,737
CONNEXUS INDUSTRIES INC	232,363
CONTEMPORARY OFFICE INTERIORS LTD	154,684
COOL FLOW MECHANICAL REFRIGERATION HVAC LTD	89,726
COOPER EQUIPMENT RENTALS	45,650
COQUITLAM CITY OF	4,142,438
CORE6 ENVIRONMENTAL LTD	288,679
CORIOLIS CONSULTING CORP.	92,989
CORPORATE COURIERS LTD	322,973
CORROSION SERVICE COMPANY LTD	217,804
CORWEST FABRICATIONS LTD	108,367

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
CORY LI-CHANG CHIANG AND ANNA DAN-QING FENG	1,000,312
COUTURE, JACOB	28,411
COVANTA BURNABY RENEWABLE ENERGY INC	17,928,703
CPCS TRANSCOM LIMITED	315,384
CREATIVE DOOR SERVICES LTD	98,461
CROSSROADS HOSPICE SOCIETY	50,815
CULLEN DIESEL POWER	265,168
CUMMINS CANADA ULC	184,893
CUSTOM AIR CONDITIONING LTD	527,823
CUSTOM BLACKTOP CO	89,568
CWA ENGINEERS INC	187,354
D.C. ROBBINS & ASSOCIATES INC	52,973
DAMS FORD LINCOLN SALES LTD	134,756
DARKTRACE HOLDINGS LIMITED	157,500
DARYL-EVANS MECHANICAL LTD	105,568
DAVE CLANCY	185,693
DAVEY TREE EXPERT CO. OF CANADA LIMITED	36,383
DAVID APLIN AND ASSOCIATES INC	38,850
DAVID HENDERSON PRODUCTION & POST	44,541
DECENT PAINTING & DECORATING LTD	474,664
DEEPAK MANAGEMENT LTD	394,762
DEETKEN ENTERPRISES INC	69,836
DEFIANCE EQUIPMENT LTD	228,847
DELL CANADA	2,060,316
DELOITTE & TOUCHE LLP	202,442
DELOITTE LLP	977,437
DELPRO AUTOMATION INC	45,650
DELTA CITY OF	3,572,781
DELTA AIRPARK OPERATING COMMITTEE	60,552
DELTA SCIENTIFIC	43,893
DELTARES	73,535
DESJARDINS FINANCIAL SECURITY	736,739
DEXTERRA INTEGRATED FACILITIES MANAGEMENT DBA 10647802 CANADA LIMITED	50,191
DEZURIK OF CANADA	142,124
DHI WATER & ENVIRONMENT	637,242
DIAMOND HEAD CONSULTING LTD	391,872
DILLON CONSULTING LTD	621,164
DIRECT EQUIPMENT WEST LTD	212,838
DKC DIGI KEY CORPORATION	27,469
DM FOURCHALK PROPERTY CONSULTANTS INC	49,169
DNV WATERFRONT HOLDINGS LTD	50,000
DOBNEY FOUNDRY LTD	335,344
DOMINIC SYSTEMS LIMITED	31,420
DOUBLE M EXCAVATING LTD	112,966
DRAGON VENTURES LTD	123,626
DRAKE EXCAVATING LTD	660,114
DREAM WIZARDS EVENTS LTD	104,471

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
DRIVING FORCE INC	401,504
DRIVING UNLIMITED	41,840
DRONELOGICS SYSTEMS INC	30,008
DS TACTICAL LTD	105,842
DSA MEDIA	967,279
DUN & BRADSTREET CANADA	25,493
DunskyEnergy Consulting / 6893449 Canada INC	176,664
E. LEES & ASSOCIATES CONSULTING LTD	37,379
E.B. HORSMAN & SON LTD	307,189
EAGLE WEST CRANE & RIGGING	96,357
EARNSCLIFFE STRATEGY GROUP	98,921
EARTH VAC ENVIRONMENTAL LTD	401,295
EATON ELECTRICAL	28,127
EBARA CORPORATION (CAD)	1,431,671
EBB ENVIRONMENTAL CONSULTING INC	46,269
EBBWATER CONSULTING INC	76,547
ECHO ECOLOGICAL ENTERPRISES	134,062
ECOBILLET SOLUTIONS LTD (FORMER 1156120 BC LTD)	29,715
ECOFISH RESEARCH LTD	369,437
E-COMM EMERGENCY COMMUNICATIONS	5,511,010
ECORA ENGINEERING & RESOURCE GROUP LTD	27,234
EECOL ELECTRIC INC	90,374
ELEMENT PLUMBING LTD	48,273
ELEMENTAL ARCHITECTURE AND INTERIORS INC	42,993
ELEVATE SEARCH GROUP	131,623
ELLA ADVISORY SERVICES	69,573
EMCO LIMITED WATERWORKS	132,936
EMIN'S RENOVATION LTD	517,248
EMNET LLC	25,707
EMTERRA ENVIRONMENTAL	32,996,237
ENCOMPASS ELECTRICAL SOLUTIONS LTD	207,709
ENERMAX MOUNTAIN MANUFACTURING LTD	169,367
ENGAGING MINDS CONSULTING LTD	252,647
ENKON ENVIRONMENTAL LTD	35,881
ENKON INFORMATION SYSTEMS INC	45,617
ENNREGS ENVIRONMENTAL LIMITED	39,922
ENVIRO-VAC	64,659
ENVIROWEST CONSULTANTS INC	31,179
ERNST & YOUNG LLP	39,582
ESOLUTIONSGROUP LIMITED	36,960
ESRI CANADA LIMITED	240,703
ESSENTIAL ACQUISITION SERVICES INC	97,414
EST ENVIRONMENTAL TECHNOLOGIES LTD	27,011
ETS TRUCK SHUTTLE LTD	225,751
EUREST DINING SERVICES	125,665
EVAN CROWE PRODUCTIONS INC	69,954
EVOQUA WATER TECHNOLOGIES LTD	116,405

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
EXACT FACILITY SERVICES	192,691
EXCEL ADVISORY SERVICES LTD	173,864
EXCEL DRAPERY INSTALLATIONS LTD	114,568
EXCEL SCAFFOLD SOLUTIONS LTD	519,834
EXECUTIVE LOCK & SAFE LTD	73,888
EXP SERVICES INC	318,973
F.H. BLACK & COMPANY INCORPORATED	424,950
FABCO PLASTICS WESTERN (B.C.) LIMITED	94,757
FACEBOOK	58,010
FALCON EQUIPMENT LTD	55,033
FARRIS VAUGHAN WILLS & MURPHY	26,029
FASTEEL INDUSTRIES LTD	118,510
FASTSIGNS	102,640
FERNO CANADA	37,729
FINA ELECTRICAL SYSTEMS LTD	515,849
FINN SHAUN	30,748
FINNING INTERNATIONAL INC	764,411
FIRST TRUCK CENTRE VANCOUVER	75,545
FISHER SCIENTIFIC	175,482
FIVESTAR MOTORSPORTS LTD	268,390
FIX AUTO	36,075
FLEETWOOD DISPOSAL LTD	103,359
FLOCOR INC	595,883
FLUKE ELECTRONICS LIMITED PARTNERSHIP	33,254
FODER LAND CORPORATION	942,750
FOODMESH DBA MESH EXCHANGE INC	107,625
FORESIGHT CLEANTECH ACCELERATOR CENTRE	84,500
FORT MODULAR INC	155,626
FORTHRIGHT SOLUTIONS INC	122,369
FORTISBC ENERGY INC	1,765,366
FRASER BURRARD DIVING LTD	91,523
FRASER EQUIPMENT	45,968
FRASER RIVER PILE & DREDGE LTD	2,095,224
FRASER VALLEY EQUIPMENT LTD	32,933
FULFORD HARBOUR CONSULTING LTD DBA FULFORD CERTIFICATION	25,095
G M BALLARD AND ASSOCIATES LTD	38,896
GARNETT WILSON REALTY ADVISORS LTD	75,271
GARTNER INC	281,826
GBL ARCHITECTS INC	53,655
GENIFUEL CORPORATION	63,000
GEO SCIENTIFIC LTD	26,200
GEOCYCLE CANADA INC	202,523
GEOPACIFIC CONSULTANTS LTD	25,971
GEORGE BUBAS MOTORS LTD	25,316
GEOSCAN LAND SURVEY INC	29,864
GEOSCAN SUBSURFACE SURVEYS INC	60,452
GEOTECH DRILLING SERVICES LTD	1,736,391

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
GEOTRAC SYSTEMS INC	160,944
GERRYTS CONSULTING	50,266
GETSET SOLUTIONS LTD	28,193
GFL ENVIRONMENTAL INC	13,084,116
GHD LIMITED	1,814,557
GIFFORD ELECTRIC LTD	92,484
GLOBAL CONTAINER CORPORATION	56,269
GLOBAL INDUSTRIAL CANADA	35,184
GLOBAL PUBLIC AFFAIRS INC	25,200
GLOBE FACILITIES SERVICES LTD	119,267
GM BLUEPLAN ENGINEERING LIMITED	100,707
GOLDEN ARROW PROPERTIES INC	28,315
GOLDEN GLOBE CONSTRUCTION LTD	1,363,497
GOLDER ASSOCIATES LTD	1,586,616
GOOGLE	25,602
GREATPACIFIC CONSULTING LTD	606,663
GREEN GRADUATES EXTERIOR CLEANING LTD	170,922
GREEN LINE HOSE & FITTINGS (BC) LTD	43,204
GREGG DISTRIBUTORS	173,715
GROSVENOR CANADA LIMITED	60,775
GWR CONTRACTING INC	121,969
HACH SALES & SERVICE CANADA LTD	92,276
HANDY APPLIANCES LTD	392,119
HANSCOMB LIMITED	61,425
HARBOUR INTERNATIONAL TRUCKS	656,899
HARBOUR WEST CONSULTING INC	116,135
HARPREET KAUR KHERA	1,543,435
HARRISON HOT SPRINGS RESORT & SPA	40,147
HATCH CORPORATION	11,155,253
HATFIELD CONSULTANTS PARTNERSHIP	90,470
HAYWARD GORDON ULC	110,574
HAZMASTERS INC	147,425
HDR CORPORATION	108,176
HEADWATER MANAGEMENT LTD	231,535
HEAVY ARTILLERY WELDING LTD	43,326
HEIDELBERG MATERIALS	49,378
HELIX ADVANCED COMMUNICATIONS & INFRASTRUCTURE	35,751
HENRY FOUNDATION DRILLING INC	157,823
HERCULES SLR INC	35,667
HHI SERVICES LTD	40,425
HIGHWAY TEN INVESTMENTS LTD	42,501
HI-LITE TRUCK ACCESSORIES LTD	114,306
HILTI (CANADA) LIMITED	65,520
HIMMAT SEKHON, MOHINDER SEKHON, KARNAIL SEKHON AND SUKHDEV SEKHON	319,661
HOLLY SUGGITT	31,355
HOMEWOOD HEALTH INC	106,972
HORIZON RECRUITMENT	29,175

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
HOULE ELECTRIC LIMITED	49,494
HTT SAFETY N MORE INC	488,174
HUB FIRE ENGINES & EQUIPMENT LTD	190,358
HUB INTERNATIONAL CANADA WEST ULC	59,850
HUB POWER LTD	92,004
HUNT TEMPORARILY YOURS	274,145
HUNTER LITIGATION CHAMBERS LAW	144,695
HYSECO FLUID SYSTEMS LTD	40,572
I.D.R COMMERCIAL CONSTRUCTION MANAGEMENT INC	144,773
ICF CONSULTING CANADA INC	52,500
ICONIX WATERWORKS LIMITED PARTNERSHIP	125,362
IDEASPACE	189,653
IDEON MEDIA INC	33,900
IDEXX LABORATORIES INC	305,462
IMPERIAL DADE CANADA INC	103,406
IMPERIAL VALVE LTD	30,718
INDUSTRA CONSTRUCTION CORP.	1,410,038
INDUSTRIAL COMPRESSOR SERVICES LTD	99,692
INDUSTRIAL ENGINES LIMITED	33,352
INFRASTRUCT PRODUCTS LTD	89,099
INLAILAWATASH LIMITED PARTNERSHIP	51,758
INLAND KENWORTH	33,220
INLINE TRAFFIC SERVICES LTD	235,733
INNOVATION LIGHTING INC	27,521
INNOVATIVE FLOORING LTD	169,542
INSIGHTS LEARNING & DEVELOPMENT	65,199
INSYNCH ENGINEERING LTD	160,565
INTEGRA ARCHITECTURE INC	205,565
INTEGRAL HOSPITALITY INC	628,713
INTERCONTINENTAL TRUCK BODY	236,999
INTERGRAPH CANADA ULC	504,792
INTERLAWN LANDSCAPES	75,963
INTERRA SOLUTIONS INC	131,494
INTROBA CANADA LLP	65,546
ION UNITED INC	100,098
IRON MOUNTAIN EQUIPMENT RENTALS AND SALES	25,197
IRON SPEAR INFORMATION SECURITY LTD	44,615
IRONWEST RENTALS AND SALES LTD	83,592
ISL ENGINEERING AND LAND SERVICES LTD	324,682
ISLAND KEY COMPUTER LTD	37,269
IT BLUEPRINT SOLUTIONS INC	1,775,634
ITIQ TECH RECRUITERS	516,032
J.A. ELECTRIC	1,507,337
J.C. ANDELLE INC	529,515
J.J.'S CONTRACTING	56,417
JACOB BROS. CONSTRUCTION INC	19,298,620
JACOBS ASSOCIATES CANADA CORPORATION	3,239,840

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
JACOBS CONSULTANCY CANADA INC	804,874
JANDA GROUP HOLDINGS INC C/O JANDA GROUP ASSET MANAGEMENT INC	38,500
JENNIFER DAVIES CONSULTING LTD(JDC CONSULTING LTD.)	126,276
JEWEL HOLDINGS LTD	144,843
JEWEL WELDING FABRICATION AND COATING LTD	277,831
JEFFY JOHN RENTALS LTD	173,179
JIM PATTISON INDUSTRIES LTDDBA JIM PATTISON LEASE	831,499
JJM CONSTRUCTION LTD	11,725,553
JOHN BROOKS COMPANY LIMITED	102,467
JOHN CRANE CANADA INC	149,976
JOHN HERBERT	70,406
JOHNSON CONTROLS LTD	60,916
JOHNSTON GAS SERVICES	232,960
JORDAIR COMPRESSORS INC	40,401
JOURNEY CHRYSLER	26,189
JUSTASON MARKET INTELLIGENCE	108,045
JUSTICE INSTITUTE OF B.C.	55,825
JWC ENVIRONMENTAL CANADA ULC	31,733
K & H DISPATCH COURIERS	62,776
K.G. WARDSTROM INDUSTRIAL GAS	32,289
K2 FASTENERS	98,039
K2 SERVICES	33,023
KANAKA CREEK FOREST PRODUCT LTD	25,374
KASIAN ARCHITECTURE INTERIOR DESIGN	173,779
KATZIE DEVELOPMENT LIMITED PARTNERSHIP	5,106,993
KEMIRA WATER SOLUTIONS CANADA INC	1,175,232
KEMIRA CHEMICALS CANADA INC	70,000
KENAI DAN CONTRACTING LTD	12,646,723
KENDRICK EQUIPMENT LTD	63,060
KEPPEL GATE CONSULTING LTD	26,989
KERMODE FOREST PRODUCTS LTD	55,982
KERR WOOD LEIDAL ASSOCIATES	2,700,383
KGAL CONSULTING ENGINEERS LTD	274,433
KINETIC CONSTRUCTION LTD	33,600
KING SERVICES CONSTRUCTION GROUP &	90,389
KIRK & CO CONSULTING LTD	52,852
KISTERS NORTH AMERICA	87,089
KLEANZA CONSULTING LTD	161,289
KLOHN CRIPPEN BERGER LTD	567,000
KLONDIKE INFRASTRUCTURE LTD	185,633
KMS TOOLS	189,111
KOFFMAN KALEF LLP	200,704
KONTUR GEOTECHNICAL CONSULTANTS INC	114,708
KPMG LLP	214,490
KS1 CONSTRUCTION LTD	35,538
KSB PUMPS INC	36,397
KTR SALES & RENTAL INC	144,208

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
KWELA LEADERSHIP & TALENT MANAGEMENT	78,399
KWIKWETLEM FIRST NATION	40,335
LABWARE INC	54,037
LAFARGE CANADA INC	6,304,767
LANDMARK BUILDING MAINTENANCE	136,260
LANESAFE TRAFFIC CONTROL LTD	171,447
LANGLEY TOWNSHIP OF	60,126
LANGLEY CONCRETE & TILE LTD	1,104,897
LANGLEY ROOFING CO. LTD	366,383
LANGUAGE LINE SERVICES	107,862
LAURA BAMSEY CONSULTING SOLE PROPRIETORSHIP	65,496
LAURA GALLOWAY DESIGN	89,794
LAWSON LUNDELL BARRISTERS & SOLICITORS	164,531
LEADING EPC CONSULTANTS INC	227,934
LEAVITT MACHINERY GENERAL PARTNERSHIP	56,099
LEGER MARKETING ALBERTA INC	198,556
LEICA GEOSYSTEMS LTD	67,967
LES HALL FILTER SERVICE LTD	75,570
LEVITT SAFETY LIMITED	188,925
LGL LIMITED	60,791
LHOIST NORTH AMERICA OF CANADA INC	1,764,221
LICKER GEOSPATIAL CONSULTING LTD	56,578
LIDSTONE & COMPANY	154,581
LIFE SCIENCES BC	29,400
LIMNO LAB LTD	32,891
LIMNOTEK RESEARCH AND DEVELOPMENT INC	44,714
LIN HAW INTERNATIONAL	35,037
LINDE CANADA INC	733,116
LINKEDIN CORPORATION	130,967
LITZ CRANE SERVICE LTD	160,708
LIVINGSTON INTERNATIONAL INC	300,394
LOCAL PRACTICE ARCHITECTURE + DESIGN LTD	1,117,126
LOCALINTEL INC	35,312
LOCK-BLOCK LTD	43,185
LOCKMASTERS INC	80,115
LUCENT QUAY CONSULTING INC	334,272
LYNCH BUS LINES	100,893
M&E CUSTOM KITCHEN AND MILLWORK LTD	823,479
MADRONE ENVIRONMENTAL SERVICES LTD	100,900
MAINLAND CONSTRUCTION MATERIALS	442,772
MAJOR INDUSTRIAL E-RISK SERVICES INC	85,850
MAPLE LEAF DISPOSAL LTD	704,656
MAPLE REINDERS CONSTRUCTORS LTD	13,852,555
MAPLE RIDGE CITY OF	161,967
MAPLE RIDGE TANK CLEANING SERVICE LTD	32,815
MARISSA BALLENA AND FIDEL NIETO	1,375,328
MARSH CANADA LIMITED	9,956,016

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
MARTLAND & SAULNIER	30,818
MASAAKI TAMAI AND AKEMI TAMAI	1,690,052
MASDUCT COMMERCIAL SERVICES LTD	32,552
MATCON CIVIL CONSTRUCTORS INC	12,903,663
MAVEN CONSULTING LIMITED	255,155
MCCUAIG & ASSOCIATES ENGINEERING LTD	84,644
MCELHANNEY LTD	614,769
MCGREGOR HARDWARE DISTRIBUTION	65,112
MCKENZIE BRUCE	57,183
MCMILLEN JACOBS ASSOCIATES	7,284,868
MCNEILL NAKAMOTO RECRUITMENT GROUP INC	144,263
MCRAE'S ENVIRONMENTAL SERVICES LTD	2,816,234
MDNEILD CONSULTING SERVICES	44,556
MDT TECHNICAL SERVICES INC	56,865
MEDTECH SERVICES LTD	39,687
MEGATECH	65,236
MEQUIPCO LTD	36,474
MERAN INDUSTRIES LTD	43,224
MERCEDES-BENZ BOUNDARY	42,183
MERCURY TRANSPORT INC	145,950
MERRICK CANADA ULC	958,650
METAL SUPERMARKETS	73,345
METALCAD SERVICES LTD	54,635
METRO BLASTING INC	48,474
METRO MOTORS LTD	3,986,919
METRO ROOFING REPAIRS & MAINTENANCE LTD	93,583
METRO TESTING & ENGINEERING LTD	155,241
METRO VANCOUVER ZERO EMISSIONS INNOVATION CENTRE	285,138
METROHM CANADA	28,014
METTLER TOLEDO INC	185,846
MICHELS CANADA CO.	7,465,102
MICROSOFT CANADA CO.	201,175
MILES EMPLOYMENT GROUP LTD	45,715
MINISTER OF FINANCE	12,445,732
MINISTRY OF CITIZENS' SERVICES, BC MAIL PLUS	92,630
MINISTRY OF ENVIRONMENT	104,712
MISSION CONTRACTORS	139,892
MITCHELL INSTALLATIONS LTD	1,218,989
MITCHELL PRESS LTD	25,655
MITEL NETWORKS CORPORATION	47,534
MIZA ARCHITECTS INC	32,975
MMT VENTURES INC. MARIO TOTEDA AND MICHELINA TOTEDA	4,848,787
MODERN NIAGARA VANCOUVER INC	33,597
MODU-LOC FENCE RENTALS LTD	43,511
MODUS PLANNING DESIGN & ENGAGEMENT INC	58,209
MONERIS SOLUTIONS	457,429
MONIQUE MCQUEEN	47,327

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
MORREY NISSAN	88,809
MORRISON HERSHFIELD LIMITED	1,456,140
MORROW BIOSCIENCE LTD	139,677
MOTION CANADA	395,805
MOTT MACDONALD	3,216,334
MRG EVENTS LTD	625,094
MTS ENGINEERING INC	885,622
MULTIVISTA CONSTRUCTION DOCUMENTATION ULC	47,539
MURRAY LATTA PROGRESSIVE MACHINES INC	519,963
MURTAGH SIMON	43,508
MUSQUEAM INDIAN BAND	377,634
MV RELIABILITY SERVICES	169,511
MWL DEMOLITION LTD	814,871
N.W. INDUSTRIES LTD	169,554
NAC CONSTRUCTORS LTD	20,331,273
NAGPAL CONSULTING	159,724
NALCO CANADA CO.	240,328
NASH JOHNSTON LLP	232,261
NATHALIE GONZALEZ GALINDO, DBA NATHSOPH DESIGN	35,237
NATIONAL AIR TECHNOLOGIES	54,158
NATIONAL FIRE EQUIPMENT LTD	50,955
NATIONAL PROCESS EQUIPMENT	122,341
NATIONS FIRST CONTRACTING	446,905
NATS NURSERY LTD	101,513
NAUTILUS ENVIRONMENTAL	53,504
NETZSCH CANADA INC	36,382
NEVTRO PUMPS AND MECHANICAL	40,769
NEW CITIES FOUNDATION CANADA	40,000
NEW CITY CONTRACTING LTD	776,605
NEW LIFE PAINTING & DECORATING LTD	26,497
NEW WESTMINSTER CORP. OF THE CITY	1,388,102
NEW-LINE PRODUCTS LTD	180,106
NORDA STELO INC	170,799
NORFOLK VENTURES LTD	939,954
NORLAND LIMITED	8,835,036
NORLANG CONTRACTING LTD	177,080
NORTH AMERICAN PIPE AND STEEL LTD	36,348
NORTH VANCOUVER CITY OF	167,426
NORTH VANCOUVER THE DISTRICT OF	1,125,315
NORTHERN BUILDING SUPPLY LTD	122,989
NORTHSIDE TRANSPORT LTD	68,959
NORTHSTAR ACCESS LTD	132,414
NORTHWEST HYDRAULIC CONSULTANTS LTD	608,233
NORTHWEST PIPE COMPANY	4,660,730
NORTON ROSE FULBRIGHT	3,109,077
NUCOR ENVIRONMENTAL SOLUTIONS LTD	221,000
NUCOR HARRIS REBAR, A DIVISION OF HARRIS STEEL ULC	115,690

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
OCEAN AMBASSADORS CANADA	59,063
OCL INDUSTRIAL MATERIALS LTD	26,623
ODGERS BERNDTSON CANADA INC	62,646
OLYMPIA TRANSPORTATION LTD	30,822
ON POWER SYSTEMS INC	170,610
ON THE SPOT SERVICES INC	80,671
ONO WORK & SAFETY SURREY	49,166
OPEN TEXT CORPORATION	292,760
OPENLINK AGTECH INC	77,141
OPUS INTERNATIONAL CONSULTANTS	2,178,190
ORACLE CANADA ULC	133,535
ORKIN/PCO SERVICES CORPORATION	77,534
ORYX BPM SOLUTIONS INC	72,411
OSCAR RENDA CONTRACTING OF CANADA INC	15,636,914
OTIS CANADA INC	27,854
OVIVO INC	47,843
P. SCHECK INDUSTRIAL ELECTRIC LTD	43,062
PACE SOLUTIONS CORP	37,570
PACIFIC COAST CATERING GROUP	108,510
PACIFIC FLOW CONTROL LIMITED	587,847
PACIFIC NATIONAL EXHIBITION	140,000
PACIFIC POWERTECH INC	777,371
PACIFIC PREFERRED DEVELOPMENTS LTDDBA PPD RESTORATIONS	25,000
PACIFIC RIM INDUSTRIAL INSULATION LTD	80,687
PACIFIC ROPES CONTRACTING LTD	156,123
PACIFIC WEST TREE SERVICES INC	35,963
PACIFIC-SURREY CONSTRUCTION LTD	36,766
PACWILL ENVIRONMENTAL	46,639
PALADIN TECHNOLOGIES INC	162,735
PALMIERI BROS. PAVING LTD	506,341
PAN PACIFIC VANCOUVER	29,700
PANARAMA TECHNOLOGIES LTD	58,893
PANEVO SERVICES LIMITED	44,625
PANTHER CREATIVE	294,798
PAR BHULLAR TRUCKING LTD	47,880
PARK SOLUTIONS INC	640,127
PARKLAND CORPORATION	65,051
PARSONS INC	678,062
PARTNERSHIP FOR WATER SUSTAINABILITY IN	42,000
PCL CONSTRUCTORS WESTCOAST INC	29,870,709
PEAK CONSTRUCTION SERVICES LTD	4,125,533
PEDRE CONTRACTORS LTD	1,772,485
PENFOLDS RESIDENTIAL ROOFING INC	96,206
PENGUIN APPLIANCES SALES AND SERVICE INC	73,182
PERLEMAX LTD	47,400
PERSONA CONSTRUCTION LTD	60,302
PETRO CANADA LUBRICATIONS INC	310,371

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
PETROKLEEN	26,921
PHOENIX TRUCK & CRANE LTD	370,288
PHS COMMUNITY SERVICES SOCIETY	567,310
PHSA LABORATORIES SERVICES	182,504
PLATINUM STONE CONTRACTING	280,186
PLATYPUS CREATIVE GROUP COMMUNICATIONS	109,305
POLAR BATTERY VANCOUVER LTD	29,077
POMERLEAU INC	74,229,246
POMERLEAU-BESSAC G.P.	20,468,893
PORT COQUITLAM THE CITY OF	170,397
PORT MOODY CITY OF	133,544
POTENTIALIZE CONSULTING INC	366,805
POTTINGER GAHERTY ENVIRONMENTAL CONSULTA	42,710
PRAIRIECOAST EQUIPMENT INC	168,101
PRAXAIR CANADA INC	989,108
PRECISION AUTO SERVICES LTD	55,519
PRECISION SERVICE & PUMPS INC	97,705
PREMERGENCY INC	62,274
PRICE WATERHOUSE COOPERS	384,474
PRIORITY ELECTRIC LTD	104,151
PRO MIX CONCRETE LTD	31,326
PROCON SYSTEMS (2013) INC	31,526
PROFICIENCY TESTING CANADA	38,315
PROGRESSIVE FENCE INSTALLATIONS LTD	89,043
PROGRESSIVE SEALING INC	321,739
PROJECT MANAGEMENT CENTRE OF EXCELLENCE	50,402
PROPERO LEARNING SYSTEMS INC	133,207
PROVINCIAL HEALTH SERVICES AUTHORITY	67,555
PTAG INC	322,501
PUBLIC STORAGE	26,375
PURE TECHNOLOGIES LTD	67,825
PW TRENCHLESS CONSTRUCTION INC	337,761
PWA CUSTOM ALUMINUM SOLUTIONS INC	176,377
QUADRA UTILITY LOCATING	69,628
QUAL DEVELOPMENT LTD	69,825
QUALICHEM INDUSTRIAL PRODUCTS LTD	103,313
QUESTICA INC	72,128
R. DOSENBERG CONSULTING LTD	40,816
R.D.M. ENTERPRISES LTD	255,491
R.F. BINNIE & ASSOCIATES LTD	1,221,617
RAIDER HANSEN BURNABY	30,018
RAINCOAST VENTURES LTD	32,521
RAM ENGINEERING	2,779,689
RAMBOLL CANADA INC	412,185
RAMTECH ENVIRONMENT PRODUCTS	28,935
RANDSTAD	142,928
RAPID AUTO GLASS LTD	46,730

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2023
Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
RAPID TRAFFIC MANAGEMENT LTD	163,896
RARE EARTH RECREATIONAL DEVELOPMENTS INC	205,998
RAYBERN ERECTORS LTD	44,490
RC STRATEGIES INC	31,980
RDH BUILDING SCIENCE INC	68,968
RECEIVER GENERAL OF CANADA	159,529
RECYCLING COUNCIL OF BC	102,545
REDDEN NET CUSTOM NETS LTD	37,698
REDWOOD PLASTICS AND RUBBER CORPORATION	26,443
REEHL'S ENTERPRISES INCDBA REELS HOSE FIX	29,452
REGEHR CONTRACTING LTD	304,695
REI LEXISNEXIS CANADA	29,089
REMDAL PAINTING & RESTORATION INC	60,654
REMEDX REMEDIATION SERVICES LTD	362,081
REN EX EARTHWORKS	424,764
RESHAPE INFRASTRUCTURE STRATEGIES LTD	37,742
RICHMOND CITY OF	1,740,489
RICHMOND ELEVATOR MAINTENANCE LTD	89,850
RICHVAN HOLDINGS (2006) LTD	42,224
RIDER HUNT INTERNATIONAL (ALBERTA) INC	1,262,750
RIGHT WAY TRAFFIC SYSTEMS INC	168,569
ROBERDS EXCAVATING (1991) LTD	214,026
ROGERS WIRELESS	528,821
ROLLINS MACHINERY LIMITED	25,659
RONA	88,044
ROPER GREYELL LLP	228,222
ROSS MORRISON ELECTRICAL LTD	803,272
ROYAL BANK OF CANADA	44,550
RS WALDIE CONSULTING LTD	121,371
RSAVAGE CONTRACTING	51,170
RUST INVESTMENTS LTDDBA SHANGRI-LA LANDSCAPING	250,015
RWDI AIR INC	43,153
RYDER ARCHITECTURE (CANADA) INC	478,241
S&S SAND & GRAVEL TRANSPORTATION LTD	2,871,517
S.T.I. STEELTEC INDUSTRIES LTD	39,984
SAFE-GUARD FENCE LTD	41,911
SAMSUNG	65,377
SANCAT EXCAVATING LTD	290,177
SANDALE UTILITY PRODUCTS	80,614
SANDERSON CONCRETE INC	202,078
SAPPHIRE SOUND	34,992
SARTORI ENVIRONMENTAL SERVICES	710,100
SASAMAT VOLUNTEER FIRE FIGHTERS ASSOC	43,148
SCL INSTRUMENTATION INC	31,091
SCOOBY'S DOG WASTE REMOVAL SERVICE LTD	153,370
SCOTT CONSTRUCTION MANAGEMENT LTD	34,860
SEA TO SKY SOILS AND COMPOSTING INC	1,262,413

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

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Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
SEAWARD ENGINEERING & RESEARCH LTD	136,946
SECURE ENERGY SERVICES INC	93,017
SECURE-RITE MOBILE STORAGE INC	52,405
SEDGWICK STRATEGIES INC	72,188
SEIGNORY CHEMICAL PRODUCTS	27,726
SEKHON P. TRUCKING	148,369
SEL SCHWEITZER LABORATORIES INC	280,976
SENTIS MARKET RESEARCH INC	78,740
SERVICES FLO INC	42,994
SEYEM' QWANTLEN RESOURCES LP	39,922
SFC ENERGY LTD	38,264
SGS AXYS ANALYTICAL SERVICES LTD	953,420
SHADES TANKERS (1976) LTD	139,466
SHAW CABLE	191,238
SI SYSTEMS PARTNERSHIP	114,161
SIDHU R. S. TRUCKING	29,630
SIDHU S. TRUCKING	98,263
SIEMENS CANADA LIMITED	76,781
SIGMA-ALDRICH CANADA CO.	47,256
SIMON FRASER UNIVERSITY	50,380
SINGLETON URQUHART REYNOLDS VOGEL LLP	58,296
SITE MARKETING PARTNERS INC	187,170
SKEANS PNEUMATIC AND AUTOMATION INC	73,396
SKYE CONSULTING (B.C.) LTD	189,612
SKYLARK MANAGEMENT CORP	884,671
SLINGSHOT COMMUNICATIONS INC	130,568
SLR CONSULTING (CANADA) INC	147,934
SMITH CAMERON PROCESS SOLUTIONS	339,641
SMS EQUIPMENT INC	204,810
SNF CANADA LTD	1,087,192
SOFTCHOICE LP	424,930
SOLENIS CANADA ULC	4,114,411
SOLID CADDGROUP	165,370
SOLUTIONS NOTARIUS INC	44,782
SOLUTIONS PEST CONTROL LTD	139,747
SOLVE CONSULTING INC	32,298
SONNEVERA INTERNATIONAL CORP.	26,066
SOS PLUMBING AND HEATING LTD	161,390
SOUTH COAST BRITISH COLUMBIA	136,839
SOUTHERN RAILWAY OF B.C.	25,849
SOUTHPAW LEARNING PLAN	125,173
SOUTHWELL CONTROLS LTD	34,694
SOUTHWEST CORROSION CONTROL LTD	33,965
SPAANS BABCOCK INC	103,070
SPARTAN CONTROLS LTD	2,327,394
SPECTRUM SAFETY GROUP	511,943
SPENCER BARBARA LYNNE	140,000

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

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Supplier Name	Payment Amount
SPENCER MCDONALD & ASSOCIATES INC OA THINKING DRIVER	70,243
SPHERA SOLUTIONS INC	25,508
SPI HEALTH AND SAFETY INC	95,962
SPICERS CANADA	127,307
SQUAMISH NATION	2,527,942
SR ENGINEERING LTD	47,704
STANTEC ARCHITECTURE LTD	87,866
STANTEC CONSULTING LTD	19,461,483
STAPLES PROMOTIONAL PRODUCTS	343,212
STARBRUSH PAINTING	34,495
STASUK TESTING & INSPECTION LTD	1,473,676
STEER DAVIES GLEAVE NORTH AMERICA INCORPORATED	52,492
STELLAR POWER & CONTROL SOLUTIONS	53,169
STEPHEN BILLINGTON CONSULTING	671,056
STERLING FLEET OUTFITTERS	188,016
STEWART MCDANNOLD STUART	322,924
STINGRAY SAND & GRAVEL LTD	229,233
STRATA SMART RESOURCES LTD	35,364
STRYKER BOATS	46,480
STUART OLSON CONSTRUCTORS LTD	1,603,302
STUDIO HUB ARCHITECTS LTD	92,237
STUDIO TREGGIDEN LIMITED	29,842
SUEZ TREATMENT SOLUTIONS INC	284,433
SUMMERFIELD CONTRACTING LTD	79,065
SUMMIT VALVE AND CONTROLS INC	231,752
SUPER SAVE FUELS	115,476
SUPERIOR CITY SERVICES LTD	232,155
SUPERIOR PROPANE LIMITED	106,116
SURESAFE TRAFFIC CONTROL LTD	163,611
SURREY CITY OF	1,355,622
SUTHERLAND CONCRETE LTD	88,582
SYLVIS ENVIRONMENTAL	1,611,605
SYNCOLLAB STRATEGIES	56,170
TAG CONSTRUCTION LTD	163,399
TALON HELICOPTERS LIMITED	743,131
TARGET LAND SURVEYING (NW) LTD	131,684
TECHNICAL SAFETY BC	46,310
TEEMA SOLUTIONS GROUP INC	400,019
TEGHAN ACRES	33,810
TEKSYSTEMS CANADA CORP./SOCIETE TEKSYSTEMS CANADA	1,263,237
TELUS COMMUNICATIONS INC	1,045,645
TERRALINK HORTICULTURE INC	51,646
TERVITA CORPORATION ENVIRONMENTAL	138,853
TETRA TECH CANADA INC	3,880,183
THE ACTIVE NETWORK	45,000
THE BLUE GOOSE CATTLE COMPANY	167,452
THE BRICK LTD	77,253

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
THE C&E CONSULTING GROUP LTD	731,571
THE CAPE ON BOWEN INVESTMENTS (2011) LTD	38,401,373
THE FRONTIER COLLECTIVE SOCIETY	28,375
THE HOME DEPOT	362,023
THE INLAND GROUP	35,162
THE LAST MILE ENVIRONMENTAL MANAGEMENT SOLUTIONS LTD	348,755
THE LAVIN AGENCY LTD	26,250
THE OWNER STRATA PLAN BCS2645	25,000
THE PALADIN SECURITY GROUP	1,803,594
THE WATERFRONT LTD PARTNERSHIP	137,713
THERMO FISHER SCIENTIFIC MISSISSAUGA INC	50,038
THINKFLEET MANAGEMENT INC	25,594
THOMPSON FOUNDRY LTD	53,551
TIM LAWRENCE FILMS	76,798
TINBOX ENERGY SOFTWARE INC	70,543
TIP FLEET SERVICES CANADA LTD	36,697
TIP TOP CARPETS LTD	495,224
TITANIUM VENTURES LTD	136,957
TLD COMPUTERS INC	83,450
TOOLNHAND CONTRACTING SERVICES LTD	282,261
TOROK NATHANIEL	28,861
TRAFX RESEARCH LTD	32,639
TRANMOTION SERVICES LTD	260,453
TRANS POWER CONSTRUCTION (1999) LTD	66,345
TRANSLINK	115,643
TRANSWEST ROOFING LTD	187,708
TRAUMA TECH	30,020
TRAYLOR-AECON GP	84,341,698
TREEKO CONTRACTING LTD	436,415
TREVOR JARVIS CONTRACTING LTD	303,930
T-REX INDUSTRIES LTD	55,410
TRI-CITY SITE SERVICES LTD	149,651
TRIDENT NAVIGATION LTD	52,225
TRILINKS COMMUNICATIONS INC	44,805
TRILOBITE CONSULTING LIMITED	85,365
TRITECH GROUP LTD	5,313,843
TRIUMPH TRAFFIC INDUSTRIES INC	104,684
TSAWWASSEN FIRST NATION	28,448
TSLEIL-WAUTUTH NATION	196,457
TUNDRA PROCESS SOLUTIONS LTD	324,243
TURF GUYS LANDSCAPING	49,265
TURNAROUND SAFETY LTD	102,517
TURNER & TOWNSEND CANADA INC	51,744
UAP INC (D.B.A. NAPA AUTO PARTS)	110,535
ULINE	427,481
UNIFIED SYSTEMS INC	86,787
UNISYNC GROUP LTD	78,655

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
UNIT4 BUSINESS SOFTWARE CORPORATION	268,334
UNITED DEFENSE SECURITY II LTD	49,242
UNITED RENTALS OF CANADA, INC	1,311,447
UNITED TRAFFIC CONTROL LTD	62,370
UNITOW SERVICE	165,102
UNIVAR CANADA LTD	77,808
UNIVERSAL LANDSCAPING INC	205,850
UNIVERSITY OF BRITISH COLUMBIA	685,315
UPLAND AGRICULTURAL CONSULTING LTD	31,500
UPLIFT ENGAGEMENT COMMUNICATIONS INC	44,168
URBAN SYSTEMS LTD	87,981
USP TECHNOLOGIES CANADA ULC	372,429
UTILITY SUPPLY (WEST) CORP	52,500
VALLEN CANADA INC	120,484
VALLEY TRAFFIC SYSTEMS INC	208,596
VALLEYSIDE CONTRACTING SERVICES LIMITED	97,536
VAN DER ZALM & ASSOCIATES INC	41,368
VAN DOORN, NANETTE	88,156
VANCO GASKETS LTD	58,472
VANCOUVER AIRPORT AUTHORITY	1,820,553
VANCOUVER CITY OF	19,541,912
VANCOUVER CONVENTION CENTRE	252,814
VANCOUVER FIRE & RADIUS SECURITY	61,365
VANCOUVER FRASER PORT AUTHORITY	11,615,205
VANCOUVER HOLDINGS (B.C.) LTD	865,593
VANCOUVER ISLAND UNIVERSITY	70,875
VANCOUVER PILE DRIVING LTD	1,393,085
VANCOUVER SIGN GROUP	106,869
VANKO ANALYTICS LIMITED	27,306
VANPORT ENTERPRISES LTD	365,769
VEOLIA WATER TECHNOLOGIES CANADA INC	51,611
VERTIV CANADA ULC	38,136
VIA ARCHITECTURE	1,656,736
VIBRANT POWER INC	37,677
VICTORIA MOBILE RADIO LTD	42,912
VIKING FIRE PROTECTION INC	83,611
VISIONS ELECTRONICS	32,055
VWR INTERNATIONAL	256,428
W.S. NICHOLLS WESTERN CONSTRUCTION LTD	69,812
W2 CONSULTING LTD	234,134
W3 DESIGN GROUP INC	65,814
WAGNER MAINTENANCE	814,899
WAINBEE LIMITED	54,251
WAJAX EQUIPMENT	78,482
WAJAX INDUSTRIAL COMPONENTS LP	280,358
WALLACE INTERNATIONAL	143,052
WARD AND BURKE MICROTUNNELLING LTD	3,086,945

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

Supplier Name	Payment Amount
WASP MANUFACTURING LTD	108,998
WASSERMAN & PARTNERS ADVERTISING INC	513,777
WASTE AND RESOURCES ACTION PROGRAMME	30,988
WASTE'N WATERTech	104,090
WATERS LIMITED	62,312
WBM TECHNOLOGIES LP	100,569
WCC ENGINEERING CORP	25,305
WEBSTER HUDSON & COOMBE	29,912
WEGAW LTD	37,700
WESCO DISTRIBUTION CANADA INC	372,127
WEST COAST BUILDING RESTORATION INC	54,023
WEST COAST ELEVATOR SERVICES LTD	178,861
WEST COAST HIGHLAND BUILDING SOLUTIONS INC	28,847
WEST COAST MACHINERY INC	30,688
WEST SHORE CONSTRUCTORS LTD	183,961
WEST VANCOUVER CORP OF THE DISTRICT	680,494
WESTBURNE ELECTRIC SUPPLY	763,265
WESTECH INDUSTRIAL LTD	61,086
WESTERN WEED CONTROL (1980) LTD	75,621
WESTERRA EQUIPMENT	27,597
WESTMAR ADVISORS INC	171,412
WESTSIDE PEST CONTROL LTD	60,316
WHITE PINE ENVIROMENTAL RESOURCES INC	49,041
WHITE ROCK CITY OF	43,692
WINVAN PAVING A DIVISION OF MAINLAND CONSTRUCTION MATERIALS ULC.	42,812
WISHBONE INDUSTRIES LTD	28,645
WISMER & RAWLINGS ELECTRIC LTD	239,350
WJC CONTRACTING LTD	221,747
WJF INSTRUMENTATION (1990) LTD	63,368
WOLSELEY INDUSTRIAL CANADA INC	82,815
WOOD CANADA LIMITED	712,848
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS A DIVISION OF WOOD CANADA LTD	580,276
WORKIY INC	38,047
WORKSHOP FILM COMPANY INC	44,625
WORLEY CANADA SERVICES LTD(OPERATING AS ADVISIAN)	1,008,030
WSP CANADA INC	6,007,394
WSP E&I CANADA LIMITED	41,100
XEROX OF CANADA LIMITED	180,051
XYLEM CANADA LP	441,214
YELLOWRIDGE CONSTRUCTION LTD	16,425,181
YOUNG ANDERSON BARRISTERS & SOLICITORS	69,515
ZAYO CANADA INC	52,572
ZEEMAC VEHICLE LEASE LTD	424,561
ZORBIE PRODUCTS LTD	39,014
Payment to suppliers of goods and services who received aggregate payment exceeding \$25,000	\$ 1,032,171,020

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to Canadian Suppliers (\$Cdn)

<u>Supplier Name</u>	<u>Payment Amount</u>
Consolidated total paid to suppliers who received aggregate payments of \$25,000 or less	\$ 16,083,819
Total payments made to Canadian suppliers (excluding aggregate Flow Through Payments, Grant/Contributions)	\$ 1,048,254,839
Flow Through Payments (Payroll, Debt, and Mortgage Payments)	
ANMORE VILLAGE OF	\$ 2,475,000
CANADA MORTGAGE HOUSING CORPORATION	300,273
CANADA REVENUE AGENCY	67,641,266
COAST CAPITAL	350,418
FIRST NATIONAL	515,952
GVRDEU	636,375
MCAP	1,404,003
MUNICIPAL FINANCIAL AUTHORITY	354,268,959
MUNICIPAL PENSION PLAN	32,741,655
PACIFIC BLUE CROSS	6,730,998
PEOPLE'S TRUST COMPANY	294,008
RECEIVER GENERAL OF CANADA	34,507
ROYAL BANK OF CANADA	690,162
SURREY CITY OF	198,336
TEAMSTERS LOCAL UNION #31	913,115
THE GREAT WEST LIFE ASSURANCE COMPANY	2,710,473
UNITED WAY OF THE LOWER MAINLAND	22,991
WHITE ROCK CITY OF	10,998
WORKSAFE BC	3,575,766
Total Payment and Flow Through Payments made in 2023	\$ 475,515,254
Payment made in 2023 for External Contributions	
Board Approved Contributions	
BC LUNG FOUNDATION	\$ 25,000
CATCHING THE SPIRIT YOUTH SOCIETY	78,500
FRASER BASIN COUNCIL SOCIETY	300,000
KANAKA EDUCATIONAL & ENVIRONMENTAL	36,000
METRO VANCOUVER REGIONAL PARKS FOUNDATION	248,813
SEYMOUR SALMONID SOCIETY	125,000
UNIVERSITY OF BRITISH COLUMBIA	234,423
WATERSHED WATCH SALMON SOCIETY	34,000
Payments for External Contributions exceeding \$25,000	\$ 1,081,736
Payments for External Contributions of \$25,000 or less	443,317
Total Payment made in 2023 for External Contributions	\$ 1,525,054
Total Payment made to Canadian Suppliers - Canadian dollars	\$ 1,525,295,147

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

For the year ended December 31, 2023

Payments to US Suppliers

<u>Supplier Name</u>	<u>Payment Amount</u>
ABB INC	\$ 108,112
BOULANGER ROSS W.	78,065
BPC INSTRUMENTS	25,900
BROWN AND CALDWELL CONSULTANTS CANADA	41,500
CAPITAL PROJECT MANAGEMENT, INC	348,257
CORPORATE SERVICES LLC	56,040
DISTRICT OF COLUMBIA WATER AND SEWER AUTHORITY (DC WATER)	146,658
EBARA PUMPS AMERICAS CORPORATION	377,145
FLSMIDTH INC	123,359
HUBER TECHNOLOGY INC	156,795
INDUSTRIAL SOFTWARE SOLUTIONS	31,920
INTERGRAPH CANADA ULC	337,086
KENNY CONSULTING SERVICES INC	61,698
KORBIN GREGG E.	67,038
MACARTNEY INC	34,544
MRI SOFTWARE LLC	58,989
NORTHWEST PIPE COMPANY	593,285
OPSWAT INC	58,509
OSISOFT	182,784
PITCHBOOK DATA INC	34,000
PURE AIR FILTRATION, LLC	92,730
REPUBLIC SERVICES	7,545,487
REXA INC	31,546
RSOLUTIONS CORPORATION	476,170
SANJEEV R. MALUSHTE	40,636
SCHWING BIOSET INC	83,264
SPLUNK, INC	42,560
THE FINANCIAL TIMES LIMITED	38,540
UTILITY SYSTEMS TECHNOLOGIES INC	73,366
VERSATA FZ LLC	58,000
WASTE MANAGEMENT OF CANADA CORPORATION	9,681,420
WATER RESEARCH FOUNDATION	285,198
ZOOM VIDEO COMMUNICATIONS	202,227
Total payments to US suppliers who received amounts exceeding \$25,000	\$ 21,572,830
Total payments to US suppliers who received \$25,000 or less	452,855
Total payments made to US suppliers - US dollars	\$ 22,025,685
Total payments made to US suppliers - Canadian dollars	\$ 29,728,067

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES
For the year ended December 31, 2023
Reconciliation of Payments for Goods and Services to Financial Statements

Total payments to Canadian Suppliers (Schedule 5)	\$ 1,525,295,147
Total payments to US Suppliers - in Canadian dollars (Schedule 6)	<u>29,728,067</u>
	<u>\$ 1,555,023,214</u>
Total Expenses per Consolidated Statement of Operations (Exhibit B)	\$ 826,853,357
Acquisition of tangible capital assets (Exhibit D)	753,989,265
Items included in Consolidated Statement of Operations but not in Schedules 5 and 6:	
Salaries and benefits per note 20a of financial statements	(231,335,272)
Salaries and benefits capitalized and included in tangible capital assets (note 20)	(31,875,425)
Deposit paid in 2022 and applied to acquisition of tangible capital assets	(2,025,000)
2023 accounts payable and accrued liabilities	(381,935,029)
Sinking fund income attributed to members and Translink	(27,264,653)
Revenues collected against supplier payments	(17,760,681)
Amortization of tangible capital assets	(108,337,198)
Amortization of prepaid land leases	(194,801)
Accretion expense	(2,231,214)
Loss on disposal of tangible capital assets	(1,936,754)
Revenues applied to tangible capital assets	(2,915,392)
Payments reported as employee expenses (Schedule 2)	(4,334,754)
Payments reported as directors' expenses (Schedule 1)	(227,423)
Non-cash adjustments	(13,175,468)
Items not included in Consolidated Statement of Operations but in Schedule 5 and 6:	
2022 accounts payable and accrued liabilities	355,006,617
Payroll and other remittances	115,007,145
Municipal GST rebate and ITCs	48,606,094
Sundry deposits	1,721,116
Payments not resulting in goods and services:	
Payments to Member Municipalities for MFA debt	2,684,334
Payments to Municipal Finance Authority	354,268,959
Payments for MVHC mortgages	3,554,816
Interest long-term debt	<u>(81,119,425)</u>
	<u>\$ 1,555,023,214</u>

To: Finance Committee

From: Harji Varn, General Manager, Financial Services
Chief Financial Officer

Date: June 12, 2024

Meeting Date: June 19, 2024

Subject: **Metro Vancouver's 2024 Financial Performance Report No. 1**

RECOMMENDATION

That the MVRD Board receive for information the report dated June 12, 2024 titled "Metro Vancouver's 2024 Financial Performance Report No. 1".

EXECUTIVE SUMMARY

The Metro Vancouver 2024 Financial Performance Report No. 1 is the first of three financial performance and forecast reports for 2024, and it includes forecasts to the end of 2024, procurement activity, treasury, continuous improvement reporting, and progress on delivering the Board's Strategic Priorities. It is forecasted that for 2024, operating surplus to budget will be \$9.2 million (0.8% of the \$1.2 billion budget). This is resulting from anticipated surpluses in Water Services (\$3.5 million), Liquid Waste Services (\$1.0 million), Metro Vancouver Housing (\$1.4 million) and Regional District Services (\$5.7 million), primarily due to higher water sales revenues, delays in filling staff vacancies and less spending on consulting and contracting services from project delays, and lower debt service costs due to less borrowing. These surpluses are offset by a projected deficit in Solid Waste Services (\$2.4 million) due to increased contingency disposal costs.

At this point in the year, it is forecasted that for 2024, capital expenditures will be approximately 75% of the \$1.4 billion cash flow. Although spending to date is approximately 10%, or \$130M of the total planned spending of \$1.4 billion, a significant ramp up in construction and related spending is expected for major projects moving into construction phases, such as the Annacis Water Supply Tunnel, North Shore Wastewater Treatment Plant Program, Second Narrows Water Supply Tunnel, Widgeon Marsh Park Development and housing development projects including Heather Place B, Kingston Gardens and Salal Landing.

As a result of lower capital spending than targeted, long-term borrowing for 2024 is anticipated to be \$350 million versus \$482 million as planned. Investment returns are averaging 4.51% and are expected to remain favorable in the current high interest environment as maturing investments are reinvested in higher yielding products. Cash flow projections are on target and remain positive.

For the first quarter of 2024, procurement activity included 4 awards approved by the Board with a value of \$72.1 million, which is 81% of the total value of awarded contracts in the first quarter.

There are currently 140 continuous improvement initiatives underway that will continue to advance the Board's Strategic Priorities.

PURPOSE

To present the Finance Committee and MVRD Board with the Metro Vancouver 2024 Financial Performance Report No. 1, including forecasts to the end of 2024, procurement activity, treasury and continuous improvement reporting.

BACKGROUND

As per the Terms of Reference, the Finance Committee is a standing committee of the Metro Vancouver Board that monitors Metro Vancouver’s financial management, providing advice and recommendations on financial matters, as well as reviewing periodic and annual financial results and providing oversight on the annual audit. The Metro Vancouver 2024 Financial Performance Report No. 1 is the first of three financial performance and forecast reports for 2024, and is intended to support the Finance Committee with their monitoring and oversight role and is focused on the annual forecast and overall financial health of the organization. The report highlights any major risks, opportunities, and seeks to enhance the annual budget process.

HIGHLIGHTS

Operating Results

On a net surplus basis, at this point in the year, it is expected that the year-end operating surplus to budget will be \$9.2 million or 0.8% of the total \$1.2 billion operating budget. This is resulting from anticipated surpluses in Water (\$3.5 million), Liquid Waste (\$1.0 million), Metro Vancouver Housing (\$1.4 million) and Regional District Services (\$5.7 million), primarily due to higher water sales revenues, overall staffing vacancies and less spending on consulting and contracting services from project delays, and lower debt service costs due to less borrowing. These surpluses are offset by projected deficits in Solid Waste (\$2.4 million) due to increased contingency disposal costs.

Water Services

	2024 Budget	Year-end Forecast	Projected Variance
Revenues	\$ 374.5M	\$ 379.2M	\$ 4.7M
Expenditures	374.5M	375.7M	(1.2M)
Surplus (Deficit)	\$ -	\$ 3.5M	\$ 3.5M

For Water Services, the year-end surplus projection for 2024 is \$3.5 million, which is a result of higher than expected revenues of \$4.7 million, primarily due to higher than expected water sales resulting from more year to date water sales and higher than estimated water sales in the peak months due to expected warmer summers. However, the projection for water sales is subject to change based on actual weather patterns. The higher than forecasted revenues are offset by higher than expected expenditures of \$1.2 million primarily due to higher contracting and consulting costs within water supply program.

Liquid Waste Services

	2024 Budget	Year-end Forecast	Projected Variance
Revenues	\$ 485.8M	\$ 483.9M	\$ (1.9M)
Expenditures	485.8M	482.9M	2.9M
Surplus (Deficit)	\$ -	\$ 1.0M	\$ 1.0M

For Liquid Waste Services, the year-end surplus projection for 2024 is \$1.0 million. Revenues are expected to be lower than budget with a shortfall of \$1.9 million primarily due to less than projected DCC reserve usage to fund growth debt servicing as a result of delays in growth projects. With respect to expenditures, Liquid Waste Services is projected to be underspent by \$2.9 million primarily resulting from lower debt service costs related to less borrowing and underspends in operations and maintenance.

Solid Waste Services

	2024 Budget	Year-end Forecast	Projected Variance
Revenues	\$ 142.4M	\$155.7M	\$ 13.3M
Expenditures	142.4M	158.1M	(15.7M)
Surplus (Deficit)	\$ -	\$ (2.4M)	\$ (2.4M)

For Solid Waste Services, the year-end deficit projection for 2024 is \$2.4 million. Although there are higher than expected revenues of \$13.3 million due to more waste flows along with additional commercial organics, this is offset by higher forecasted costs of \$15.7 million, primarily related to increased contingency disposal costs.

Metro Vancouver Housing

	2024 Budget	Year-end Forecast	Projected Variance
Revenues	\$ 60.3M	\$ 61.0M	\$ 0.7M
Expenditures	52.2M	51.5M	0.7M
Surplus (Deficit)	\$ 8.1M	\$ 9.5M	\$ 1.4M

For Metro Vancouver Housing, the year-end surplus projection for 2024 is \$1.4 million, which is a result of higher projected revenues of \$0.7 million related to slightly higher than projected rents and lower than expected expenditures of \$0.7 million related to delays in filling staffing vacancies and spending on material and supplies.

Regional District Services

	2024 Budget	Year-end Forecast	Projected Variance
Revenues	\$ 143.1M	\$ 141.5M	\$ (1.6M)
Expenditures	143.1M	135.8M	7.3M
Surplus (Deficit)	\$ -	\$ 5.7M	\$ 5.7M

For Regional District Services, the year-end surplus projection for 2024 is \$5.7 million. There are slightly lower than forecasted revenues of \$1.6 million primarily due to less reserve usage because of delays to reserve funded projects for Regional Parks and lower than expected permit fee revenues (\$200,000) in the Air Quality and Climate Action Function. Expenditures are expected to be lower than budget by \$7.3 million, which is mostly attributed to delays in filling staffing vacancies across the Regional District Services and litigation delays.

Capital Expenditures Program

At this point in the year, the total forecasted capital spend for 2024 is approximately 75% of the projected \$1.4 billion capital cash flow in the 2024 Budget. This is a higher spend compared to previous years due to the anticipated construction advancement in major projects as they move into the construction phase such as the Annacis Water Supply Tunnel, NSWWTP, Second Narrows Water Supply Tunnel Widgeon Marsh Park Development and Metro Vancouver Housing development projects.

Water Services

	2024 Capital Cash Flow	2024 Forecasted Expenditures	Projected Variance
Water Mains	\$ 312.6M	\$ 256.2M	\$ 56.4M
Pump Stations	46.5M	29.3M	17.2M
Reservoirs	23.9M	23.6M	0.3M
Treatment Plants	25.1M	16.6M	8.5M
Others	16.7M	8.5M	8.2M
Total	\$ 424.8M	\$ 334.2M	\$ 90.6M

Water Services is forecasted to spend \$334.2 million (79%) of the \$424.8 million projected capital cash flow in the 2024 Budget. The ramp up of expected spend is a result of increasing construction activities, for major projects including: Coquitlam Main No. 4, Second Narrows Water Supply Tunnel and Annacis Water Supply Tunnel. In addition, there are construction activities underway for Central Park Main, Kennedy Newton Main and Fleetwood Reservoir which is increasing the forecasted capital spends for 2024.

Liquid Waste Services

	2024 Capital Cash Flow	2024 Forecasted Expenditures	Projected Variance
Collections	\$ 167.9M	\$ 157.2M	\$ 10.7M
Treatment Plants	613.3M	477.4M	135.9M
Total	\$ 781.2M	\$ 634.6M	\$ 146.6M

Liquid Waste Services is forecasted to spend \$634.6 million (81%) of the \$781.2 million projected capital cash flow in the 2024 Budget. Although there are some delays related to the ground improvements work at the NLWWTP, there is an expected increase in forecasted spend in 2024 for Liquid Waste Services primarily due to anticipated construction advancement of the NSWWTP program. In addition, there is construction at Annacis Outfall System, Gilbert Brighthouse Trunk Pressure Sewer Twinning and Burnaby Lake North Interceptor which is expected to increase the confidence in the forecasted spend.

Solid Waste Services

	2024 Capital Cash Flow	2024 Forecasted Expenditures	Projected Variance
Landfills	\$ 3.9M	\$ 1.1M	\$ 2.8M
Recycling and Waste Centres	5.1M	3.8M	1.3M
Waste to Energy Facilities	45.1M	15.1M	30.0M
Total	\$ 54.1M	\$ 20.0M	\$ 34.1M

Solid Waste Services is forecasted to spend \$20.0 million (37%) of the \$54.1 million projected capital cash flow in the 2024 Budget. The forecasted spend is lower than initially projected as a result of longer than expected timelines to initiate construction on various capital projects. Contributing factors include longer than expected timelines to develop municipal agreements for infrastructure projects, additional permitting steps not initially anticipated. A number of projects are near to initiating construction, and as such the expectation is that 2025 capital spends will be more aligned with projections.

Metro Vancouver Housing

	2024 Capital Cash Flow	2024 Forecasted Expenditures	Projected Variance
Development Capital	\$ 108.2M	\$ 72.2M	\$ 36.0M
Building Rehabilitation	23.1M	16.4M	6.7M
Total	\$ 131.3M	\$ 88.6M	\$ 42.7M

Metro Vancouver Housing is forecasted to spend \$88.6 million (67%) of the \$131.3 million capital cash flow in the 2024 Budget. Although there are some delays related to housing developments projected due to delays in permitting and agreements with MVHC’s partners, there is an expected construction ramp up for development projects in the latter part of the year including: Heather Place B, Kingston Gardens and Salal Landing.

Regional Parks

	2024 Capital Cash Flow	2024 Forecasted Expenditures	Projected Variance
Capital Development	\$ 12.0M	\$ 10.8M	\$ 1.2M
Parkland Acquisition	20.0M	20.0M	-
Total	\$ 32.0M	\$ 30.8M	\$ 1.2M

Regional Parks is forecasted to spend \$30.8 million (96%) of the \$32.0 million projected capital cash flow in the 2024 Budget. Capital development expenditures are expected to increase significantly over the summer months with construction on several major projects scheduled to begin, including Baden-Powell Trail Improvements, Campbell Valley Greenway extension, Widgeon Marsh Park Development, and the tæmtæmíxʷtæn/Belcarra South Picnic Area redevelopment.

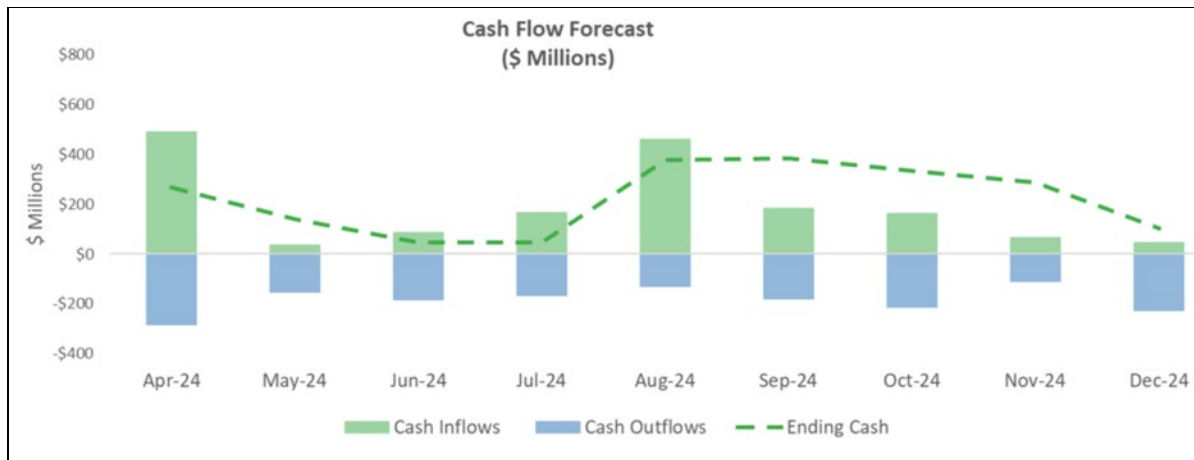
Although timing of expenditures with respect to land acquisition is dependent on availability and market conditions, directed funds are expected to be fully expended by end of the year with several acquisitions in progress.

Treasury Results

As a result of the capital underspends, the total forecasted borrowing for 2024 is \$350 million, which is less than the budgeted \$482 million. Furthermore, the MFA long-term borrowing rate for the 2024 Spring borrowing was 4.4%, which is lower than the Fall 2023 rate of 4.97% indicating a softening in long-term interest rates.

Figure 1 below provides the cash flow forecast for Metro Vancouver from March 2024 to December 2024. Treasury is continuously reviewing cash and reserve balances to ensure adequate liquidity to sustain operations and managing risk while also making efficient use of its cash.

Figure 1. Metro Vancouver Cash Flow Forecast for March – December 2024



The average investment returns as of April 2024 have increased since December 2023, to 5.53% for short-term and 4.17% for long-term. As interest rates are expected to decline, Metro Vancouver’s rate of return is expected to remain favourable because matured investments in 2023 were reinvested with higher yielding products or held in cash to take advantage of high-interest savings account rates. Currently, the total estimated weighted average annualized return is 4.51%.

Procurement

The tables below provide: a) the number of awards of contracts that have been awarded by the Metro Vancouver Board and b) the value of contracts awarded by the Metro Vancouver Board and those that are less than \$5 million (which are not awarded by the Board in accordance with Board approved procurement policies). It is expected that procurement activity will increase with respect to the number of awards as well as the value due to the significant 2024 capital program.

Table 1. Number of Contracts Awarded by the Metro Vancouver Board

Award Type	2024 Q1	2023	2022	2021
MV Board Awarded	4	16	20	25
Less than \$5 Million	10	51	53	51
Total	14	67	73	76

Table 2. Value of Contract Awarded by the Metro Vancouver Board and Those Less Than \$5M

Award Type	2024 Q1	2023	2022	2021
MV Board Awarded	\$ 72,134,299	\$465,895,019	\$434,664,449	\$798,139,628
Less than \$5 Million	\$ 17,234,419	\$71,980,936	\$ 89,019,028	\$ 92,545,559
Total	\$ 89,368,718	\$537,875,955	\$523,683,477	\$890,685,187

Continuous Improvement

There are currently 140 continuous improvement projects underway across the organization. Continuous improvement is a core value for the organization and is intended to enhance efficiencies and deliver better service internally and externally. The table below highlights completed continuous improvement projects and how they align with Board priorities.

Table 3. Select Completed Continuous Improvement Projects and Alignment with Board Strategic Plan

Highlighted Select Completed Continuous Improvement Projects			
Department/ Project Title	Board Priority	Description	Outcomes
Liquid Waste: LIWWTP Renewable Natural Gas	<ul style="list-style-type: none"> Financial Sustainability & Affordability Climate Action 	Process to upgrade digester gas to renewable natural gas for sale to Fortis BC	<ul style="list-style-type: none"> New GVS&DD revenue stream Renewable natural gas available for decarbonization for Fortis customers Estimated \$0.9 M annual income; 2,200 tonnes of GHG reduction
Liquid Waste: LIWWTP Digestion Optimization- Phase 1 Testing	<ul style="list-style-type: none"> Financial Sustainability & Affordability Climate Action 	Platform for testing alternative sludge treatment approaches	<ul style="list-style-type: none"> Intensification tests indicate existing digesters can serve larger populations to defer costly capacity expansions. Future tests will evaluate ways to increase production of low-carbon biofuels.
Invest Vancouver: Collaboration	<ul style="list-style-type: none"> Resilient Services & Infrastructure 	Partner collaboration	<ul style="list-style-type: none"> Identified synergies with partners to help promote the region and attract foreign direct investment
Liquid Waste: Flush Truck	<ul style="list-style-type: none"> Financial Sustainability & Affordability 	New recycling technology	<ul style="list-style-type: none"> Reduce water consumption, labour, fuel, and disposal costs resulting in estimated \$0.3M annual savings

Appendix 1 provides more detailed information on Metro Vancouver’s financial performance.

ALTERNATIVES

This report is provided for information; no alternatives are presented.

FINANCIAL IMPLICATIONS

The Metro Vancouver 2024 Financial Performance Report No. 1 indicates that Metro Vancouver anticipating an operating surplus to budget of \$9.2 million for 2024 and a capital spend approximately 75% of the \$1.4 billion approved capital cash flow in the 2024 Budget. Staff will continue to monitor the financial performance including reporting on treasury, procurement and continuous improvement on monthly basis and report back to the Finance Committee and Board in 2024 in Quarter 3 and Quarter 4.

CONCLUSION

This report provides the first report for 2024 on the financial performance of Metro Vancouver. It is forecasted that Metro Vancouver will have a \$9.2 million operating surplus to budget for 2024. Staff will continue to monitor the financial performance including reporting on treasury, procurement and continuous improvement on monthly basis and report back to the Finance Committee in 2024 in Quarter 3 and Quarter 4.

ATTACHMENTS

1. Metro Vancouver 2024 Financial Performance Report No. 1

METRO VANCOUVER 2024 FINANCIAL PERFORMANCE REPORT No. 1

Estimated Financial Forecast to December 31, 2024







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INTRODUCTION

This report presents first of three Financial Performance Reports for fiscal 2024. This report combines the financial performance and annual forecast information of Metro Vancouver’s four legal entities: Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District, Metro Vancouver Housing Corporation, and Metro Vancouver Regional District.

FINANCIAL PERFORMANCE AT A GLANCE

	Trend	Commentary
Operating Results		For the four months ended April 30, 2024, operating results indicate a surplus of \$23.2M. Operating expenditures are at 92% of the year-to-date (YTD) expected budget or 25% of the annual budget (\$298.5M out of \$1.2B). YTD revenues are slightly lower than budget by \$2.8M (1.9% of YTD budget). As approved budgeted spending and projects ramp up throughout the remainder of the year, the projected year-end operating surplus to budget is \$9.2M (0.8% out of \$1.2B). This surplus is mainly driven from higher than anticipated revenues of \$15.2M, primarily due to higher water sales and tipping fees, offset by \$6.0M higher expenditures, largely from projected increased contingency disposal costs in Solid Waste, offset by overall less spending on consulting and contracting services from project delays, and lower debt service costs due to less borrowing.
Capital Expenditures		Capital expenditures as of April 30, 2024 are \$131.3M or 10% of total planned spending of \$1.4B annual capital cash flow. However, by year-end, capital expenditures are projected to be approximately 75% of the total \$1.4B annual capital cash flow. A significant ramp up in construction and related spending is expected for the major projects moving into construction phases, such as the Annacis Water Supply Tunnel, NSWWTP, Second Narrows Water Supply Tunnel, Widgeon Marsh Park Development and Metro Vancouver Housing development projects (Heather Place B, Kingston Gardens and Salal Landing).
Awarded Procurement		4 awards were approved by the Board with a value of \$72.1M, which is 81% of the total value of awarded contracts in the first quarter.
Cash Flow Scenarios		Projected annual cash balance remains positive, however indicates a decline in cash due to less borrowing and lower capital spending than targeted.
Investments		The latest report on investments indicated an estimated weighted average annualized return of 4.46%.
Financial Indicators		The ratios indicate a sufficient position to pay off current liabilities and debt servicing is less than budgeted.

OPERATING RESULTS

Overall Operating Surplus to Budget

As of April 30, 2024, Metro Vancouver’s year-to-date operating surplus to budget is at \$23.2 million. As the year progresses and approved budgeted spending ramps up, the projected year-end surplus to budget is \$9.2 million (0.8% of the \$1.2 billion budget) by the end of the year. This resulting from anticipated year-end surpluses in Water Services (\$3.5 million), Liquid Waste Services (\$1.0 million), Housing (\$1.4 million) and Regional District Services (\$5.7 million) primarily due to higher water sales revenues, overall staffing vacancies and less spending on consulting and contracting services from project delays, and lower debt service costs due to less borrowing. These surpluses are offset by a projected deficit in Solid Waste Services (\$2.4 million) due to increased contingency disposal costs.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Water District	\$ -	\$ 3,474,031	\$ 3,474,031	\$ (5,477,234)	\$ 185,426	\$ 5,662,660
Greater Vancouver Sewerage						
Liquid Waste Services	-	1,010,594	1,010,594	(126,190,525)	(116,164,033)	10,026,492
Solid Waste Services	-	(2,377,054)	(2,377,054)	2,420,108	2,399,548	(20,560)
Metro Vancouver Housing Corporation	8,053,663	9,473,139	1,419,476	455,233	3,671,790	3,216,557
Metro Vancouver Regional District	-	5,679,351	5,679,351	(40,348,150)	(36,074,841)	4,273,309
	<u>\$ 8,053,663</u>	<u>\$ 17,260,061</u>	<u>\$ 9,206,398</u>	<u>\$(169,140,568)</u>	<u>\$(145,982,110)</u>	<u>\$ 23,158,458</u>

Key drivers related to the surpluses are highlighted in the following schedules.

Operating Budget Summary

Metro Vancouver Operating Budget Summary Four Months Ended April 30, 2024							
	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	% Actuals to YTD Budget	Year-to-date Variance
REVENUES							
Key Service Revenues							
Water Sales	\$ 367,535,244	\$ 372,735,244	\$ 5,200,000	\$ 81,102,155	\$ 82,734,559	102%	\$ 1,632,404
Liquid Waste Services Levy	389,498,103	389,498,103	-	-	-	0%	-
Solid Waste Tipping Fees	132,115,288	145,172,977	13,057,689	44,038,416	45,758,511	104%	1,720,095
Metro Vancouver Regional District Requisitions	113,604,713	113,178,691	(426,022)	-	-	0%	-
Housing Rents	45,207,881	45,493,252	285,371	15,069,328	15,169,095	101%	99,767
	<u>1,047,961,229</u>	<u>1,066,078,267</u>	<u>18,117,038</u>	<u>140,209,899</u>	<u>143,662,165</u>	<u>102%</u>	<u>3,452,266</u>
Other Revenues	49,122,537	50,164,322	1,041,785	9,821,359	7,030,643	72%	(2,790,716)
Reserve Transfers	109,028,342	105,076,998	(3,951,344)	5,388,796	1,835,074	34%	(3,553,722)
TOTAL REVENUES	\$ 1,206,112,108	\$ 1,221,319,587	\$ 15,207,479	\$ 155,420,054	\$ 152,527,883	98%	\$ (2,892,171)
EXPENDITURES							
Greater Vancouver Water District	\$ 374,463,930	\$ 375,685,829	\$ (1,221,899)	\$ 87,563,961	\$ 83,367,508	95%	\$ 4,196,453
Greater Vancouver Sewerage and Drainage District							
Liquid Waste Services	485,831,252	482,928,102	2,903,150	128,645,561	118,389,535	92%	10,256,026
Solid Waste Services	142,411,329	158,116,072	(15,704,743)	45,050,320	44,079,380	98%	970,940
Metro Vancouver Housing Corporation	52,266,690	51,523,630	743,060	18,238,651	12,796,755	70%	5,441,896
Metro Vancouver Regional District							
Regional Parks	85,683,837	81,042,058	4,641,779	27,757,591	25,276,624	91%	2,480,967
Air Quality	16,113,207	15,295,686	817,521	4,822,601	4,214,287	87%	608,314
Other Regional Services	41,288,200	39,468,149	1,820,051	12,481,937	10,385,905	83%	2,096,032
TOTAL EXPENDITURES	\$ 1,198,058,445	\$ 1,204,059,526	\$ (6,001,081)	\$ 324,560,622	\$ 298,509,993	92%	\$ 26,050,629
SURPLUS (DEFICIT)	\$ 8,053,663	\$ 17,260,061	\$ 9,206,398	\$ (169,140,568)	\$ (145,982,110)		\$ 23,158,458

- Overall revenues at April 30, 2024 are lower than budget by \$2.8M (1.9% of YTD budget) due to lower energy revenues and other revenues. The reduction is anticipated to be temporary and is offset by higher than anticipated system waste flows and higher water consumption. Reserve transfers for funding Housing and Parks capital replacement and maintenance programs were \$3.6M lower than anticipated due to seasonality of the projects and will be on budget by end of the year. It is anticipated that the trend for higher system waste flows and water consumption will continue and overall revenues are projected to be \$15.2M higher than budget.
- Overall expenditures at April 30, 2024, are at 92% of the year-to-date expected budget or 25% of the annual budget (\$298.5M out of \$1.2B). Key factors contributing to lower expenditures than budget include staff vacancies, deferred operating projects, and seasonality of expenditures. As the year progresses, it is anticipated that landfill costs and operations and maintenance program costs will be higher than budget. This variance is mitigated by lower than anticipated debt service costs. By year-end, overall expenditures are projected to be over budget by \$6M or 0.50% of annual budget.
- Based on current forecasts, the year-end surplus to budget is projected to be \$9.2M (0.8% of the \$1.2 billion budget) higher than budget.

Operating Surplus Analysis by Entity

Four Months Ended April 30, 2024

Water Services had a YTD surplus of \$5.7M with a projected surplus of \$3.5M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Water District						
Revenues	\$ 374,463,930	\$ 379,159,860	\$ 4,695,930	\$ 82,086,727	\$ 83,552,934	\$ 1,466,207
Expenditures	374,463,930	375,685,829	(1,221,899)	87,563,961	83,367,508	4,196,453
Surplus (Deficit)	\$ -	\$ 3,474,031	\$ 3,474,031	\$ (5,477,234)	\$ 185,426	\$ 5,662,660

- Water sales are currently \$1.6M higher than budget and are projected to exceed budget by \$5.2M by year-end as the higher trend is expected to continue throughout the summer months. However, the projection for water sales is subject to change based on actual weather patterns for the remainder of the year. Higher water sales are expected to be offset by lower reserve revenues by close to \$500K, leading to a net projected revenue surplus by year-end of \$4.7M. The \$500K under for reserves is largely tied to less projected reserve usage than planned due to delayed projects and related underspends.
- Year-to-date expenditures are \$4.2M below budget, primarily in the operations and maintenance program of \$1.9M, policy and planning project work of \$0.7M, and other operating programs of \$1.6M.
- Expenditure projections to indicate \$1.2M over budget by year-end, largely in the operations and maintenance program (contracting, consulting and professional) of \$3M and minor capital work of \$1M. This is offset by lower than expected debt servicing costs of \$1.2M and approximately \$1.6M lower expenditures in several other operating and allocated programs, largely due to vacancies where position recruitments are underway and in consulting due to delays in project work.

Liquid Waste Services had a YTD surplus of \$10M with a projected surplus of \$1M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Sewerage and Drainage District						
Liquid Waste Services						
Revenues	\$ 485,831,252	\$ 483,938,696	\$ (1,892,556)	\$ 2,455,036	\$ 2,225,502	\$ (229,534)
Expenditures	485,831,252	482,928,102	2,903,150	128,645,561	118,389,535	10,256,026
Surplus (Deficit)	\$ -	\$ 1,010,594	\$ 1,010,594	\$ (126,190,525)	\$ (116,164,033)	\$ 10,026,492

- Year-to-date revenues are in a slight budget shortfall of \$0.2M primarily due to the delayed receipt of user fees. By year end, revenues are expected to be lower than budget with a shortfall of \$1.9 million primarily due to less than projected DCC reserve usage to fund growth debt servicing as a result of delays in growth projects.
- Year-to-date expenditures are \$10.3M lower than budget primarily related to deferred or delayed operating costs (such as contract, consulting, professional and salary underspends due to staff vacancies currently being recruited) in a number of core programs, such as operations and maintenance (\$6.9M), Environmental Management Quality Control (\$1.0M), Project Delivery and allocated costs (\$1.2M) and Policy and Planning (\$1.2M).

- Overall expenditures by year-end are projected \$2.9M lower than budget primarily from lower debt service costs related to less borrowing and underspends in operations and maintenance.
- With projected underspend of \$2.9M in expenditures and slight shortfall in revenue of \$1.9M, the overall year-end forecasted surplus is \$1.0M.

Solid Waste Services was on budget at April 30, with a projected deficit of \$2.4M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Greater Vancouver Sewerage and Drainage District						
Solid Waste Services						
Revenues	\$ 142,411,329	\$ 155,739,018	\$ 13,327,689	\$ 47,470,428	\$ 46,478,929	\$ (991,499)
Expenditures	142,411,329	158,116,072	(15,704,743)	45,050,320	44,079,380	970,940
Surplus (Deficit)	\$ -	\$ (2,377,054)	\$ (2,377,054)	\$ 2,420,108	\$ 2,399,548	\$ (20,560)

- Revenues were \$1M under budget driven primarily by equipment failure at the Waste-to-Energy facility. It is anticipated that the claim from business interruption will be resolved by the end of the year. This was offset by lower contracted costs at the Waste-to-Energy facility as it relates to this energy conversion program.
- Economic recovery and regional growth following the pandemic continues to contribute to an expectation of increases in waste quantities in 2024. As a result, higher waste flows along with additional commercial organics are expected to drive tipping fees revenues \$13.3M greater than budget.
- Expenditures by year-end are projected to be higher by \$15.7M mainly due to increased contingency disposal, offset by lower contracted services costs at the Waste-to-Energy Facility, deferral of alternative fuel pilot project costs, and timing of capital expenditures resulting in lower debt costs.

The **Metro Vancouver Housing Corporation** had a YTD surplus of \$3.2M with a projected surplus of \$1.4M by year-end.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Housing Corporation						
Revenues	\$ 60,320,353	\$ 60,996,769	\$ 676,416	\$ 18,693,884	\$ 16,468,545	\$ (2,225,339)
Expenditures	52,266,690	51,523,630	743,060	18,238,651	12,796,755	5,441,896
Surplus (Deficit)	\$ 8,053,663	\$ 9,473,139	\$ 1,419,476	\$ 455,233	\$ 3,671,790	\$ 3,216,557

- For the first four months, revenues were \$2.2M lower than anticipated due to reduced reserve transfers for funding Housing capital replacement and maintenance programs as a result of seasonality of the projects. By year-end, it is anticipated that revenues will be \$0.7M higher than projected, largely from slightly higher rental income.
- Year-to-date expenditures were lower than anticipated by \$5.4M due to delays in maintenance activities and capital replacement and maintenance projects. The expectation is to complete the planned work by the end of 2024.
- The projected year-end net operating surplus to budget of \$1.4M is due to salary vacancies during the first four months and higher than anticipated housing mortgage subsidies.

Metro Vancouver Regional District

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Regional District						
Regional Parks						
Revenues	\$ 85,683,837	\$ 84,653,837	\$ (1,030,000)	\$ 3,278,719	\$ 1,558,047	\$ (1,720,672)
Expenditures	85,683,837	81,042,058	4,641,779	27,757,591	25,276,624	2,480,967
Surplus (Deficit)	\$ -	\$ 3,611,779	\$ 3,611,779	\$ (24,478,872)	\$ (23,718,577)	\$ 760,295

Regional Parks had a YTD surplus of \$0.76M with a projected surplus of \$3.6M by year-end.

- Year-to-date revenues were under budget by \$1.72M largely due to less reserve usage due to delays to reserve-funded projects in the capital maintenance program. These are anticipated to be largely on target by end of the year.
- Year-to-date expenditures for the Parks were \$2.48M lower than budget largely due to delayed capital maintenance underspend which will take place in Q2 and Q3, and an underspend in centralized administration costs.
- By year end, overall expenditures are expected to be under budget by \$4.6M as a result of a deferred budget allotment for ongoing litigation with Kwikwəłəm (Kwikwetlem First Nation) and implementation of compensation funds related to the Trans Mountain Expansion Project, staff vacancies, and a deferred capital maintenance spend.

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Regional District						
Air Quality						
Revenues	\$ 16,113,207	\$ 15,913,207	\$ (200,000)	\$ 989,200	\$ 1,342,834	\$ 353,634
Expenditures	16,113,207	15,295,686	817,521	4,822,601	4,214,287	608,314
Surplus (Deficit)	\$ -	\$ 617,521	\$ 617,521	\$ (3,833,401)	\$ (2,871,453)	\$ 961,948

Air Quality had a YTD surplus of \$0.96M with a projected surplus of \$0.62M by year-end.

- Year-to-date revenues are slightly higher than budget by \$0.35M, largely from the timing of receipt of grant revenues; however, by year-end revenues are projected to have a slight shortfall of \$0.20M due to lower than expected permit fee revenues.
- Year-to-date expenditures were \$0.61M lower than budget primarily due to labour underspends from position vacancies and delayed project consulting work in the first quarter. By year-end, expenditures are projected to be lower than budget by \$0.82M largely from labour underspends due to vacancies (\$0.43M) and underspends for project consulting (\$0.39M).

	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actual	Year-to-date Variance
Metro Vancouver Regional District						
Other Regional Services						
Revenues	\$ 41,288,200	\$ 40,918,200	\$ (370,000)	\$ 446,060	\$ 901,094	\$ 455,034
Expenditures	41,288,200	39,468,149	1,820,051	12,481,937	10,385,905	2,096,032
Surplus (Deficit)	\$ -	\$ 1,450,051	\$ 1,450,051	\$ (12,035,877)	\$ (9,484,811)	\$ 2,551,066

Other Regional Services had a YTD surplus of \$2.6M with a projected surplus of \$1.5M by year-end.

- Overall year-to-date expenditures for Regional Services were \$2.1M lower than budget largely due to lower salary costs from staff vacancies, less spending in consulting and contract services from projects delays than anticipated in the budget.
- By year end, overall expenditures are expected to continue to be under budget by \$1.8M largely due to staff vacancies, timing of hiring for vacant positions, and deferred projects. Revenues are projected to be under budget by \$0.3M primarily due to lower reserve funding for deferred projects, resulting in a projected year-end surplus of \$1.5M.

Other Revenues (supplementary information to Operating Budget Summary)

Metro Vancouver Other Revenues Four Months Ended April 30, 2024							
	Annual Budget	Year-end Forecast	Projected Variance	Year-to-date Budget	Year-to-date Actuals	% Actuals to YTD Budget	Year-to-date Variance
Variable Service Revenues:							
Other External Revenues	\$ 15,231,044	\$ 15,766,616	\$ 535,572	\$ 4,075,505	\$ 3,359,872	82%	\$ (715,633)
Liquid Waste Industrial Charges	13,169,057	13,169,057	-	-	324,074	0%	324,074
User Fees	9,289,531	9,102,249	(187,282)	2,526,482	1,796,691	71%	(729,791)
Energy Sales	6,254,000	6,254,000	-	2,084,668	-	0%	(2,084,668)
Non-Road Diesel Permit Fees	1,316,250	1,316,250	-	526,700	683,928	130%	157,228
Love Food Hate Waste	375,000	375,000	-	125,000	413,070	330%	288,070
Zero Waste Conference	260,000	260,000	-	65,000	-	0%	(65,000)
	45,894,882	46,243,172	348,290	9,403,355	6,577,635	70%	(2,825,720)
Key Service Supplemental Revenues:							
Housing Mortgage Subsidies	1,254,012	1,521,485	267,473	418,004	453,008	108%	35,004
Collective Bargaining Services Revenue	1,061,436	1,061,436	-	-	-	0%	-
Compensation Services Revenue	598,160	598,160	-	-	-	0%	-
Electoral Area Requisition	433,645	433,645	-	-	-	0%	-
Regional Global Positioning System User Fees	306,424	306,424	-	-	-	0%	-
	3,653,677	3,921,150	267,473	418,004	453,008	108%	35,004
Total Other Revenues	\$ 49,548,559	\$ 50,164,322	\$ 615,763	\$ 9,821,359	\$ 7,030,643	72%	\$ (2,790,716)

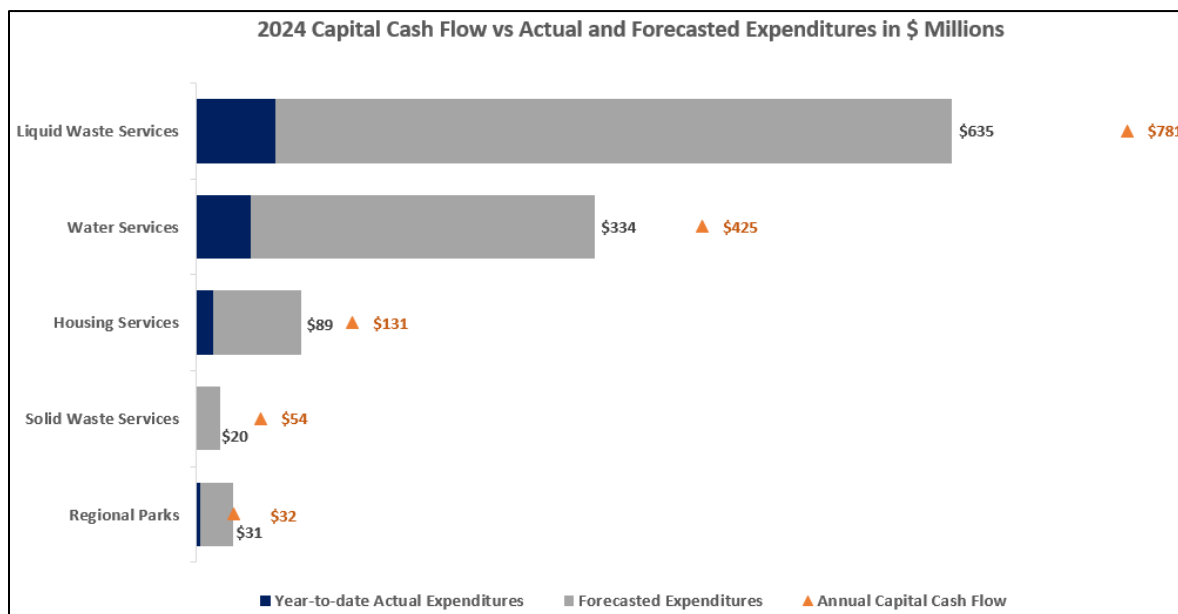
- Other revenues consist of liquid waste industrial charges, user fees, energy sales, permit fees, housing mortgage subsidies, and external revenues. External revenues comprise of leases, grants, and other variable service revenues that tend to fluctuate month over month.
- At April 30, 2024, energy sales were under budget by \$2.1M largely from equipment failure and claim for business interruption insurance for Solid Waste. It is anticipated that the claim will be resolved by end of the year. Revenues are also \$700K lower than budget related to sundry revenues from Solid Waste transfer stations, parking revenue from Parks Central Area, and lease revenue for Water. The variance is expected to be temporary, and revenues are expected to be on budget by end of the year
- Despite the temporary downward trend at April 30, overall other revenues are projected to be \$616K higher than budget by end of the year. This increase is driven by higher than anticipated housing mortgage subsidies, housing facility revenues, with a slight reduction in Air Quality permit fees due to fewer applications.

CAPITAL PROGRAM

Overall Capital Expenditures

At end of April 2024, capital expenditures are \$131.3M, or 10% of the annual cash flows. Significant spending is expected in Liquid Waste and Water Services, nearly 85% of the total cash flows of \$1.4B. By year end, capital expenditures are projected to be approximately 75% of the annual cash flows. This is a higher spend compared to previous years due to the anticipated construction advancement in major projects as they move into the construction phase.

Capital Expenditure at a Glance



Capital Expenditure Summary

Metro Vancouver						
2024 Capital Spending Summary						
For the 4 months ended April 30, 2024						
	Annual Capital Cash Flow	Year-to-date Actual Expenditures	Forecasted Expenditures	Forecasted Expenditures of Annual Cash Flow (%)	Forecasted Expenditures Variance from Annual Cash Flow (\$)	Forecasted Expenditures Variance from Annual Cash Flow (%)
Housing Services						
Development Capital	108,200,000	12,020,047	72,172,412	66.7%	36,027,588	33.3%
Building Rehabilitation	23,134,400	2,194,221	16,467,767	71.2%	6,666,633	28.8%
	131,334,400	14,214,267	88,640,179	67.5%	42,694,221	32.5%
Liquid Waste Services						
Collections	167,942,000	20,866,433	157,160,136	93.6%	10,781,864	6.4%
Treatment Plants	613,292,000	45,542,510	477,425,264	77.8%	135,866,736	22.2%
	781,234,000	66,408,943	634,585,400	81.2%	146,648,600	18.8%
Regional Parks						
Capital Development	11,970,000	1,035,171	10,773,000	90.0%	1,197,000	10.0%
Parkland Acquisition Fund Projects	20,000,000	2,691,800	20,000,000	100.0%	-	0.0%
	31,970,000	3,726,971	30,773,000	96.3%	1,197,000	3.7%
Solid Waste Services						
Landfills	3,850,000	11,442	1,100,000	28.6%	2,750,000	71.4%
Recycling and Waste Centres	5,100,000	410,319	3,800,000	74.5%	1,300,000	25.5%
Waste To Energy Facilities	45,150,000	466,106	15,100,000	33.4%	30,050,000	66.6%
	54,100,000	887,867	20,000,000	37.0%	34,100,000	63.0%
Water Services						
Water Mains	312,615,000	31,862,151	256,240,640	82.0%	56,374,360	18.0%
Pump Stations	46,500,000	5,861,192	29,250,000	62.9%	17,250,000	37.1%
Reservoirs	23,890,000	3,777,474	23,580,000	98.7%	310,000	1.3%
Treatment Plants	25,150,000	3,654,501	16,644,273	66.2%	8,505,727	33.8%
Others	16,700,000	871,392	8,500,000	50.9%	8,200,000	49.1%
	424,855,000	46,026,709	334,214,913	78.7%	90,640,087	21.3%
Total	1,423,493,400	131,264,756	1,108,213,492	77.9%	315,279,908	22.1%

Metro Vancouver Housing (MVHC)

Year-to-date capital expenditures are \$14.2M and are forecasted at \$88.6M (67%) by year-end.

- Although there are currently some in permitting and agreements with MVHC’s partners, there is an expected construction ramp up for development projects in the latter part of the year including: Heather Place B, Kingston Gardens, and Salal Landing.

Liquid Waste Services

Year-to-date capital expenditures are \$66.4M with a forecasted spend of \$634.6M by year-end.

- Although there are some delays anticipated for ground improvement works at NLWWTP, design delays at Annacis WWTP (Stage 5 Expansion), and delays in projects starts for Glenbrook Trunk Kingsway Section, Glenbrook Trunk CSO Gates, North Road Trunk Sewer, and AIWWTP Trickling Filter Rehab, there is an expected increase in construction advancement in major projects as, including the NSWWTP project, Iona WWTP, Annacis Outfall System, Gilbert Brighthouse Trunk Pressure Sewer Twinning and Burnaby Lake North Interceptor.

Regional Parks

Year-to-date capital expenditures are \$3.7M and are forecasted at \$30.8M by year end.

- Construction on several major projects is scheduled increase significantly over the summer months with construction on several major projects scheduled to begin, including the Pacific Spirit Regional Park Service Yard replacement, Baden-Powell Trail Improvements, Campbell Valley Greenway extension and Staging area improvements, Widgeon Marsh Phase 1 Park Development, and the Belcarra South Picnic Area redevelopment. Although timing of expenditures with respect to land acquisition is dependent on availability and market conditions, directed funds are expected to be fully expended by end of the year with several acquisitions in progress.

Solid Waste Services

Year-to-date capital expenditures are \$888K and are forecasted at \$20.0M by year-end.

- Delays in spending for 2024 were related to delays in contractor lead projects, delays in expenditure authorizations for contractors, additional permitting steps not initially anticipated, and longer than expected timelines to develop municipal agreements for infrastructure development.

Water Services

Year-to-date capital expenditures \$46M and forecasted at \$334.2M by year-end.

- The ramp up of expected spend is a result of increasing construction and procurement activities for major project including Coquitlam Main No. 4, Second Narrows Water Supply Tunnel and Annacis Water Supply Tunnel. In addition, construction activities are underway for Central Park Main, Kennedy Newton Main, and Fleetwood Reservoir, which is increasing the forecasted capital spends for 2024.

The following schedules provide detailed information on the capital expenditures by project against annual capital cash flow *as of April 30, 2024*.

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	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Housing Services		
Housing Development - Heather Place - Building B	\$ 19,000,000	\$ 5,279,192
Housing Development - Heather Place - Building C	970,500	4,164
Housing Development - Heron's Nest	25,000,000	153,388
Housing Development - Kingston Gardens - Phase 1	14,000,000	2,189,738
Housing Development - Malaspina	2,000,000	226,940
Housing Development - Projects in Planning	787,010	-
Housing Development - Riverside Drive	742,490	8,180
Housing Development - Salal Landing	15,700,000	2,589,359
Housing Development - The Connection	20,000,000	1,131,944
Housing Development - The Steller	10,000,000	437,142
Development Capital	108,200,000	12,020,047
Housing Development - Crown Manor	350,000	448
Housing Development - Le Chateau Place	846,400	4,908
Housing Development - Manor House	11,000,000	2,188,865
Housing Development - Minato West	5,888,000	-
Housing Development - Somerset Gardens	50,000	-
Housing Development - Strathearn Court	5,000,000	-
Building Rehabilitation	23,134,400	2,194,221
	\$ 131,334,400	\$ 14,214,267

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Liquid Waste Services	Annual	Year-to-date Actual
	Capital Cash Flow	Expenditures
Albert Street Trunk Sewer	\$ 450,000	\$ 11,557
Burnaby Lake North Interceptor Cariboo Section	50,000	-
Burnaby Lake North Interceptor Winston Section	23,890,000	598,025
Burnaby South Slope Interceptor West Branch Extension	200,000	-
Cloverdale Pump Station Capacity Upgrade	370,000	122,933
Cloverdale Trunk Sewer Capacity Upgrade	450,000	66,228
Combined Sewer Overflow Sampling Station Enhancements	400,000	96,557
Drainage - Port Moody Storm Drain Rehabilitation	400,000	7,260
Drainage - Still Creek Culvert Rehabilitation (Gilmore section)	100,000	-
EMQC-Chemistry Laboratory	400,000	18,723
Fraser Sewerage Area Integrated Resource Recovery (IRR) Study	250,000	(6,091)
Front Street Pressure Sewer Access Hatches Reinforcement	1,700,000	358,624
FSA Flow Metering Program	620,000	88,399
FSA River Crossing Scour Protection Program - Phase 1	450,000	9,592
FSA Sewer Relocations and Protections	500,000	-
FSA Statutory Right of Way Acquisitions Phase 1	5,350,000	96,362
Gilbert/Brighthouse Trunk Pressure Sewer Twinning Phase 2	1,541,000	1,149,573
Gilbert/Brighthouse Trunk Pressure Sewer Twinning Phase 3	18,000,000	2,970,709
Gilbert/Brighthouse Trunk Pressure Sewer Twinning Phase 4	18,550,000	5,621,368
Glenbrook Combined Trunk Kingsway Sanitary Section	5,200,000	81,628
Glenbrook CSO Gate Replacement	3,780,000	151,389
Gleneagles Forcemain Replacement Phase 2	2,130,000	50,940
Gleneagles Pump Stations Improvements	6,400,000	3,040,707
Harbour Pump Station Discharge Header Repair and Valve Replacements	4,273,000	54,704
Harbour Pump Station Power Distribution Equipment Replacement	2,107,000	68,120
Harbour Sewerage Pump Station (HRB) - Suction Piping Replacement	200,000	-
Highbury Interceptor Diversion Junction Chamber Wall Rehabilitation	350,000	11,883
Jervis Pump Station 25kV Voltage Conversion	990,000	68,833
Jervis Sewerage Pump Station (JRV) - Suction Piping Replacement and Wet Well Modifications	200,000	-
Kent Pump Station High Voltage Switchgear Replacement	1,030,000	85,354
LSA Flow Metering Program	50,000	(10,831)
Marshend Pump Station Capacity Upgrade	700,000	33,379
New West Interceptor - Annacis Section 2	1,320,000	199,931
New West Interceptor Grit Chamber	400,000	-
New Westminster Interceptor Annacis Channel Crossing Scour Protection	500,000	-
New Westminster Interceptor Repair Columbia St. Section	200,000	97,516
New Westminster Interceptor West Branch and Columbia Extension Rehabilitation	1,135,000	210,252
North Road Trunk Sewer	1,280,000	19,663
North Road Trunk Sewer Phase 2	4,100,000	191,670
North Surrey Interceptor - Port Mann Section - Odour Control	750,000	13,832
North Surrey Interceptor Manson, Roebuck Road and Port Mann Sections	500,000	-
North Surrey Interceptor River Crossings	1,450,000	-
North Surrey Interceptor Roebuck Section Replacement	2,500,000	336,252
NSA Flow Metering Program	55,000	62,126
NSA Scour Protection Upgrades	200,000	46,680
NSI Flow Management	3,250,000	202,993
NSI Rehab or Replacement	1,270,000	187,603
NWP Dip Replacement	1,000,000	-
Ocean Park Trunk Manholes Lining	50,000	-
Ocean Park Trunk Sewer - Air Management Facility	1,340,000	8,837
Other - Sewer Heat Projects	2,400,000	-
Port Coquitlam Pump Station Refurbishment	500,000	118,449
Port Moody Pump Station Capacity Upgrade	230,000	4,778
Port Moody South Interceptor Capacity Upgrade	50,000	-
Production Way Facility Access and Parking Improvements	4,600,000	140
Production Way Operation Centre	2,300,000	153,335
Royal Ave PS Rehabilitation	1,430,000	66,569

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	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Liquid Waste Services		
Sapperton Pump Station	520,000	190,802
Sapperton Pump Station Emergency Backup Power	1,725,000	34,214
Sewer Heat Projects - Surrey	1,400,000	-
South Surrey Interceptor Delta Section (SSD) Rehabilitation	1,400,000	70,023
South Surrey Interceptor Johnston Section	1,180,000	1,529,841
South Surrey Interceptor Rehabilitation-Scott Road Section	500,000	-
SSI Influent Control Chamber Repair and Replace Gates	60,000	1,865
SSI Sulfide Odour and Corrosion Control	5,700,000	39,569
Stoney Creek Sanitary Trunk	682,000	73,161
Surrey Corrosion Control Facility Replacement	125,000	25,314
VSA Emergency Backup Power	3,850,000	706,520
VSA Flow Metering Program	530,000	101,406
VSA Grit Chamber Access Improvements Spanish Banks	100,000	-
VSA Sewer Relocations and Protections	200,000	9,491
VSA Statutory Right of Way Acquisitions 2024-2026	8,500,000	-
Westridge FM Replacement	5,099,000	76,556
Westridge Pump Stations 1 & 2 Refurbishment	1,380,000	294,603
White Rock Forcemain Rehabilitation	1,100,000	129,565
Other projects	-	816,951
Collections	167,942,000	20,866,433
AIWWTP Ammonia Removal – Sidestream	200,000	106,080
AIWWTP Centrifuge Schwing HPU replacement	170,000	-
AIWWTP Chemical Lab UPS System Replacement	150,000	210,345
AIWWTP Cogeneration Backup Power	400,000	65,237
AIWWTP Cogeneration Backup Power 69 kV Substation Modifications	100,000	13,881
AIWWTP Digester No. 5	500,000	22,313
AIWWTP Electrical Distribution System Protection Control and Monitoring	200,000	240,564
AIWWTP Hydrothermal Processing Pilot	8,550,000	2,014,020
AIWWTP ICS Replacement Program	1,400,000	85,713
AIWWTP Influent System Remediation	250,000	655,722
AIWWTP IPS Gates Replacements	75,000	-
AIWWTP IPS Pump Building Roof Replacement Phase 2	100,000	5,098
AIWWTP Lubrication Storage Facility Conversion	500,000	-
AIWWTP O&M Building Refurbishment	100,000	-
AIWWTP PWD line refurbishment/replacement	250,000	-
AIWWTP Replacement of Protective Relays	50,000	34,444
AIWWTP Scheduled 64kV Potential & Current Transformer Replacements	50,000	-
AIWWTP SCL Flow Balancing	50,000	-
AIWWTP SCL Flow Control	700,000	28,090
AIWWTP SCL Flow Leveling Phase 2	700,000	29,251
AIWWTP Scum Pump Replacement	200,000	-
AIWWTP Sludge Control Building Electrical Room HVAC upgrade	425,000	48,780
AIWWTP Stage 5 Expansion Phase 2	1,000,000	65,823
AIWWTP Stage 5 Expansion Phase 2 - PDE	40,780,000	1,649,744
AIWWTP Stage 5 Expansion Phase 2b	21,000,000	1,860,865
AIWWTP Station Battery Replacement - PHASE 2	50,000	19,008
AIWWTP Trickling Filter Media & Distributor Arms & Ducting Replacement	5,485,000	962,979
AIWWTP UPS Condition Monitoring System	50,000	-
All WWTPs Power Quality Monitoring & Outage Alarming Network	50,000	2,541
Annacis Influent System Surge Control Refurbishment	2,100,000	220,737
Annacis MCC 80 051, 80 070, 80 071 Replacement	50,000	3,973
Annacis Outfall System	11,500,000	2,503,085
Biosolids Dryer	500,000	118,258
Golden Ears Forcemain and River Crossing	160,000	2,399,935
Golden Ears Pump Station	123,000	477,249
IWWTP - Biogas Lines Relocation	50,000	27,872
IWWTP Biosolids Dewatering Facility	1,150,000	134,666
IWWTP CEPT Polymer Line Replacement	1,750,000	81,516
IWWTP CEPT Winterization	1,100,000	56,103

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	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Liquid Waste Services		
IWWTP Digester 4 Roof Replacement & Mixing Replacement	50,000	21,702
IWWTP ICS IPS Control Replacement	700,000	-
IWWTP ICS Replacement Program	300,000	4,023
IWWTP Influent Gate Refurbishment	100,000	-
IWWTP IPS Drive Remediation	125,000	56,541
IWWTP MCC/Power Distribution Assess/Replace - Phase 2	50,000	242
IWWTP Non-Domestic Trucked Liquid Waste Alternative	50,000	-
IWWTP Outfall Refurbishment	2,000,000	314,660
IWWTP PA Tanks Improvement	1,500,000	-
IWWTP PA-Sed Tank & Gallery Wall Refurbishment	100,000	13,671
IWWTP Replacement of CoGen Control System	100,000	17,713
IWWTP Siphon Chamber Refurbishment	200,000	11,113
IWWTP Solids Handling Refurbishment	50,000	-
IWWTP Standby Diesel Generators	100,000	-
IWWTP Surge Mitigation	25,000	-
Iona Island Control & Instrumentation Replacement 2011	50,000	-
Iona Island Wastewater Treatment Plant	109,220,000	11,063,029
LIWWTP Admin Dewatering Building Roof Repair	50,000	12,699
LIWWTP Biogas Clean-up Project	50,000	154,060
LIWWTP Effluent Heat Recovery Project	500,000	293,620
LIWWTP Gravity Thickener Redundancy	475,000	26,220
LIWWTP Ground Fault Detection System Replacement	200,000	20,595
LIWWTP High Efficiency Boiler	400,000	-
LIWWTP ICS Electrical Distribution System Migration Program	500,000	-
LIWWTP ICS Replacement Program	2,250,000	44,651
LIWWTP PA-Sed Tank Refurbishment	300,000	10,623
LIWWTP Pilot Digestion Optimization Facility	500,000	44,029
LIWWTP Power Reliability	2,380,000	43,381
LIWWTP SCL Refurbishment	300,000	13,673
LIWWTP Trickling Filter Refurbishment	400,000	22,042
NLWWTP 25 kV Substation Replacement	50,000	24,472
NLWWTP Ground Improvements	43,311,000	1,058,548
NLWWTP Outfall	2,483,000	170,823
NLWWTP Stage 1	32,693,000	5,082,763
NLWWTP Standby Diesel Generator	700,000	-
North Shore WWTP Secondary Upgrade, Conveyance and Decommissioning	308,812,000	12,320,912
WWTPs Electrical System Studies & Upgrades	200,000	15,706
Other projects	-	537,107
Treatment Plants	613,292,000	45,542,510
	\$ 781,234,000	\$ 66,408,942

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	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Regional Parks		
Capital Development - Boundary Bay - Perimeter Trail	\$ 1,500,000	\$ -
Capital Development - Bowen Island - Park Development	400,000	-
Capital Development - Burnaby Lake - Glencarin Greenway Connection	1,500,000	-
Capital Development - Burns Bog Delta Nature Reserve Development	500,000	51,929
Capital Development - Campbell Valley - Perimeter Greenway Trail	500,000	123,765
Capital Development - Campbell Valley - Replacement of Little River Loop Boardwalk	100,000	24,450
Capital Development - Crippen - Davies Orchard Cabins	50,000	68,823
Capital Development - Lynn Headwaters - Park Entry Bridge & Day Use Area	150,000	-
Capital Development - Tynehead - Perimeter Trail Phase 2	1,500,000	-
Capital Development- Feasibility Studies	500,000	-
Capital Replacement and Development - Belcarra - South Picnic Area and Cabins	750,000	122,274
Capital Replacement and Development - Capilano New Service Yard	500,000	11,447
Capital Replacement and Development - Grouse BCMC Realignment & Improvement	750,000	330,687
Capital Replacement and Development - Small Capital Replacement and Development Projects	2,270,000	83,711
Capital Replacement and Development - Widgeon Marsh New Park Development	1,000,000	7,285
Other projects	-	210,800
Capital Development	11,970,000	1,035,170
Regional Land Acquisition	20,000,000	2,691,800
Parkland Acquisition Fund Projects	20,000,000	2,691,800
	\$ 31,970,000	\$ 3,726,970

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	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Solid Waste Services		
Coquitlam Landfill East Closure	\$ 1,100,000	-
Coquitlam Landfill Gas Collection Upgrades Phase II	1,500,000	2,501
Coquitlam Landfill Maintenance Leachate Collection System Grade Realignment	50,000	-
Coquitlam Landfill Maintenance Lot 3 Development	200,000	8,942
Coquitlam Landfill Maintenance Pump Station Upgrade	1,000,000	-
Landfills	3,850,000	11,442
Langley Recycling Depot Development	1,000,000	68,999
Maple Ridge Recycling and Waste Centre Upgrades	500,000	-
North Surrey Recycling and Waste Centre Compactor Replacement	100,000	271,153
North Surrey Recycling Depot Development	1,000,000	68,999
Weigh Scale Replacement	2,500,000	-
Other Projects	-	1,169
Recycling and Waste Centres	5,100,000	410,319
Acid Gas Reduction	850,000	-
Air System Piping Replacement	150,000	-
Biosolids Processing	8,000,000	43,721
Bottom Ash Processing	50,000	-
Generation Bank Replacement	5,900,000	-
Primary Economizer Replacement	500,000	3,386
Refuse Crane	5,650,000	28,056
Secondary Economizers Replacement	1,750,000	-
WTE Facility Boiler and APC Roof Replacement	100,000	-
WTE Facility Bottom Ash Crane Replacement	500,000	11,499
WTE Facility Compressed Air System Replacement	900,000	17,590
WTE Facility District Heating	12,500,000	278,338
WTE Facility District Heating Opportunities	50,000	33,414
WTE Facility Electrical Transformers Replacement	2,500,000	13,939
WTE Facility Fabric Filter Hopper and Pulse Header Refurbishment	1,000,000	21,620
WTE Facility Feed Hopper/Chute	100,000	-
WTE Facility Feedwater Pump Replacement	50,000	2,377
WTE Facility Fire Suppression System	500,000	-
WTE Facility Fly Ash Silo Refurbishment	400,000	12,167
WTE Facility Primary Superheaters Replacement	2,000,000	-
WTE Facility Programmable Logic Controllers Replacement	500,000	-
WTE Facility Pug Mill Enclosure Ventilation System Replacement	500,000	-
WTE Facility Refuse Pit Bunker Door Replacement	300,000	-
WTE Facility Soot Blower Piping Replacement	150,000	-
WTE Facility Stack Refurbishment	250,000	-
Waste To Energy Facilities	45,150,000	466,106
	\$ 54,100,000	\$ 887,867

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Water Services	Annual	Year-to-date Actual
	Capital Cash Flow	Expenditures
Angus Drive Main	\$ 50,000	\$ 3,438
Annacis Main No. 2 - Queensborough Crossover Improvement	50,000	-
Annacis Main No. 2 and Barnston Island Main Online Chlorine and pH Analyzers	700,000	6,064
Annacis Main No. 3 BHP Potash Facility Pipe Protection	50,000	-
Annacis Main No. 5 (North)	1,500,000	244,747
Annacis Main No. 5 (South)	5,100,000	3,049
Annacis Water Supply Tunnel	76,000,000	10,993,188
Burnaby Mountain Main No. 2	600,000	-
Cambie-Richmond Water Supply Tunnel	6,100,000	(1,187,798)
Central Park Main No. 2 (10th Ave to Westburnco)	1,500,000	124,706
Central Park Main No. 2 (Patterson to 10th Ave)	10,350,000	3,450,834
Clayton Langley Main No. 2	500,000	24,470
Coquitlam Main No. 4 (Cape Horn)	2,700,000	633,556
Coquitlam Main No. 4 (Central Section)	14,500,000	497,512
Coquitlam Main No. 4 (South Section)	78,000,000	5,122,858
Douglas Road Main No. 2 (Flow Meter 169) Replacement	500,000	22,517
Douglas Road Main No. 2 (Vancouver Heights Section)	450,000	-
Douglas Road Main No. 2 Still Creek	11,050,000	2,053,900
Douglas Road Main Protection	550,000	-
Haney Main No. 4 (West Section)	750,000	37,671
Haney Water Supply Tunnel	1,750,000	166,954
Improvements to Capilano Mains No. 4 and 5	250,000	-
Kennedy Newton Main	17,100,000	372,572
Lulu Island - Delta Main - Scour Protection Phase 2	50,000	-
Lulu-Delta Water Supply Tunnel	1,250,000	-
Lynn Valley Road Main, Seymour Main No. 3 & Seymour Main No. 4 Aerial Crossings Rehabilitation	2,270,000	47,259
Maple Ridge Main West Lining Repairs	50,000	30,683
Newton Reservoir Connection	450,000	-
Palisade Outlet Works Rehabilitation	900,000	44,078
Port Mann Main No. 2 (South)	50,000	31,401
Port Mann Main No. 2 (South) Whalley Reservoir Feeder Main	3,000,000	-
Port Mann No. 1 South Section Decommissioning	350,000	2,675
Port Moody Main No. 1 Christmas Way Relocation	100,000	-
Port Moody Main No. 3 Scott Creek Section	2,000,000	107,862
Queensborough Main Royal Avenue Relocation	100,000	-
Rehabilitation of AN2 on Queensborough Bridge	470,000	4,395
Relocation and Protection for MOTI Expansion Project Broadway	100,000	-
Relocation and Protection for MOTI George Massey Crossing Replacement	100,000	-
Relocation and Protection for Translink Expansion Project Surrey Langley SkyTrain	100,000	-
Sapperton Main No. 1 New Line Valve and Chamber	50,000	23,804
Sapperton Main No. 2 North Road Relocation and Protection	6,400,000	122,065
Scour Protection Assessments and Construction General	150,000	951,969
Second Narrows Water Supply Tunnel	25,000,000	4,120,645
Seymour Main No. 2 Joint Improvements	100,000	21,117
Seymour Main No. 5 III (North)	2,100,000	389,430
South Delta Main No. 1 - Ferry Road Check Valve Replacement	100,000	12,506
South Fraser Storage Yard	250,000	172,763
South Surrey Main No. 1 Nickomekl Dam Relocation	3,600,000	-
South Surrey Main No. 2	800,000	171,658
South Surrey Main No. 2 Nickomekl Dam Prebuild	1,000,000	-
South Surrey Supply Main (Serpentine River) Bridge Support Modification	50,000	225,507
Stanley Park Water Supply Tunnel	26,075,000	653,919
Tilbury Junction Chamber Valves Replacement with Actuators	200,000	-
Tilbury Main North Fraser Way Valve Addition	1,500,000	626
Water Chamber Improvements and Repairs	250,000	525
Water Meter Upgrades	2,000,000	1,506,665
Water Optimization - Instrumentation	1,150,000	173,593

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	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Water Services		
Water Optimization Automation & Instrumentation Phase 1	50,000	188,837
Whalley Kennedy Main No. 2	300,000	228,947
Whalley Main	50,000	33,770
Other Projects	-	25,216
Water Mains	312,615,000	31,862,151
Barnston/Maple Ridge Pump Station - Back-up Power	2,100,000	-
Burnaby Mountain Pump Station No. 2	400,000	39,061
Cape Horn Pump Station No. 3	2,500,000	732,177
Capilano Raw Water Pump Station - Back-up Power	21,000,000	2,865,057
Capilano Raw Water Pump Station Bypass PRV Upgrades	1,950,000	29,725
Central Park WPS Starters Replacement	5,000,000	26,928
Grandview Pump Station Improvements	1,500,000	27,726
Newton Pump Station No. 2	9,450,000	2,084,506
Westburnco Pump Station - Back-up Power	1,500,000	41,313
Westburnco Pump Station No. 2 VFD Replacements	1,100,000	7,785
Other Projects	-	6,915
Pump Stations	46,500,000	5,861,192
Burnaby Mountain Tank No. 2	990,000	52,419
Cape Horn Reservoir Condition Assessment and Structural Repair	250,000	725
Capilano Energy Recovery Facility Operational Upgrades	750,000	12,800
Clayton Reservoir	50,000	90,048
Dechlorination for Reservoir Overflow and Underdrain Discharges	1,000,000	8,311
Fleetwood Reservoir	16,500,000	2,968,841
Hellings Tank No. 2	400,000	49,361
Kersland Reservoir No. 1 Structural Improvements	500,000	4,927
Pebble Hill Reservoir No. 3 Seismic Upgrade	50,000	-
Pebble Hill Reservoir Seismic Upgrade	500,000	53,803
Reservoir Isolation Valve Automation	550,000	26,731
Reservoir Preliminary Structural Assessments (Annual Inspection 2023 to 2025)	1,200,000	403,187
Reservoir Sampling Kiosks - Multi Location	350,000	30,564
Sasamat Reservoir Refurbishment	250,000	12,064
Sunnyside Reservoir Units 1 and 2 Seismic Upgrade	100,000	36,142
Vancouver Heights System Resiliency Improvements	450,000	3,509
Other Projects	-	24,041
Reservoirs	23,890,000	3,777,474
CLD and SFD Lead Paint Removal, Surface Crack Injection and General Corrosion Mitigation	500,000	44,236
Coquitlam Intake Tower Seismic Upgrade	100,000	4,118
Coquitlam Lake Water Supply - Intake No. 2 & Tunnel	9,000,000	380,411
Coquitlam Lake Water Supply - Water Treatment	5,000,000	300,022
CWTP CO2 System Improvements	500,000	-
CWTP Mobile Disinfection System	500,000	1,436
CWTP Ozone Generation Upgrades for Units 2 & 3	1,000,000	264,965
CWTP Ozone Sidestream Pipe Heat Trace and Insulation	150,000	14,093
CWTP Ozone Sidestream Pump VFD Replacement	500,000	34,646
Loch Lomond Outlet Works Rehabilitation	250,000	536
Microbiology Laboratory Expansion	250,000	-
Online Chlorine and pH Analyzers Phase 1	1,400,000	13,353
SCFP Centralized Compressed Air System	1,350,000	11,306
SCFP Clearwell Baffle Replacement Pilot	250,000	44,301
SCFP Clearwell Membrane Replacement	600,000	37,190
SCFP Flocc Tank Baffle Replacement and Ladder Installation to Improve Accessibility	500,000	4,802
SCFP OMC Building Expansion	500,000	12,035
SCFP Polymer System Upgrade	1,000,000	103,001
SCFP SCADA/ICS Controller Replacement	1,200,000	2,381,824
Water Utilities SLC Control System Upgrades	600,000	278
Other Projects	-	1,950
Treatment Plants	25,150,000	3,654,501

APPENDIX 1

2024 Financial Performance Report No. 1

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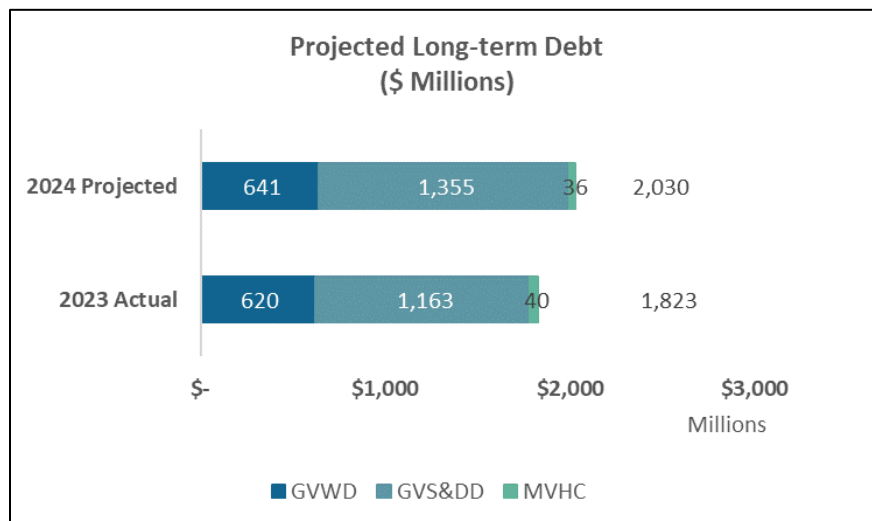
	Annual Capital Cash Flow	Year-to-date Actual Expenditures
Water Services		
Capilano Raw Water Pump Station VFD Upgrades	300,000	-
Capilano Reservoir and Seymour Reservoir Dam Safety Boom Replacement	500,000	51,416
Capilano Watershed Security Gatehouse	1,800,000	9,157
CLD & SFD Fasteners Replacement & Coating Repairs	50,000	-
Cleveland Dam - Lower Outlet HBV Rehabilitation	250,000	21,177
Cleveland Dam Drumgate Seal Replacement	500,000	-
Cleveland Dam Power Resiliency Improvements	700,000	4,174
Cleveland Dam Public Warning System and Enhancements	1,750,000	461,570
Cleveland Dam Seismic Stability Evaluation	400,000	28,656
Facilities O&M Documentation Development - Phase 1	1,000,000	8,549
Lake City HVAC Upgrade	400,000	-
Lower Seymour Conservation Reserve Learning Lodge Replacement	50,000	12,162
Rechlorination Station SHS Storage Tank Replacement	100,000	28,102
Rechlorination Station Upgrades	2,000,000	63,012
Rice Lake Dams Rehabilitation	900,000	64,473
SCADA Moscad Server & ICS Historian Expansion & Partitioning	1,500,000	-
Seymour Falls Dam Public Warning System	1,250,000	2,610
Seymour Falls Dam Seismic Stability Assessment	750,000	-
South Fraser Works Yard	2,500,000	(80,290)
Other Projects	-	196,623
Others	16,700,000	871,391
	\$ 424,855,000	\$ 46,026,709

TREASURY RESULTS

Long-term debt

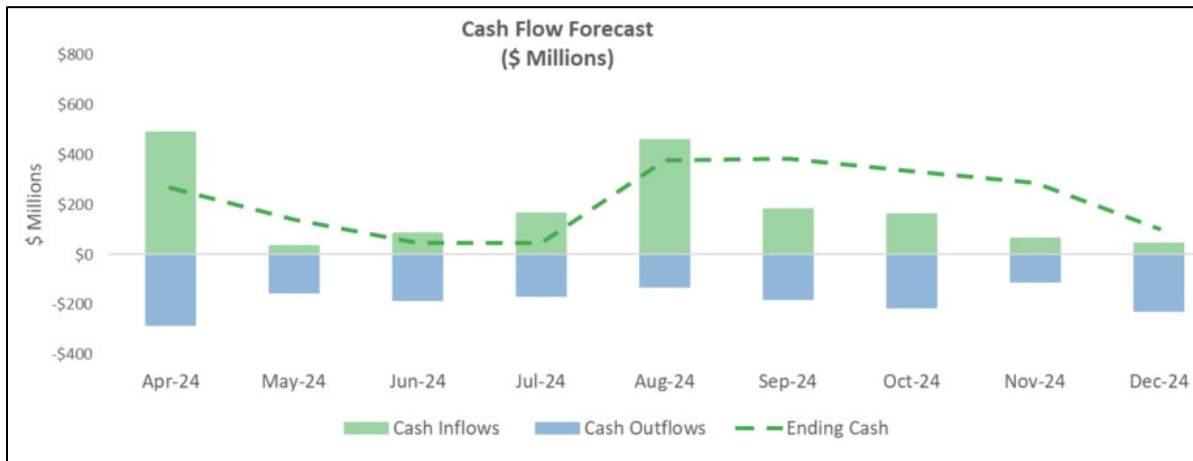
As a result of the capital underspends, the total forecasted borrowing for 2024 is \$350 million, which is less than the budgeted \$482 million. Furthermore, the MFA long-term borrowing rate for the 2024 Spring borrowing was 4.4%, which is lower than the Fall 2023 rate of 4.97% indicating a softening in long-term interest rates. The impact of the lower amount of borrowing and lower interest rates results in a lower than expected debt service ratio (interest and principal payments to revenue) from 21.5% to 20.3%.

Long-term debt is expected to increase by \$207 million by the end of 2024 to \$2,030 billion compared to \$1,823 billion at the end of 2023. The increase is largely from the \$350 million new debenture debt issued in the spring (\$274M GVSⅅ \$76M GVWD), offset by \$143 million in annual debenture payments.

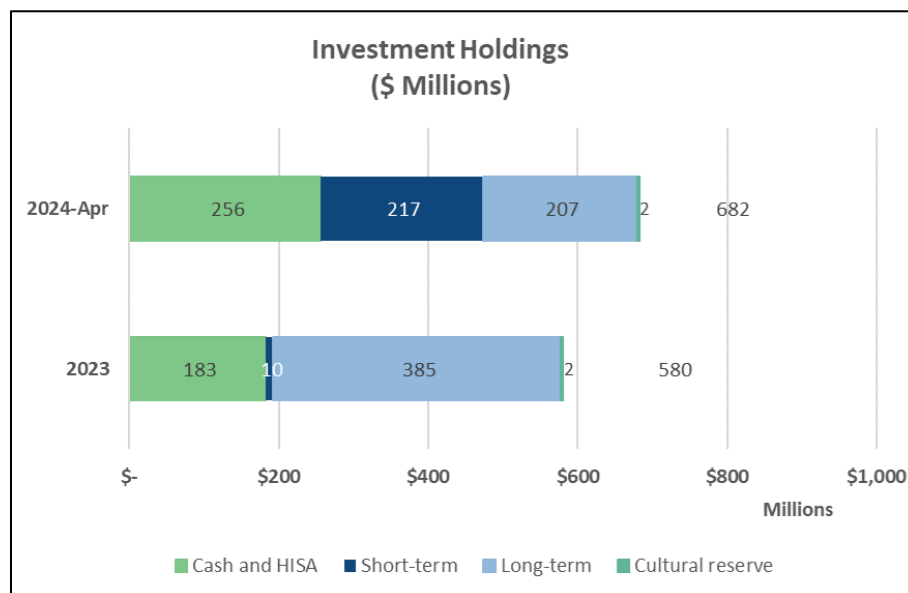


Cash and Investments

The chart below provides the cash flow forecast for Metro Vancouver from April 2024 to December 2024. Treasury is continuously reviewing cash and reserve balances to ensure adequate liquidity to sustain operations and managing risk while also making efficient use of its cash.

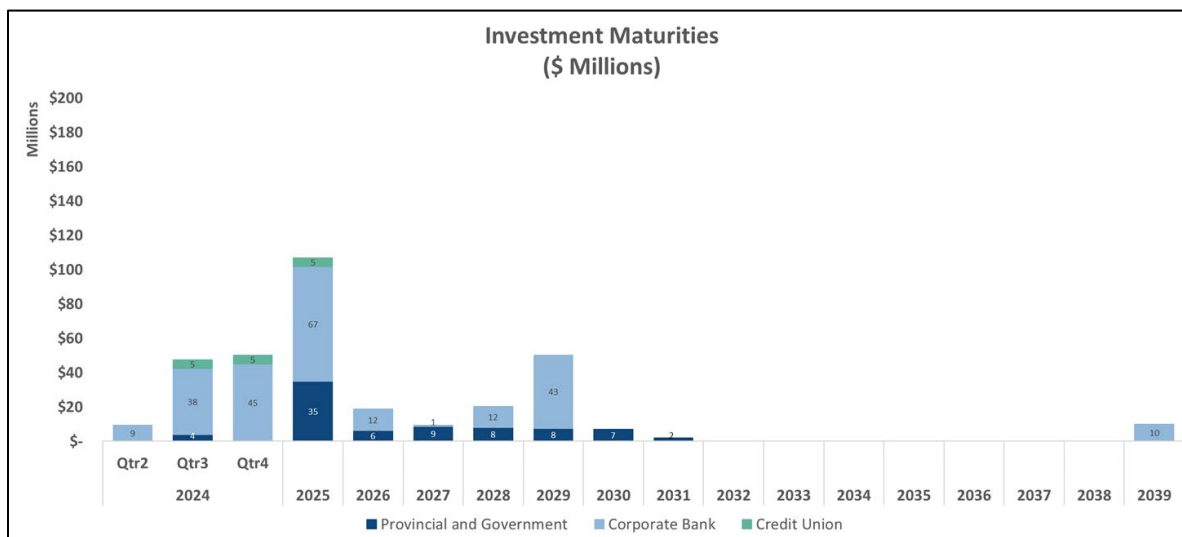


The charts below provide summaries of the cash and investment holdings as of April 30, 2024 compared to December 31 2023, as well as the investment maturities over the next five years. Cash and investments has increased in 2024 from \$580.2 million at December 31, 2023 to \$682 million. This is largely due to the spring debenture borrowing of \$350 million. Finance is continuously monitoring the cash and reserve balances with a strategy to utilize cash instead of locking in borrowing at high market rates as it is anticipated that interest rates will decrease in 2024.



<i>(in thousands of dollars)</i>	2024 Apr	2023
High-interest saving accounts	\$ 256,239	\$ 10,000
Short-term investments *	216,795	182,895
Long-term investments **	206,554	385,101
Cultural reserve investments ***	256,239	2,231
Total Cash & Investment Holdings	\$ 681,953	\$ 580,227

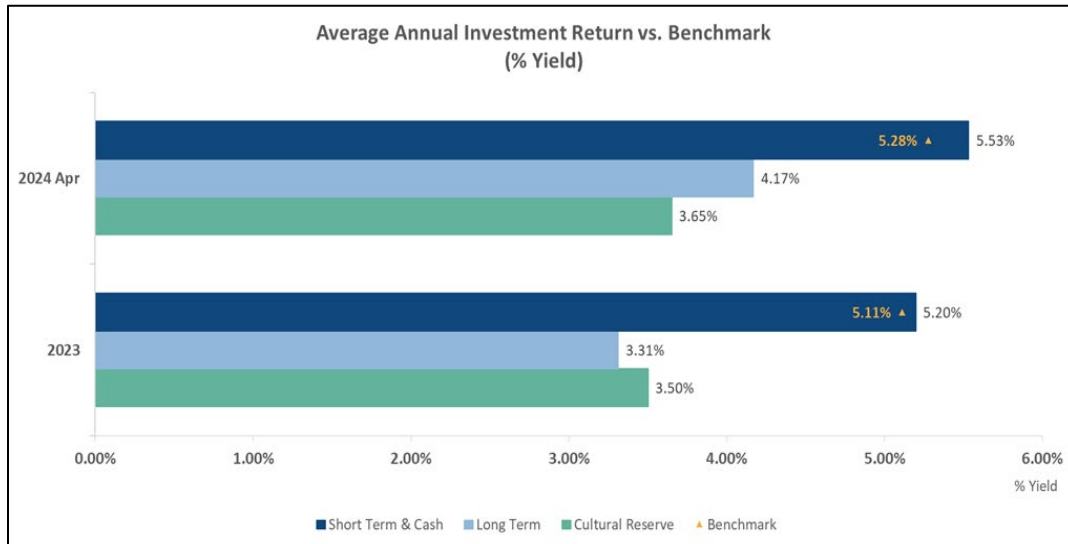
- * Short-term investments have terms of less than one year and include bankers' acceptances, Canadian bank bonds and credit union term deposits.
- ** Long-term investments have terms of greater than one year and include Canadian bank bonds, guaranteed investment certificates, credit union term deposits and MFA pooled funds.
- *** Cultural reserve investments are reserve for contribution to cultural activities. Investments are held to 2031, however the majority of the portfolio will mature within two years. Investment maturities in 2024 are expected to be \$126M. Treasury will strategically reinvest funds or convert to cash if cash resources are required.



Investment Returns

The average investment returns as of April 2024 have increased since December 2023, to 5.53% for short-term and 4.17% for long-term. As interest rates are expected to decline, Metro Vancouver’s rate of return is expected to remain favourable because matured investments in 2023 were reinvested with higher yielding products or held in cash to take advantage of high-interest savings account rates. Currently, the total estimated weighted average annualized return is 4.51%.

The chart below summarizes the investment returns by investment category against benchmark rates. The chart indicates the return on short-term investments of 5.53% has surpassed the MFA benchmark of 5.28%:



Financial Position Indicators

Illustrated below is additional insight into Metro Vancouver’s financial position. These ratios measure Metro Vancouver’s current performance compared to budget and prior year.

	2024-April	2024-Budget	2024-Forecast	2023-Q4
Current Ratio	5.6	-	-	2.5
Debt Servicing	18.8%	21.5%	20.3%	18.8%
Interest Burden	18.8%	8.3%	7.1%	6.7%
Investments	\$ 8.2M	\$ 17.7M	\$ 24.5M	\$ 29.3M

Current ratio is calculated as current assets divided by current liabilities. The current ratio indicates cash exceeds our current obligations by 5.6 times. The organizations financials assets are more than sufficient at the end of April to offset the amount of short-term obligations.

Debt servicing costs is a calculation of long-term debt principal and interest payments divided by revenue. Interest burden is a component of the debt servicing costs, interest payments divided by revenue. Currently, the debt servicing and interest burden ratio forecast is less than the budgeted ratio due to spring 2024 borrowing amount being less than anticipated (\$350M spring borrowing vs \$400M budgeted) due to delays in capital spending.

Investment returns as of April 2024 indicate a positive trend, as returns are 46% of the budgeted goal of \$17.7M.



PROCUREMENT

Awarded Procurement

- The tables below provide:
 - the number of contracts that have been awarded, and
 - the value of contracts awarded by the Metro Vancouver Board and those that are less than \$5 million and in excess of \$500,000 (which are not awarded by the Board in accordance with existing Board approved procurement policies).
 - Four contract awards were approved by the Board in the first quarter of 2024, representing 25% of the total contracts awarded in 2024.
 - It is expected that procurement activity will increase with respect to the number of awards as well as the value due to the significant 2024 capital program.

Award Type	2024 To Date	2023	2022	2021
Board Awarded	4	16	20	25
Less than \$5 Million	10	51	53	51
Total	14	67	73	76

Award Type	2024 To Date	2023	2022	2021
Board Awarded	\$ 72,134,299	\$465,895,019	\$434,664,449	\$798,139,628
Less than \$5 Million	\$ 17,234,419	\$71,980,936	\$ 89,019,028	\$ 92,545,559
Total	\$ 89,368,718	\$537,875,955	\$523,683,477	\$890,685,187

Awarded Bids – January to March 2024

The following contracts have been awarded by the Metro Vancouver. Contracts have been entered into with the vendors offering the best value to the Corporation determined in accordance with the evaluation criteria, factors or methods previously disclosed in the public solicitation documents.

RESULTS OF OPEN PUBLIC COMPETITIVE PROCUREMENTS - AWARDS IN 2024 JANUARY - MARCH

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
24-008	RFP-MA	Dechlorination for Reservoir Underdrain	2-Jan-24	AECOM Canada Ltd.	\$ 229,958	Yes
23-085	RFP	South Surrey Supply Main Bridge Support Modifications	3-Jan-24	Acuren Group Inc.	\$ 979,231	Yes
23-085	RFP	South Surrey Supply Main Bridge Support Modifications	3-Jan-24	Seismic 2000 Construction Ltd.	NA	No
23-369	SS/NOIC	Enhanced Hydrodynamic Modelling, Scenario Analysis and Screening Level Risk Assessment Consulting	4-Jan-24	Tetra Tech Canada Inc.	\$ 510,979	Yes
23-260	ITT	Lulu Island WWTP C1 and C2 Piping Replacement Project	9-Jan-24	Tritech Group Ltd.	\$ 766,834	Yes
23-004	ITT	Supply and Installation of Glenbrook Combined Trunk Sewer Replacement – Kingsway Section	10-Jan-24	NorLand Limited	\$ 4,021,642	Yes
23-004	ITT	Supply and Installation of Glenbrook Combined Trunk Sewer Replacement – Kingsway Section	10-Jan-24	Jacob Bros. Construction Inc.	NA	No
23-004	ITT	Supply and Installation of Glenbrook Combined Trunk Sewer Replacement – Kingsway Section	10-Jan-24	Sandpiper Contracting LLP	NA	No
23-287	RFP	Coquitlam Landfill Flare Station Design Services	17-Jan-24	Comcor Environmental Limited	\$ 353,868	Yes
23-287	RFP	Coquitlam Landfill Flare Station Design Services	17-Jan-24	GHD Limited	NA	No
23-287	RFP	Coquitlam Landfill Flare Station Design Services	17-Jan-24	Sperling Hansen Associates	NA	No
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	Iconix Waterworks LP	\$ 403,920	Yes
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	Flocor Inc.	NA	No
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	EMCO Water Works	NA	No
23-289	ITT	Supply & Delivery of Ductile Iron Pipe for Central Park Main No. 2 – Phase 4 – 10th Avenue to Westburnco Project	17-Jan-24	Andrew Sheret Ltd.	NA	No
24-025	SS/NOIC	Abatement of Hazardous Materials at Cleveland Dam	19-Jan-24	Nucor Environmental Solutions Ltd.	\$ 391,365	Yes
24-030	ITT	Manor House - Deep Energy Retrofit Aluminum Guardrails	26-Jan-24	A.R.M.S. Manufacturing Ltd.	\$ 81,816	Yes
24-031	ITT	Manor House - Deep Energy Retrofit Windows and Doors	26-Jan-24	Centra Construction Group Ltd.	\$ 341,185	Yes
24-033	ITT	Manor House - Deep Energy Retrofit Interior Finishes	26-Jan-24	J.J.K Developments Inc.	\$ 195,000	Yes
24-034	ITT	Manor House - Deep Energy Retrofit Exterior Walls	26-Jan-24	Master Stucco Ltd.	\$ 769,980	Yes
24-035	ITT	Manor House - Deep Energy Retrofit Rough Carpentry	26-Jan-24	PR Pomeroy Restoration & Construction Ltd.	\$ 308,513	Yes
24-037	ITT	Manor House - Deep Energy Retrofit Roofing & PMMA	26-Jan-24	Renewal Constructions Inc.	\$ 977,100	Yes
24-038	ITT	Manor House - Deep Energy Retrofit Scaffolding	26-Jan-24	Scaffold Depot Ltd.	\$ 229,794	Yes
24-039	ITT	Manor House - Deep Energy Mechanical & Electrical	26-Jan-24	Slopeside Mechanical Systems Ltd.	\$ 3,517,569	Yes
24-040	ITT	Manor House - Deep Energy Demolition & Asbestos Abatement	26-Jan-24	West York Developments Ltd.	\$ 170,100	Yes
23-229	SS/NOIC	Small Load Waste Alternative Fuel Processing Trial	7-Feb-24	Geocycle Canada Inc.	\$ 1,290,000	Yes
23-355	RFP	Supply & Installation of Scour Protection for Annacis Main No. 2	8-Feb-24	Fraser River Pile & Dredge (GP) Inc.	\$ 992,910	Yes
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	9-Feb-24	Stellar Power & Control Solutions	\$ 326,845	Yes
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	9-Feb-24	enCompass Solution Group	NA	No
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	9-Feb-24	Western Integrated	NA	No
23-234	RFP	Supply and Delivery of MCC for the Royal Avenue Pump Station Rehabilitation Project	9-Feb-24	Raelkon Teams	NA	No
23-375	SS/NOIC	Disposal Services for Iona Stockpile Grit to Campbell Hill Landfill	9-Feb-24	Wastech Services Inc.	\$ 1,005,000	Yes
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	Arcadis Professional Services (Canada) Inc.	\$ 249,600	Yes
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	ABL Energy and Marine Consultants Canada Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	Deloitte	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	Exergy Solutions	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	GHD Limited	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	ILF Consultant Inc.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	Interlock Energy Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	Ramboll Canada Inc.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	RINA Tech Canada Ltd.	NA	No
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	Sacre-Davey Engineering	NA	No

Competition #	Competition Type	Competition Description	Awarded Date	Vendor Name	Awarded Amount	Awarded
23-372	RFP	Consulting Services for Studying the Pre-Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam (Green Hydrogen Project)	14-Feb-24	WSP Canada Inc.	NA	No
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Corrosion Service Company Ltd.	\$ 903,000	Yes
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Acuren Group Inc.	NA	No
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Corpro Canada Inc.	NA	No
23-072	RFP	Cathodic Protection Maintenance Services	20-Feb-24	Pure Technologies Ltd.	NA	No
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	T&T Power Group	\$ 320,598	Yes
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	Arrow Speed Controls Limited	NA	No
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	Stellar Power & Control Solutions	NA	No
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	enCompass Electrical Solutions	NA	No
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	Wesco Distribution	NA	No
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	HSL Automation Ltd.	NA	No
23-300	RFP	Supply and Delivery of VFD for Ozone Sidesstream Injection	20-Feb-24	Celco Controls	NA	No
23-330	RFP	Consulting Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	R.F. Binnie & Associates Ltd.	\$ 349,680	Yes
23-330	RFP	Consulting Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	Aplin & Martin Consultants Ltd.	NA	No
23-330	RFP	Consulting Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	Hatch Corporation	NA	No
23-330	RFP	Consulting Services for Delta South Surrey Greenway Design Phase 3	20-Feb-24	AECOM Canada Ltd.	NA	No
22-505	RFP	Construction - IWWTP CEPT Winterization	21-Feb-24	Bennett Mechanical Installations (2001) Ltd.	\$ 3,449,700	Yes
22-505	RFP	Construction - IWWTP CEPT Winterization	21-Feb-24	North America Construction (1993) Ltd.	NA	No
23-134	RFP	Solid Waste Compaction System at North Surrey Recycling & Waste Centre	21-Feb-24	SSI Shredding Systems, Inc.	\$ 3,315,123	Yes
24-068	SS/NOIC	Supply & Install of a 32" single line-stop on existing steel Water main in South Burnaby	22-Feb-24	Pacific Flow Control Ltd.	\$ 154,185	Yes
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	BBA Engineering Ltd.	\$ 424,728	Yes
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	Wood Canada Limited	NA	No
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	Tetra Tech Canada Inc.	NA	No
23-241	RFP-MA	AIWWTP Sludge and Scum Area I/O Migration	25-Feb-24	Brown and Caldwell	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	American Process Group (Canada) Ltd.	\$ 29,913,644	Yes
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	GFL Environmental Services Inc.	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	Clean Harbors Canada	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	Lambourne Environmental Ltd.	NA	No
23-184	RFP	Iona WWTP Long-Term Lagoon Cleaning	11-Mar-24	Secure Energy	NA	No
24-095	SS/NOIC	Contingency Disposal Services for Biosolids	12-Mar-24	Wastech Services Inc.	\$ 193,000	Yes
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	Kerr Wood Leidal Associates Limited	\$ 365,282	Yes
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	GHD Limited	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	Envirochem Services Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	BioMaxx Waste Water Solutions (NL) Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	DAY Mottech Inc.	NA	No
23-214	RFP	Odour Monitoring and Assessment Services at Wastewater Treatment Plants	15-Mar-24	Triton Environmental Consultants	NA	No
23-425	RFP	Supply and Delivery of Electric Vehicle Kiosks	19-Mar-24	Code Electric Products Ltd.	\$ 199,173	Yes
23-425	RFP	Supply and Delivery of Electric Vehicle Kiosks	19-Mar-24	KJ Controls Ltd.	NA	No
23-425	RFP	Supply and Delivery of Electric Vehicle Kiosks	19-Mar-24	AC Dandy Products	NA	No
23-378	ITT	Royal Avenue Pump Station Rehabilitation	21-Mar-24	Kenaidan Contracting Ltd.	\$ 6,845,655	Yes
23-378	ITT	Royal Avenue Pump Station Rehabilitation	21-Mar-24	Graham Infrastructure LP	NA	No
23-378	ITT	Royal Avenue Pump Station Rehabilitation	21-Mar-24	North America Construction (1993) Ltd.	NA	No
24-125	SS/NOIC	Kingston Gardens Owner's Representative Services	22-Mar-24	RAM Engineering Ltd.	\$ 200,000	Yes
23-008	RFQ	Installation of Heat Tracing and Insulation at the Coquitlam Water Treatment Plant Ozone Sidesstream Tower	26-Mar-24	J A Electric Inc.	\$ 311,550	Yes

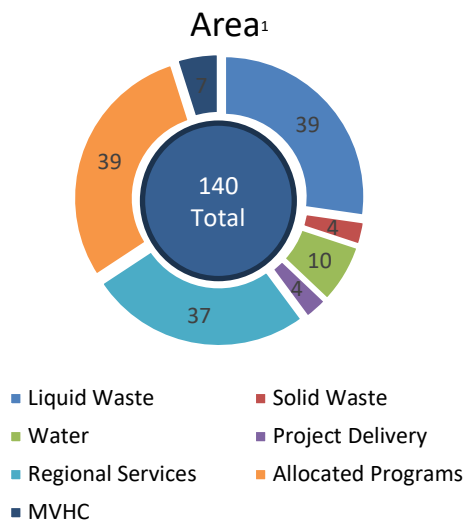
CONTINUOUS IMPROVEMENT PROJECTS

In October 2023, the Metro Vancouver Boards approved the 2024-2028 Financial Plan which included departmental planned continuous improvement projects. There is a foundational target outcome of fostering a commitment to continuous improvement in Metro Vancouver’s core culture. The role of continuous improvement is to further the Board priorities, including:

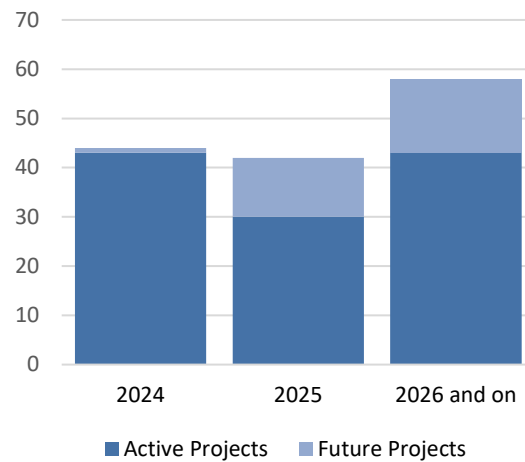
- Financial Sustainability and Regional Affordability
- Climate Action
- Resilient Services and Infrastructure
- Reconciliation
- Housing

This report is part of Financial Services’ work plan to provide regular reporting on Metro Vancouver Continuous Improvement (CI) projects and highlight select completed project’s contributions to service levels and affordability for regional rate payers.

Total CI Projects by Service Area¹



CI Projects by Completion Date²



¹Total CI Projects by Service Area illustrates the total number of projects identified and by service area. The number of CI projects within an area may not reflect the significance or potential cost savings of the initiatives.

²CI Projects by Completion Date displays the number of active and future projects by expected year of completion.

Below is a summary of key completed Continuous Improvement Projects so far. Continuous Improvement reporting will continue to highlight completed projects. These projects vary from one-year to multi-year timelines depending on complexity and stakeholders.

Highlighted Select Completed Continuous Improvement Projects			
Department/ Project Title	Board Priority	Description	Outcomes
Liquid Waste: LIWWTP Renewable Natural Gas	<ul style="list-style-type: none"> Financial Sustainability & Affordability Climate Action 	Process to upgrade digester gas to renewable natural gas for sale to Fortis BC	<ul style="list-style-type: none"> New GVS&DD revenue stream Renewable natural gas available for decarbonization for Fortis customers Estimated \$0.9 M annual income; 2,200 tonnes of GHG reduction
Liquid Waste: LIWWTP Digestion Optimization- Phase 1 Testing	<ul style="list-style-type: none"> Financial Sustainability & Affordability Climate Action 	Platform for testing alternative sludge treatment approaches	<ul style="list-style-type: none"> Intensification tests indicate existing digesters can serve larger populations to defer costly capacity expansions. Future tests will evaluate ways to increase production of low-carbon biofuels.
Invest Vancouver: Collaboration	<ul style="list-style-type: none"> Resilient Services & Infrastructure 	Partner collaboration	<ul style="list-style-type: none"> Identified synergies with partners to help promote the region and attract foreign direct investment
Liquid Waste: Flush Truck	<ul style="list-style-type: none"> Financial Sustainability & Affordability 	New recycling technology	<ul style="list-style-type: none"> Reduce water consumption, labour, fuel, and disposal costs resulting in estimated \$0.3M annual savings

On February 15, 2024, Continuous Improvement Project Highlights and Updates were addressed at the Finance Committee. The below table outlines key updates to highlighted continuous improvement projects.

Board Strategic Priority	Primary CI Projects	Progress
Financial Sustainability	LIWWTP create Effluent Heat Recovery System	5%
	Contingency Disposal Requirements	100%
	Proactive formal valve exercising program	10%
	Installation and operation of equipment to upgrade digester gas to Renewable natural gas quality and sell this to FortisBC.	10%
Climate Action	Biorock: Innovative Building Material for Shoreline Protection, Carbon Sequestration, and Habitat Creation	15%
	GHG emission reduction initiatives in the building and transportation sectors	20%
	Reduction of gas powered vehicles and equipment and convert to battery powered	20%
	Waste-to-Energy carbon capture study and analysis	30%
Resilient Services and Infrastructure	EAM system reconfiguration to improve Corporate Asset Management	5%
	Lean Six Sigma process improvement for safety incidents in Water Services	10%
	Improve lifecycle process for Digital Workflows for Engineering Drawing	100%
Reconciliation	Improved Indigenous Relations' team capacity	40%
	Diversity Equity Inclusion strategy with emphasis on Reconciliation	50%
	Develop KPIs for Indigenous Relations training sessions	90%
Housing	Innovate and expand partnerships to develop more affordable units	10%
	Alternative rental housing approaches	20%
	Transfer of GVS&DD excess property acquired for construction of Poplar Landing CSO Storage Tank to Metro Vancouver Housing for affordable housing	2%

To: MVRD Board of Directors

From: Dorothy Shermer, Corporate Officer
Jonathan Cote, Deputy General Manager, Regional Planning and Housing
Development, Regional Planning and Housing Services

Date: June 3, 2024 Meeting Date: June 28, 2024

Subject: **Regional Growth Strategy Amendment Bylaw No. 1380, 2024 – Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Error**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated June 3, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1380, 2024 - Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Error”; and
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.
-

EXECUTIVE SUMMARY

In February 2024, the MVRD Board initiated a Type 3 Amendment to *Metro 2050*, the Regional Growth Strategy, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.

The amendment bylaw corrects minor inconsistencies in terminology, formatting, numerical references, and mapping in *Metro 2050*. It also includes mapping revisions that stem from Board-accepted regional context statements, regional land use amendments made under the municipal flexibility clause, updates to *Metro 2050* reference maps based on new data (e.g. new sensitive ecosystem inventory map), and corrections to map text and designation boundaries.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments and agencies of the proposed amendment. Responses expressing no objection were received from two affected local governments and one First Nation. *MVRD Bylaw No. 1380* is now before the Board for consideration of adoption.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies; and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024* (Attachment 1).

BACKGROUND

At its February 23, 2024 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

- a) *initiate the Metro 2050 amendment process for the Metro 2050 Type 3 Amendment to reflect accepted regional context statements and correct minor errors;*
- b) *give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024”; and*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

Metro Vancouver gave notice to affected local governments, local First Nations, and agencies by way of a letter dated March 21, 2024. The amendment notice was also posted on the Metro Vancouver website. This report provides the comments received, and attaches the amendment bylaw for consideration of adoption by the MVRD Board.

PROPOSED METRO 2050 AMENDMENT

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (Metro 2050) is the regional federation’s collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure. Metro Vancouver routinely reviews and updates bylaws to ensure accuracy and inclusion of up-to-date information. One year after its adoption, a Type 3 amendment to *Metro 2050* is proposed to improve readability, ensure it contains the most up-to-date and correct maps, and reflect accepted Regional Context Statements.

Metro 2050 Policy 6.3.4 i) states “housekeeping amendments to figures, tables or maps, performance measures or other items related to document structure that do not alter the intent of the regional growth strategy” as well as “amendment to mapping to incorporate maps included in Regional Context Statements” are considered Type 3 amendments. Type 3 amendments require an amendment bylaw passed by an affirmative 50% + 1 weighted vote of the MVRD Board.

A link to the staff report that went to the Board in February 2024 summarizing the proposed amendments can be found at the end of this report (Reference 1).

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS, LOCAL FIRST NATIONS, AND EXTERNAL AGENCIES

Metro Vancouver received correspondence (Attachment 2) in response to the notification of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024* from affected two local governments and one local First Nation:

Affected Local Governments

- City of White Rock indicated no objection to the proposed amendment; and
- City of Coquitlam indicated no objection to the proposed amendment.

Local First Nations

- Squamish Nation had no comments on the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) receive for information the comments from the affected local governments and agencies as presented in the report dated June 3, 2024, titled “Regional Growth Strategy Amendment Bylaw No. 1380, 2024 - Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Error”; and
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.
2. That the MVRD Board decline *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

In February 2024, the MVRD Board initiated a Type 3 Amendment to *Metro 2050*, the Regional Growth Strategy, and gave first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.

The amending bylaw corrects minor inconsistencies in terminology, formatting, numerical references, and mapping in *Metro 2050*. It also includes mapping revisions that stem from Board-accepted regional context statements, regional land use amendments made under the municipal flexibility clause, updates to *Metro 2050* reference maps based on new data (e.g. new sensitive ecosystem inventory map), and corrections to map text and designation boundaries.

During the notification period, three responses were received indicating no objection. This report provides a summary of comments received and attaches the amendment bylaw for consideration of adoption by the MVRD Board.

ATTACHMENTS

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024*.
2. Correspondence received regarding “Regional Growth Strategy Amendment Bylaw No. 1380 – Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Error”.

REFERENCES

1. [Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors](#)

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1380, 2024
A bylaw to amend the “Metro Vancouver Regional District
Regional Growth Strategy Bylaw No. 1339, 2022”**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” on February 24, 2023; and
- B. The Board wishes to amend “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022”.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1380, 2024”.

Amendment of Bylaw

2. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended as follows:
 - a) All instances of the words “member jurisdiction” are replaced with “Member Jurisdiction”;
 - b) All instances of the words “regional growth strategy”, with the exception of its occurrence in Section “A. Metro 2050 Scope and Linkages to Other Plans”, under the heading “Regional Growth Strategies: Legislative Authority”, are replaced with “Regional Growth Strategy”;
 - c) All instances of the words “mixed use” are replaced with “mixed-use”;
 - d) In the “Contents” section, the words “A. Metro 2050” are unbolded;
 - e) In section “B. Introduction to the Region”, under the heading “Social Context: A Culturally Diverse Region”, the double spacing between the words “diversity” and “continues” is replaced with a single space;
 - f) In section “C. Introduction to the Regional Growth Strategy”, under the heading “Responding to the Challenges: *Metro 2050* Goals”, the period after the word “Goal 5” is bolded;
 - g) In section “D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections” under the heading “Urban Containment Boundary” the word “longterm” is replaced with “long-term”;

- h) In section “D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections” under the heading “Urban Containment Boundary” the words “food producing” are replaced with “food-producing”;
- i) In section “D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections”, under the heading “Figure 4. Metro Vancouver’s Sub-regions for the Purposes of *Metro 2050* Projections”, the word “kilometers” is replaced with “kilometres”;
- j) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.16 a)”, a space is added following “a)”;
- k) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.16 b)”, a space is added following “b)”;
- l) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.24 c)”, the word “Include” is replaced with “include”;
- m) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, policy “1.2.7” is deleted;
- n) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, policies 1.2.8 to 1.2.28 are renumbered as 1.2.7 to 1.2.27 respectively;
- o) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area” under policy “1.2.23 a) ii)”, the word “1.2.13” is replaced with “1.2.12”;
- p) In section “E. Goals, Strategies & Actions”, under the heading “Goal 1: Create a Compact Urban Area”, under policy “1.2.23 d)”, the word “Actions 1.2.16 and 1.2.24 c) ii)” is replaced with “Actions 1.2.15 and 1.2.23 c) ii)”;
- q) In section “E. Goals, Strategies & Actions”, under the heading “Goal 2: Support a Sustainable Economy”, under policy “2.1.4”, the words “Squamish- Lillooet” are replaced with “Squamish-Lillooet”;
- r) In section “E. Goals, Strategies & Actions”, under heading “Goal 2: Support a Sustainable Economy” under “Strategy 2.2 Protect the supply and enhance the efficient use of industrial land”, all instances of the word “industrial” are replaced with “Industrial”;
- s) In section “E. Goals, Strategies & Actions”, under the heading, “Goal 2: Support a Sustainable Economy”, under “Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability”, all instances of the word “agricultural” is replaced with “Agricultural”;

- t) In section “E. Goals, Strategies & Actions”, under “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.2.3 b)” the words “regional multi-hazard mapping in” are deleted;
- u) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.2.7 c)”, the numbered list items “v)” and “iv)” are reordered as “iv)” and “v)” respectively;
- v) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.3.7 b)”, the numbered list items “i)” and “ii)” are replaced with bullet points;
- w) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, policy “3.3.9” is shifted down to horizontally align with the text positioning for policy “3.3.8”;
- x) In section “E. Goals, Strategies & Actions”, under the heading “Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards”, under policy “3.4.4 c)” the words “*Emergency Program Act*” are replaced with “*Emergency and Disaster Management Act*”;
- y) In section “E. Goals, Strategies & Actions”, under “Goal 4: Provide Diverse and Affordable Housing Choices”, under policy “4.1.8 b)”, the word “and” is added after the semicolon;
- z) In Section “E. Goals, Strategies & Actions”, under “Goal 4: Provide Diverse and Affordable Housing Choices”, under policy “4.2.7 c)”, the word “and” is added after the semicolon;
- aa) In section “F. Implementation”, under the heading “Providing for Appropriate Municipal Flexibility”, under section “6.2.7 a)”, the words “one (1) regional land use” are replaced with “one regional land use”;
- bb) In section “F. Implementation”, under the heading “Type 3 Amendments to the Regional Growth Strategy”, under section “6.3.4 f)”, the words “*Agricultural Land Commission Act*” are italicized; and
- cc) In section “F. Implementation”, under the heading “Notification and Request for Comments”, under section “6.4.2 c)”, the word “and” is added after the semicolon.

Maps

3. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended as follows:

- a) Map numbered 1 is amended to add labels to denote Tsleil-Waututh Nation, Katzie First Nation, and Musqueam Indian Band reserve lands, as shown in Schedule “A” of this bylaw;
- b) Map numbered 2 is amended at its footnote by deleting the sentence, “This map is a small scale representation of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries.” and replacing with the following:

This map is a small scale representation of the parcel-based Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries.

- c) Map numbered 4 is amended at its footnote by deleting the sentence, “Where overlays cover areas other than General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.” and replacing with:

Urban Centre and FTDA overlays do not alter the intent and policies of the underlying regional land use designations.

- d) Map numbered 4 is amended by deleting the label “Langley”, and adding the labels “Langley Town Centre Langley Township” and “Langley Town Centre Langley City” respectively, as shown in Schedule “B” of this bylaw;
- e) Map numbered 4 is amended by replacing the words “Frequent Transit Network” with “Major Transit Network”;
- f) Map numbered 9 is amended at its footnote by replacing the word “Overly” with “Overlay”;
- g) Map numbered 9 is amended at its footnote by replacing the word “licenses” with “licences”;
- h) Map numbered 12 is amended at its legend by reversing the order of the items “Rural within the Sewerage Area” and “Sewerage Extension Area”, as shown in Schedule “C” of this bylaw;
- i) Map numbered 1 is amended by adjusting the boundaries of the Musqueam Indian Band reserve lands, as shown in Schedule “D” of this bylaw; and
- j) Maps numbered 3, 4, 6, 7, 8, and 9 are amended to remove all regional land use designations for all First Nations Reserve and Treaty Lands as shown in map numbered 1.

Regional Greenway Network

- 4. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:

- a) adjusting the Regional Greenway Network to that as shown in Schedule “E” of this bylaw; and
- b) amending map numbered 10 to incorporate the changes outlined in section 4(a) of this bylaw.

Sensitive Ecosystem Inventory

- 5. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:
 - a) adjusting the Sensitive Ecosystems and Modified Ecosystems to those as shown in Schedule “F” of this bylaw; and
 - b) amending map numbered 11 to incorporate the changes outlined in section 5(a) of this bylaw.

Natural Resource Areas Overlay

- 6. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended as follows:
 - a) the Natural Resource Areas overlay is amended by adding the subject properties listed in the table below:

PID	Legal Description
012-655-333	LEGAL SUBDIVISION 14 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
012-655-325	LEGAL SUBDIVISION 11 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
012-655-309	LEGAL SUBDIVISION 6 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
012-655-279	LEGAL SUBDIVISION 5 SECTION 2 TOWNSHIP 4 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT

to the Natural Resource Areas overlay, as shown in Schedule “G” of this bylaw;

- b) the Natural Resource Areas overlay is amended by adding portions of the subject properties listed in the table below:

PID	Legal Description
012-815-993	DISTRICT LOT 6110 GROUP 1 NEW WESTMINSTER DISTRICT

to the Natural Resource Areas overlay, as shown in Schedule “G” of this bylaw; and

- c) amending map numbered 9 to incorporate the changes outlined in section 6(a) and (b) of this bylaw.

Regional Land Use Designations – City of Pitt Meadows

7. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:

- a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
031-463-096	LOT 3 DISTRICT LOT 254 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP80530

from ‘Industrial’ to ‘Conservation and Recreation’, as shown in Schedule “H” of this bylaw;

- b) re-designating the subject properties, as listed in the table below:

PID	Legal Description
1297186	Plan Number BCP6647

from ‘Industrial’ to ‘Conservation and Recreation’, as shown in Schedule “I” of this bylaw;

- c) re-designating the subject properties, as listed in the table below:

PID	Legal Description
009-152-580	LOT 2 SECTION 25 BLOCK 6 NORTH RANGE 1 EAST NEW WESTMINSTER DISTRICT PLAN 22135

from ‘General Urban’ to ‘Conservation and Recreation’, as shown in Schedule “I” of this bylaw;

- d) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
1297328	Plan Number BCP25596

from ‘General Urban’ to ‘Conservation and Recreation’, as shown in Schedule “J” of this bylaw;

- e) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
006-085-580	LOT 1102 DISTRICT LOT 280 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 46550

from 'Agriculture' to 'Conservation and Recreation', as shown in Schedule "K" of this bylaw;

- f) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
005-504-457	LOT 1185 DISTRICT LOT 280 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 56638

from 'General Urban' to 'Conservation and Recreation', as shown in Schedule "K" of this bylaw; and

- g) amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in sections 7(a) through (g) of this bylaw.

Regional Land Use Designations – Township of Langley

8. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by:

- a) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
001-122-908	LEGAL DESCRIPTION: LOT 2 DISTRICT LOTS 19 AND 242 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 68956

from 'General Urban' to 'Agricultural', as shown in Schedule "L" of this bylaw; and

- b) amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in section 8(a) of this bylaw.

Regional Land Use Designations – City of Vancouver

9. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by:

- a) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
031-626-041	LOT A DISTRICT LOT 2037 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP116059

from 'Employment' to 'General Urban', as shown in Schedule "M" of this bylaw;

- b) re-designating the subject properties, as listed in the table below:

PID	Legal Description
007-074-697	LOT C BLOCK 59 DISTRICT LOT 264A PLAN 18874

007-074-671	LOT B BLOCK 59 DISTRICT LOT 264A PLAN 18874
007-074-654	LOT A BLOCK 59 DISTRICT LOTS 264A AND 2037 PLAN 18874

from 'Industrial' to 'General Urban', as shown in Schedule "N" of this bylaw;

- c) re-designating portions of the subject properties, as listed in the table below:

PID	Legal Description
031-519-334	LOT 1 BLOCK 60 DISTRICT LOT 264A GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP110393

from 'Industrial' to 'General Urban', as shown in Schedule "N" of this bylaw;

- d) re-designating the subject properties, as listed in the table below:

PID	Legal Description
015-642-984	LOT 12 BLOCK 17 OF BLOCK B DISTRICT LOT 182 PLAN 186
015-642-976	LOT 11 BLOCK 17 OF BLOCK B DISTRICT LOT 182 PLAN 186

from 'Industrial' to 'General Urban', as shown in Schedule "O" of this bylaw; and

- e) amending maps numbered 2, 3, 4, 6, 7, and 12 to incorporate the changes outlined in sections 9(a) through (g) of this bylaw.

Village of Lions Bay

10. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by incorporating mapping included in an accepted Regional Context Statement by:

- a) re-designating the regional land use designation for the Village of Lions Bay from 'General Urban' to 'Rural', as shown in Schedule "P" of this bylaw;
- b) adjusting the Urban Containment Boundary to exclude the Village of Lions Bay, as shown in Schedule "P" of this bylaw; and
- c) amending maps numbered 2, 3, 4, 5, 6, 7, 8, 9, and 12 to incorporate the changes outlined in sections 10(a) and (b) of this bylaw.

City of Richmond Regional City Centre overlay

11. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended:

- a) adjusting the City of Richmond Regional City Centre overlay by removing the subject property listed in the table below:

PID	Legal Description
003-586-162	LOT 591, BLOCK 4N, PLAN NWP25611, SECTION 7, RANGE 6W, NEW WESTMINSTER LAND DISTRICT

to the City of Richmond Regional City Centre overlay, as shown in Schedule “Q” of this bylaw; and

- b) amending maps numbered 4 and 5 to incorporate the changes outlined in section 11(a) of this bylaw.

City of New Westminster Regional City Centre overlay

12. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is further amended by:

- a) adjusting the City of New Westminister Regional City Centre overlay as shown in Schedule “R” of this bylaw; and
- b) amending maps numbered 4 and 5 to incorporate the changes outlined in section 12(a) of this bylaw.

Schedules

- 13. The following Schedules are attached to and form part of the bylaw:
 - a) Schedule “A”, Map 1;
 - b) Schedule “B”, Map 4;
 - c) Schedule “C”, Map 12;
 - d) Schedule “D”, Musqueam Indian Band Reserve Lands;
 - e) Schedule “E”, Map 10;
 - f) Schedule “F”, Map 11;
 - g) Schedule “G”, Subject Properties – Natural Resource Areas Overlay;
 - h) Schedule “H”, Subject Properties – City of Pitt Meadows;
 - i) Schedule “I”, Subject Properties – City of Pitt Meadows;
 - j) Schedule “J”, Subject Properties – City of Pitt Meadows;
 - k) Schedule “K”, Subject Properties – City of Pitt Meadows;
 - l) Schedule “L”, Subject Properties – Township of Langley;
 - m) Schedule “M”, Subject Properties – City of Vancouver;
 - n) Schedule “N”, Subject Properties – City of Vancouver;
 - o) Schedule “O”, Subject Properties – City of Vancouver;
 - p) Schedule “P”, Village of Lions Bay;
 - q) Schedule “Q”, City of Richmond Regional Centre Overlay; and
 - r) Schedule “R”, City of New Westminister Regional Centre Overlay.

Read a first, second, and third time this 23 day of February, 2024.

Adopted this _____ day of _____, _____.

Board Chair

Dorothy Shermer, Corporate Officer

Schedule A Map 1

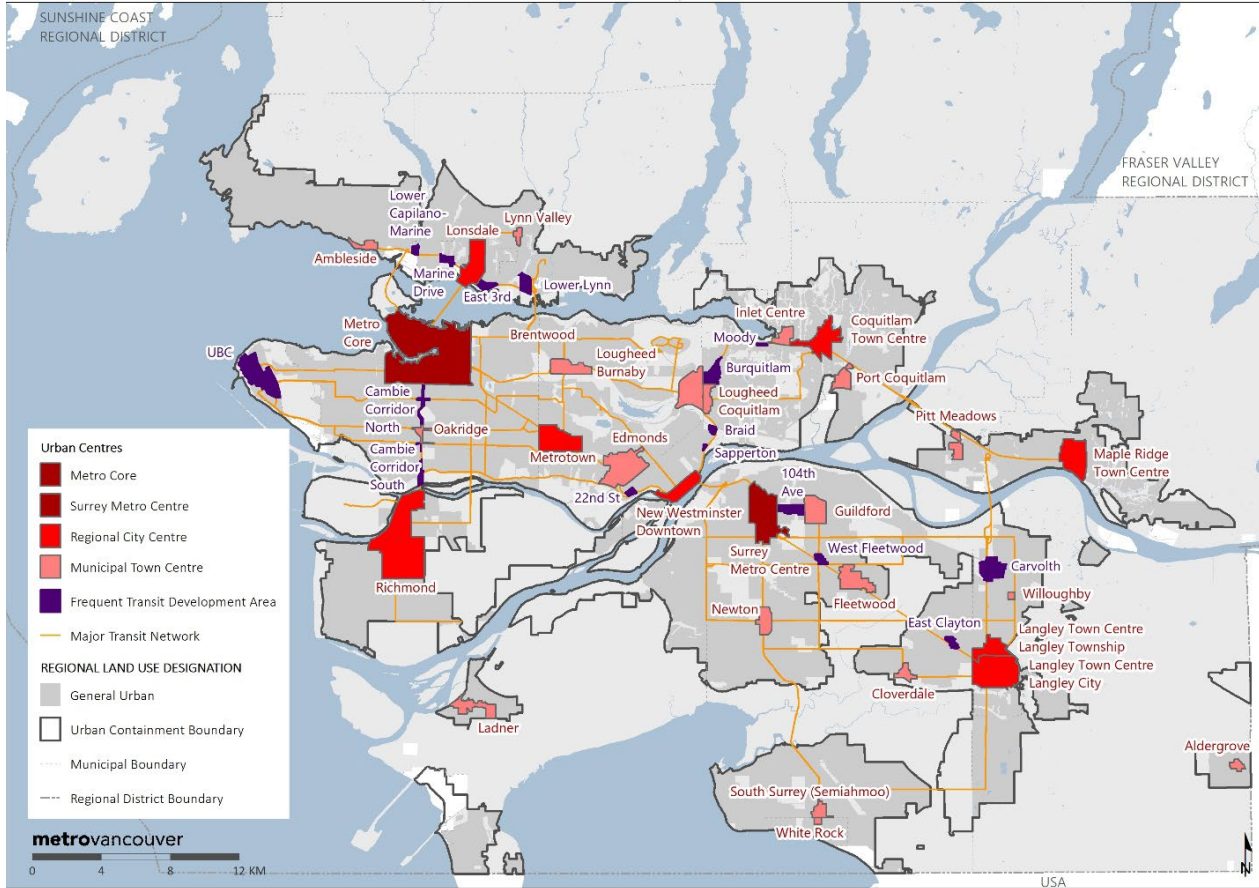
MAP 1 Metro Vancouver Region



Map for reference only.

Schedule B Map 4

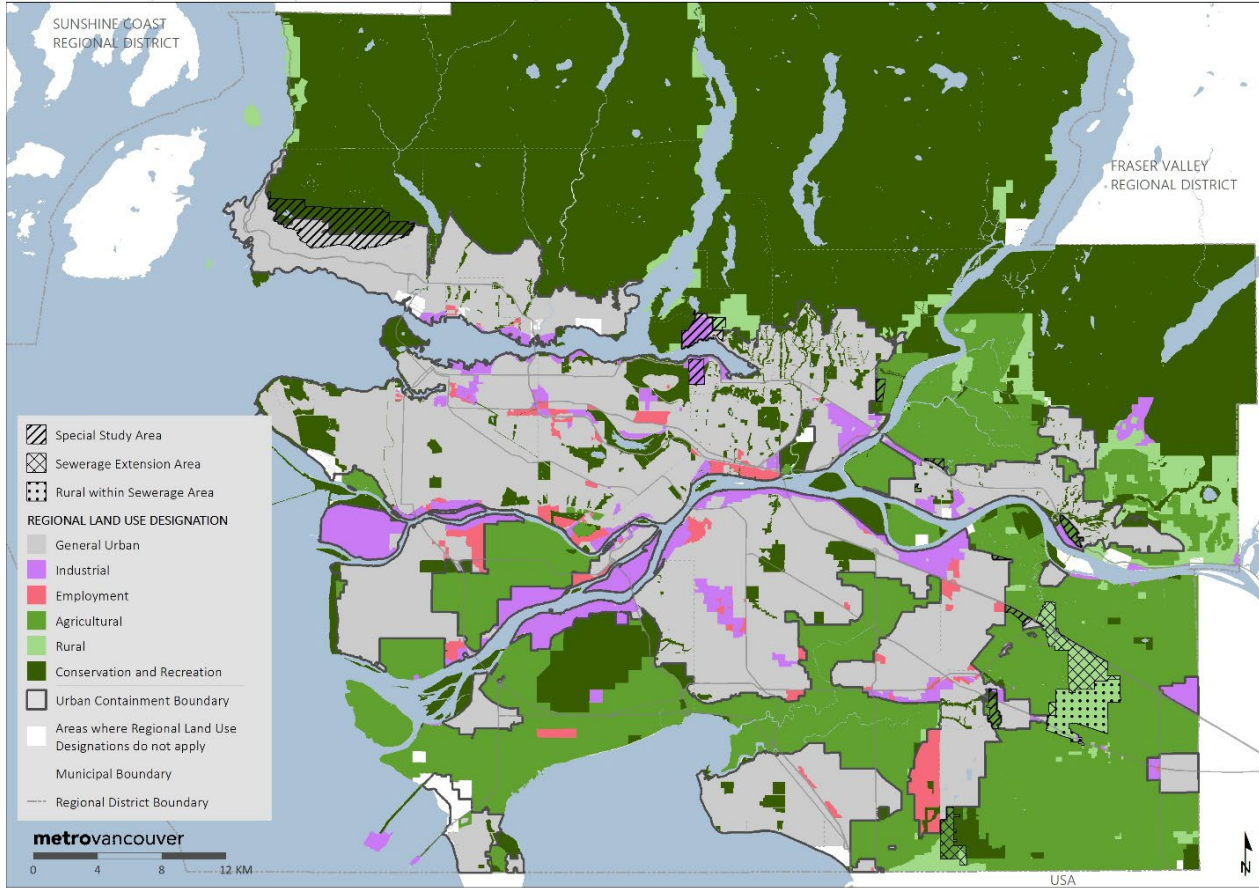
MAP 4 Urban Centres and Frequent Transit Development Areas



Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Urban Centre and FTDA overlays do not alter the intent and policies of the underlying regional land use designations.

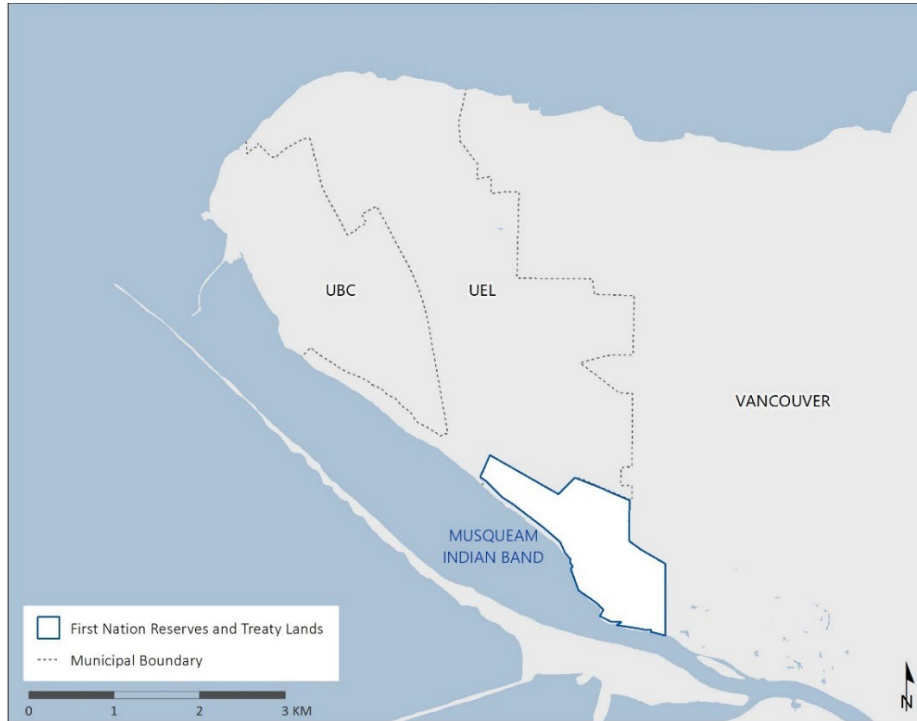
Schedule C Map 12

MAP 12 Special Study Area and Sewerage Extension Areas

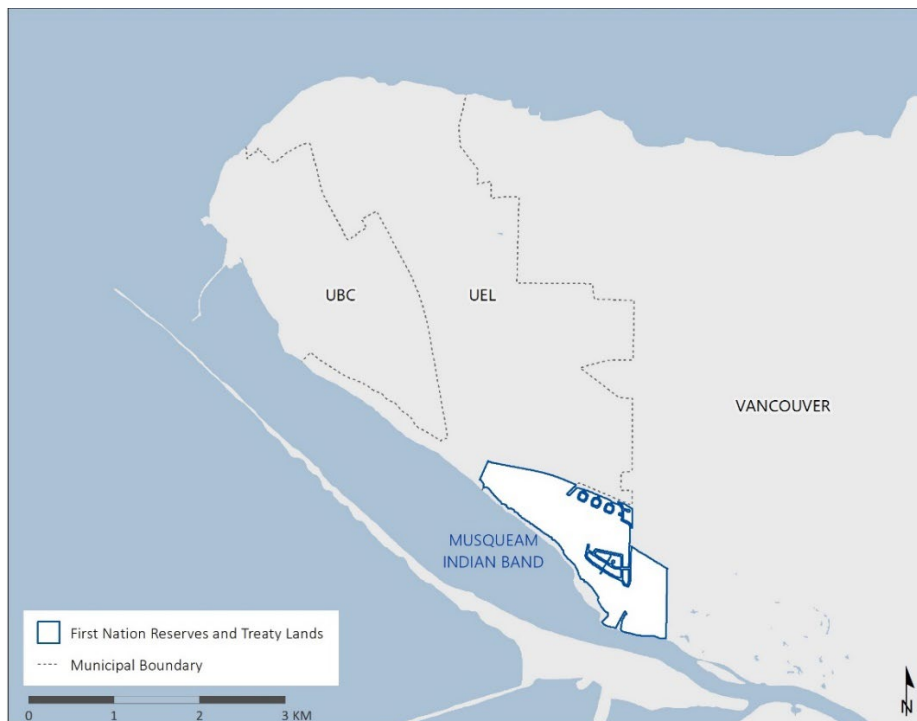


Schedule D Musqueam Indian Band Reserve Lands

Prior to Amendment

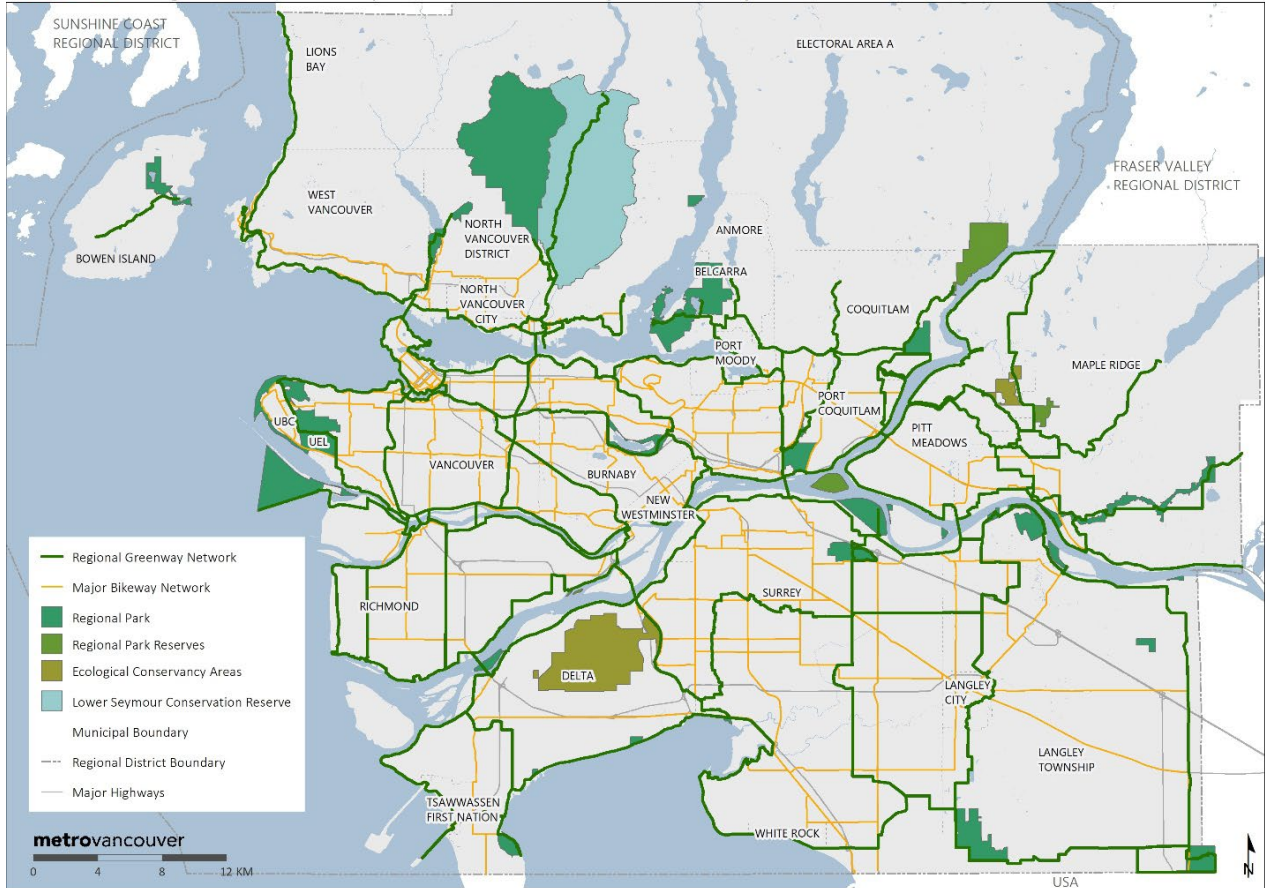


Post-Amendment



Schedule E Map 10

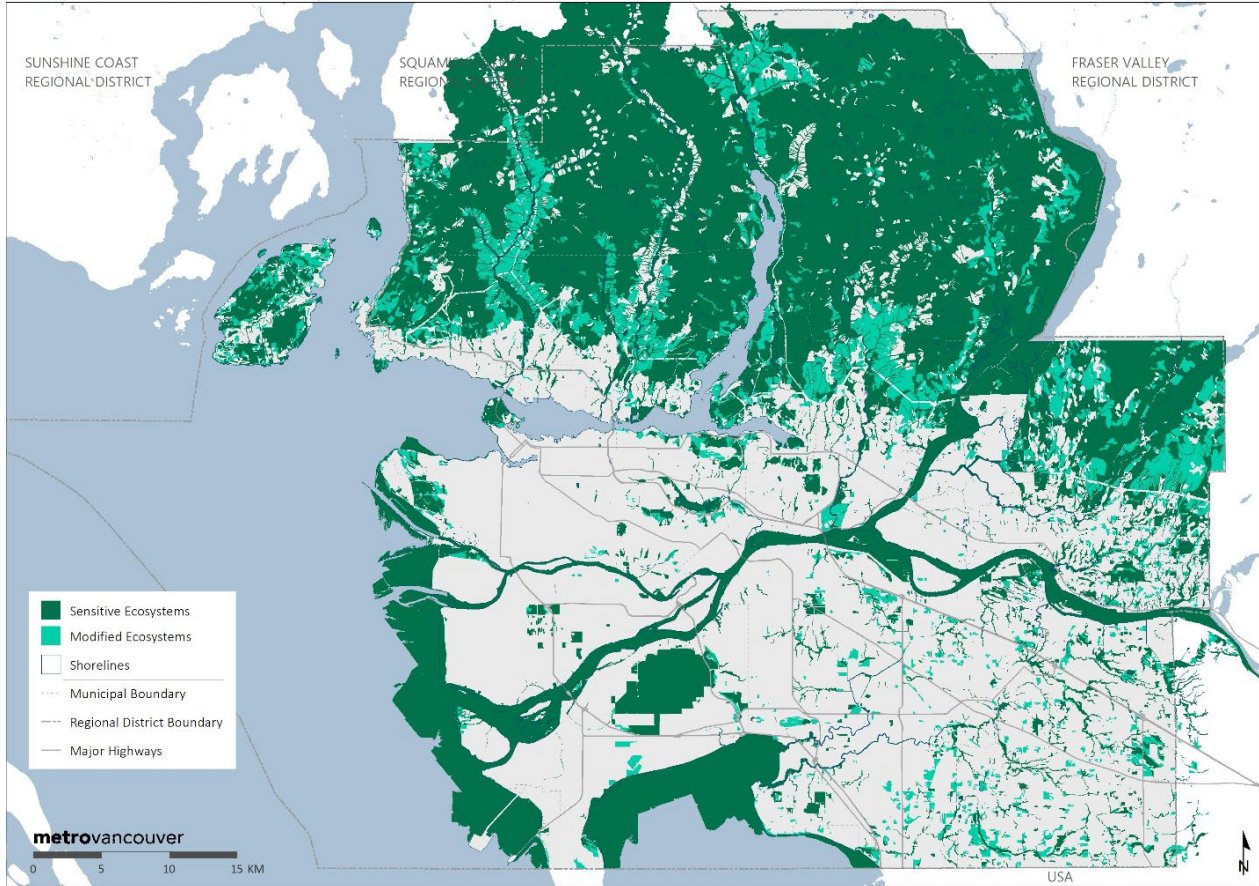
MAP 10 Regional Greenway Network and Major Bikeway Network



The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance.

Schedule F Map 11

MAP 11 Sensitive Ecosystem Inventory

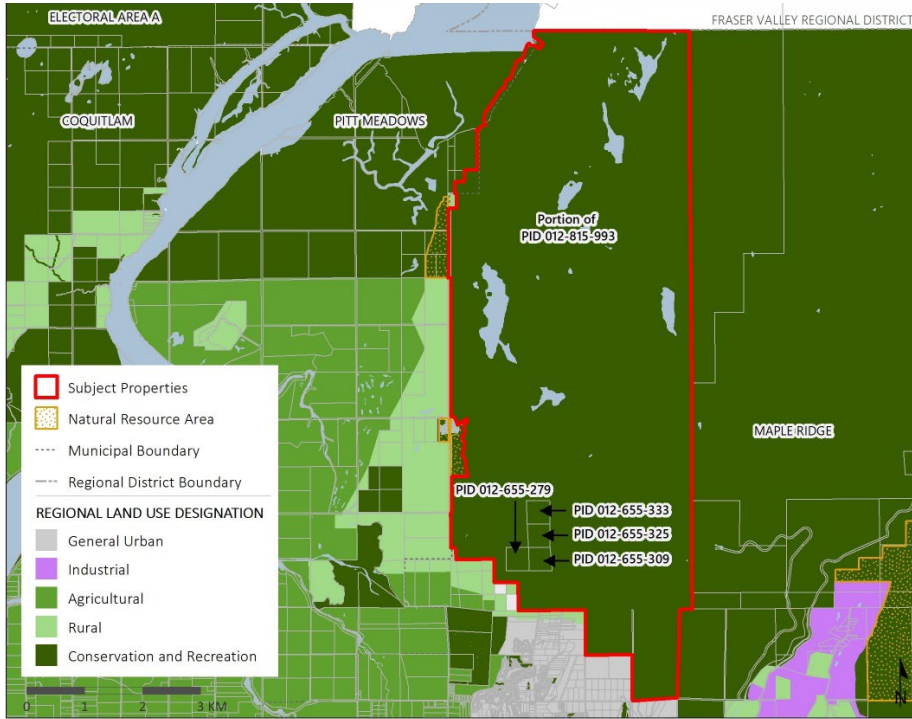


Map for reference only and does not reflect Regional Land Use Designations. An online SEI Tool is available at gis.metrovancouver.org/mvmaps/SEI and downloadable from open-data-portal-metrovancouver.hub.arcgis.com. The SEI data set is from 2020. Local ecological datasets may be more current and detailed.

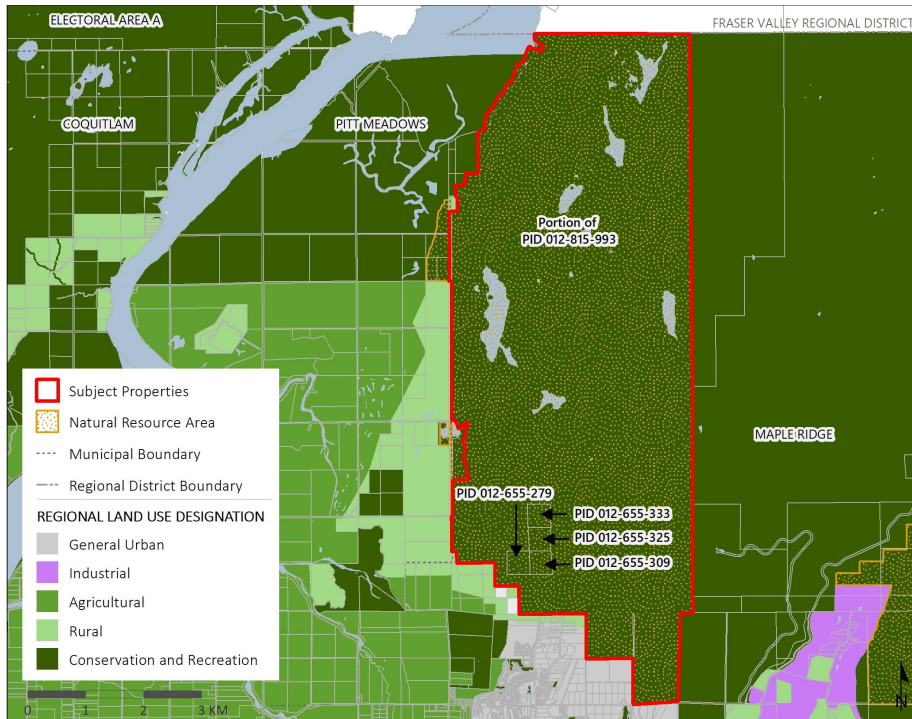
Schedule G

Subject Properties – Natural Resource Areas Overlay

Prior to Amendment



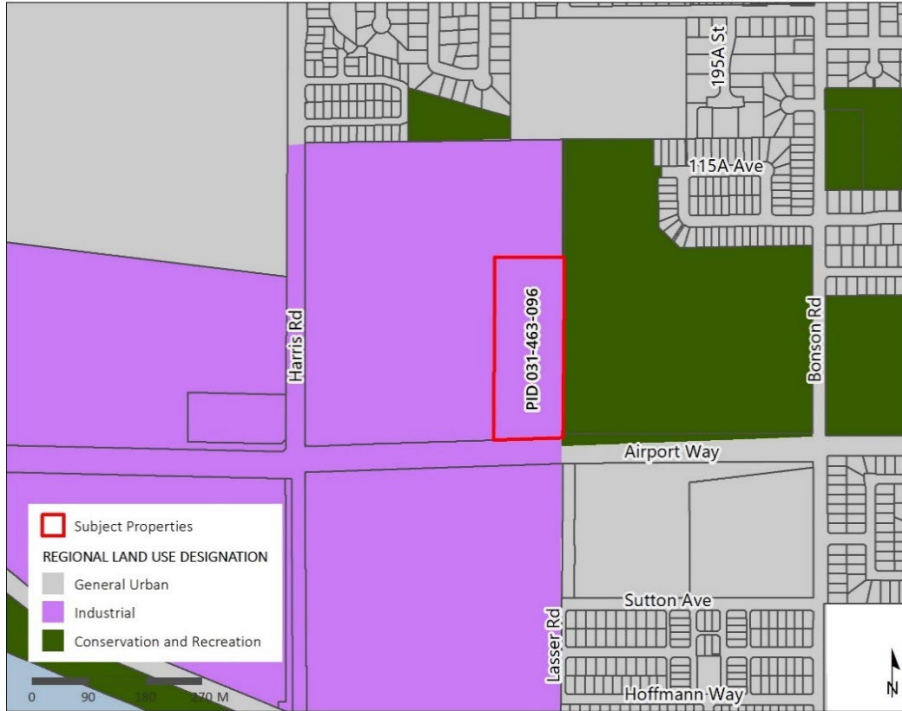
Post-Amendment



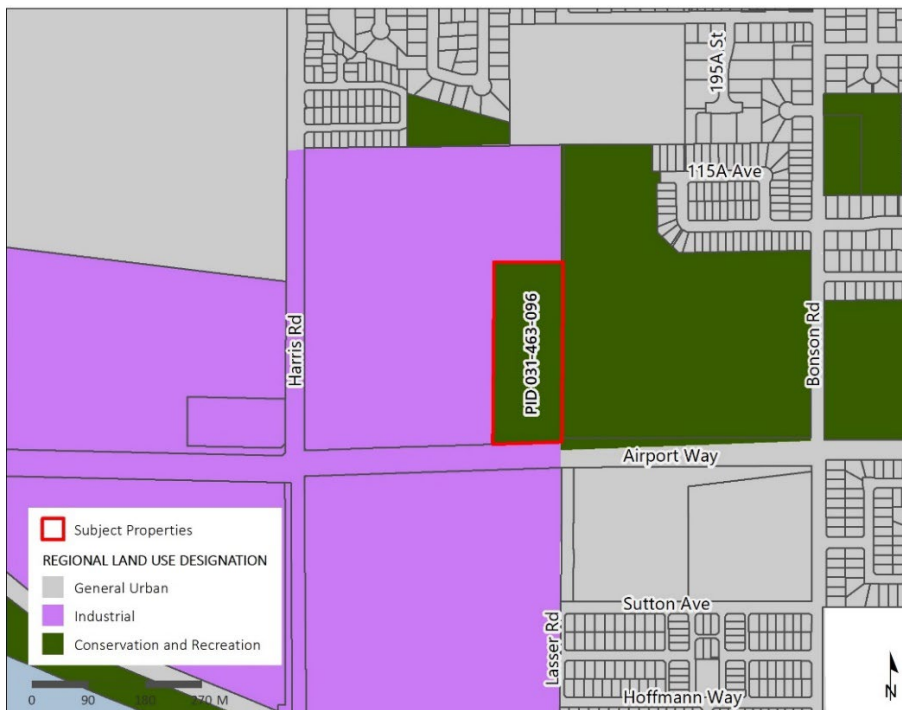
Schedule H

Subject Properties – City of Pitt Meadows

Prior to Amendment

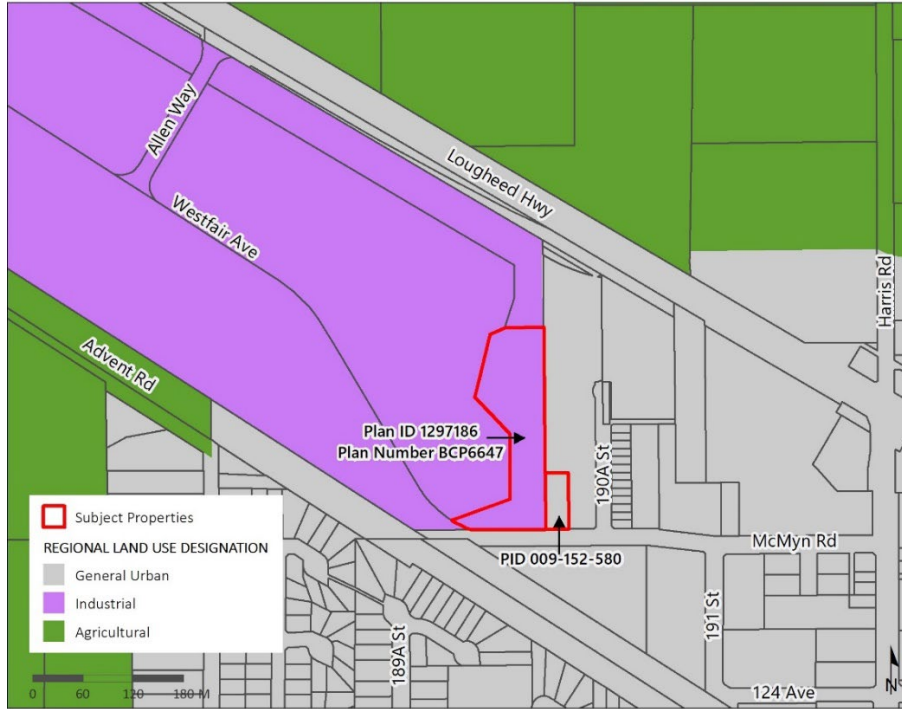


Post-Amendment

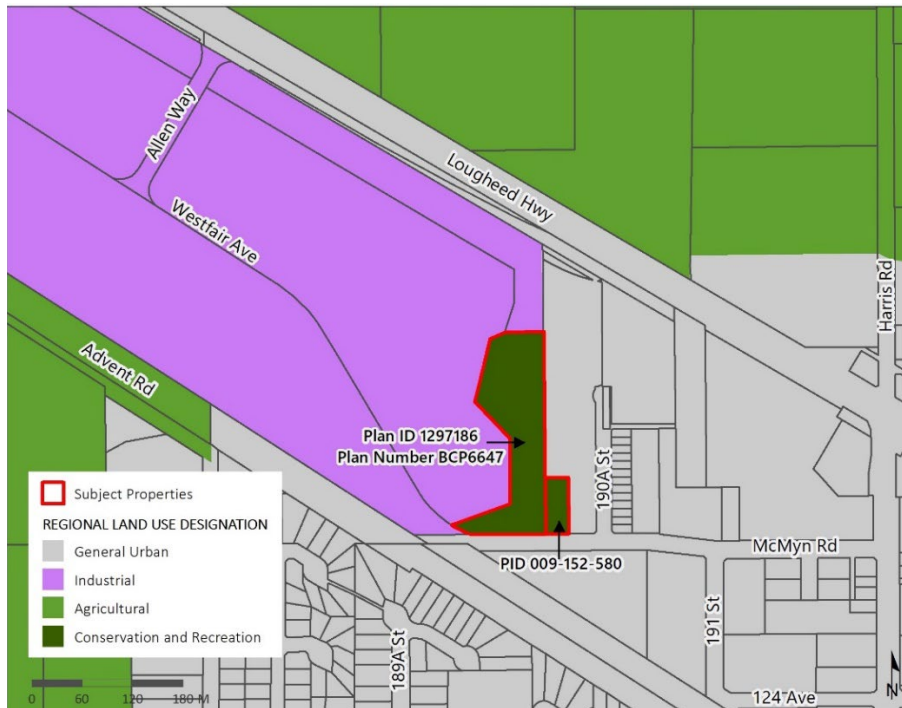


Schedule I Subject Properties – City of Pitt Meadows

Prior to Amendment

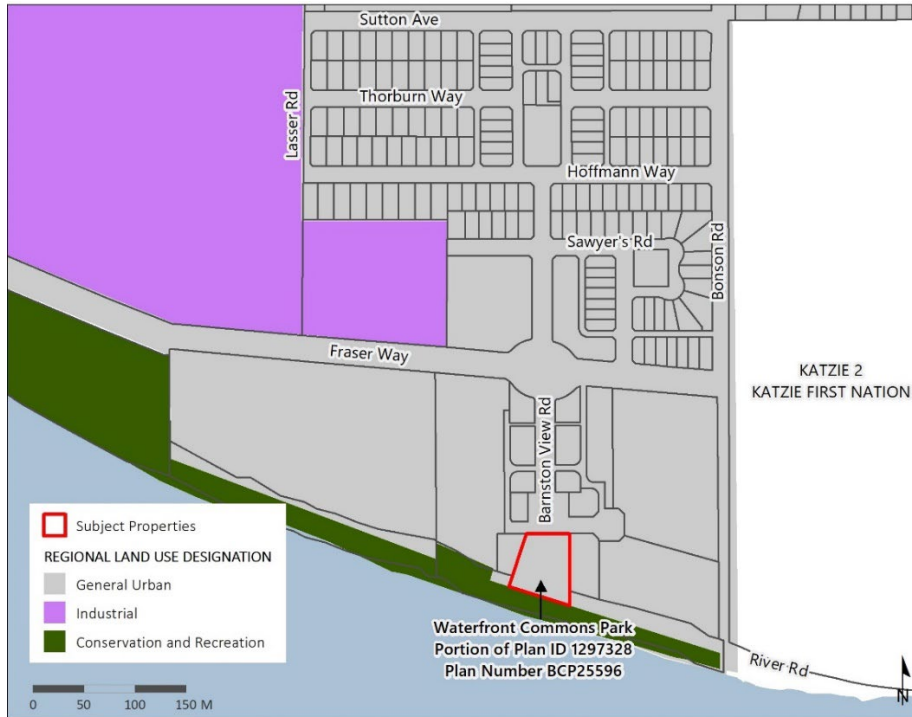


Post-Amendment



Schedule J Subject Properties – City of Pitt Meadows

Prior to Amendment



Post-Amendment

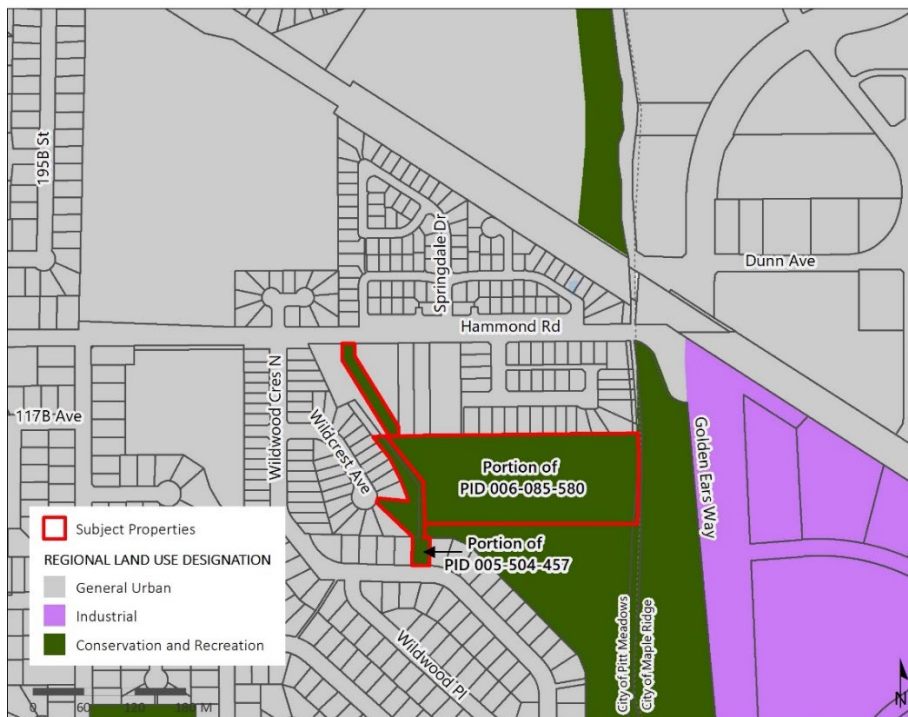


Schedule K Subject Properties – City of Pitt Meadows

Prior to Amendment



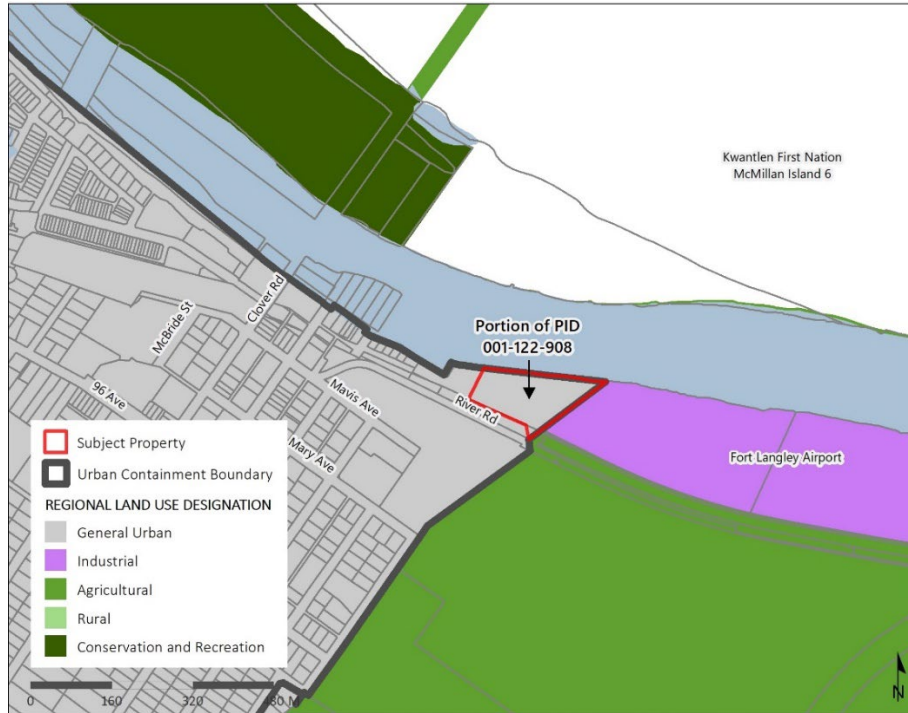
Post-Amendment



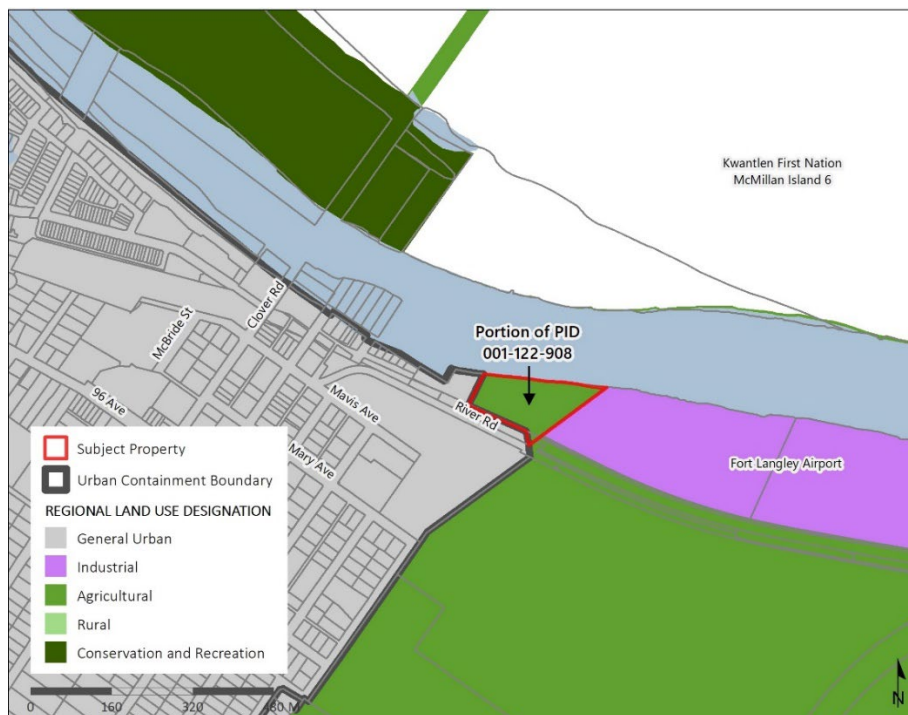
Schedule L

Subject Properties – Township of Langley

Prior to Amendment



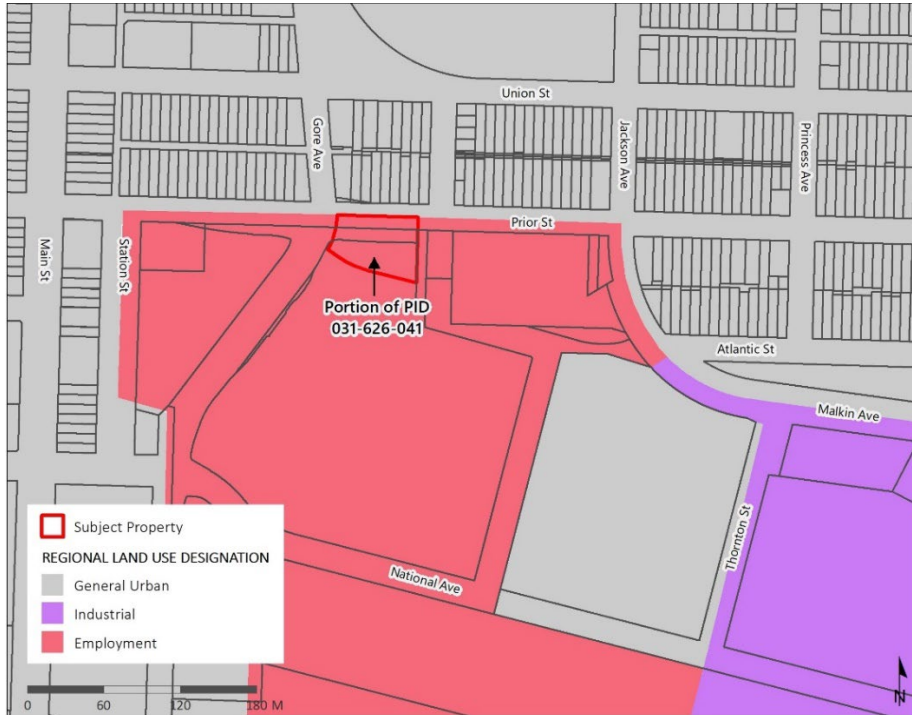
Post-Amendment



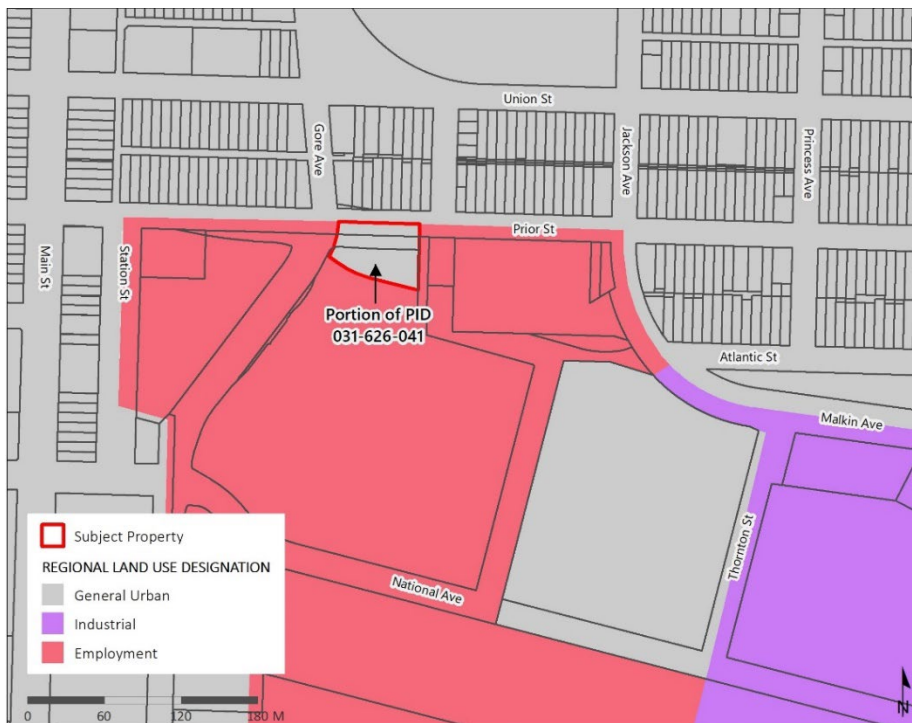
Schedule M

Subject Properties – City of Vancouver

Prior to Amendment

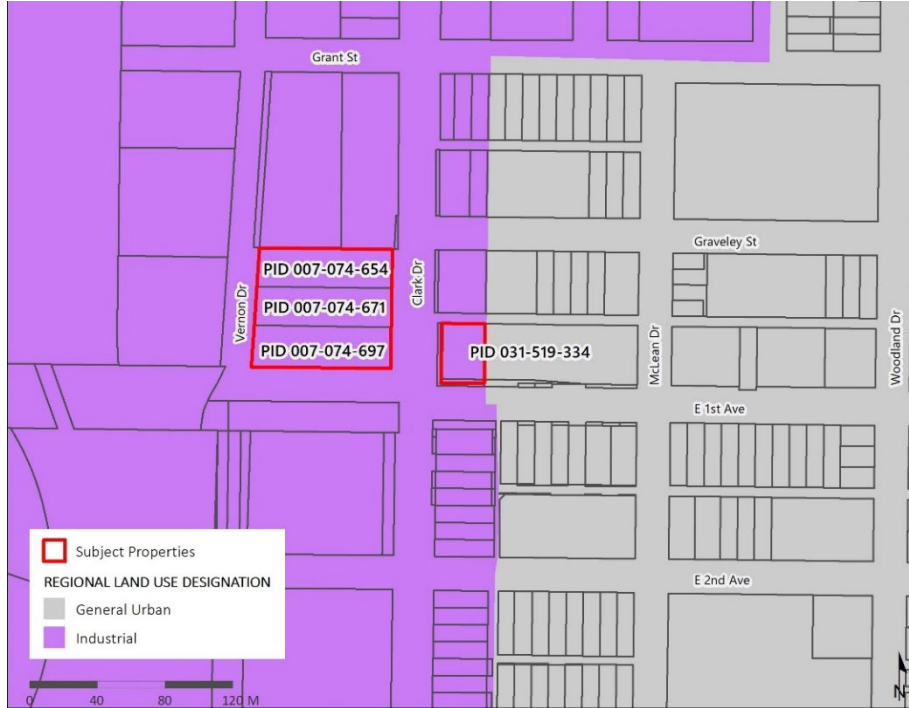


Post-Amendment

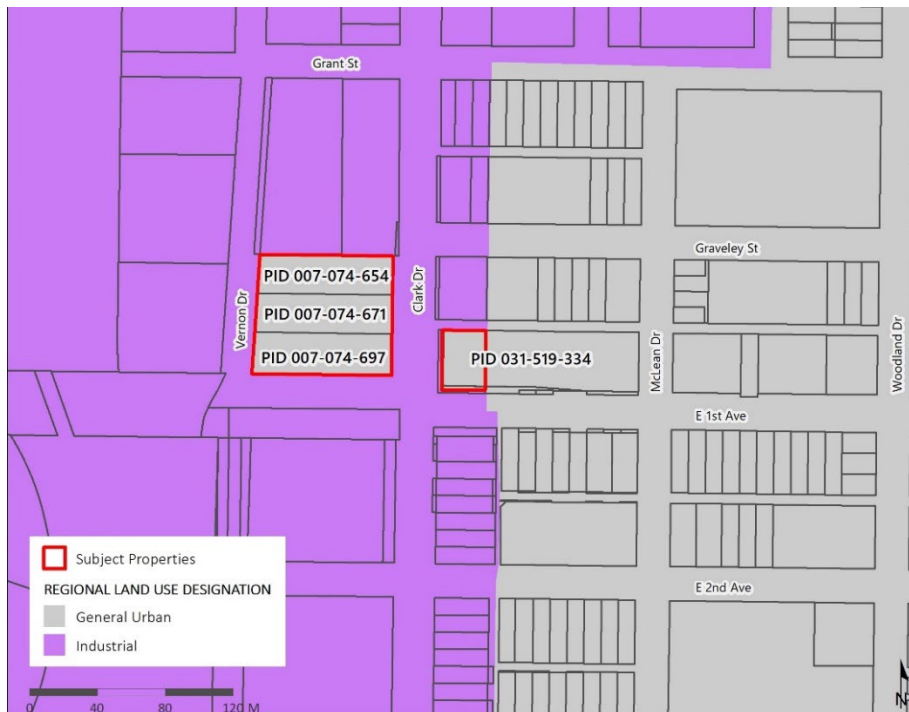


Schedule N Subject Properties – City of Vancouver

Prior to Amendment



Post-Amendment



Schedule O

Subject Properties – City of Vancouver

Prior to Amendment

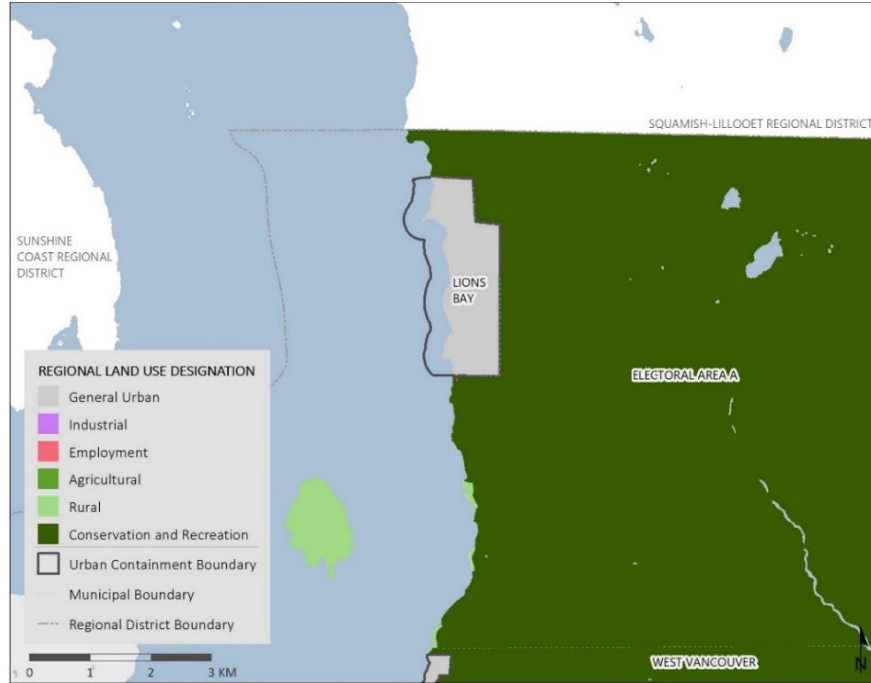


Post-Amendment

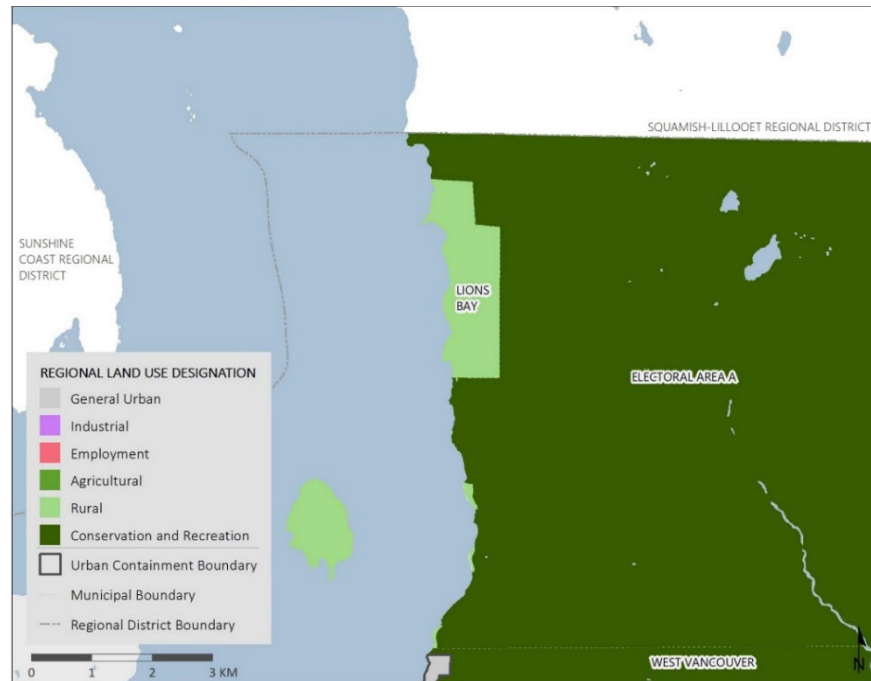


Schedule P Village of Lions Bay

Prior to Amendment

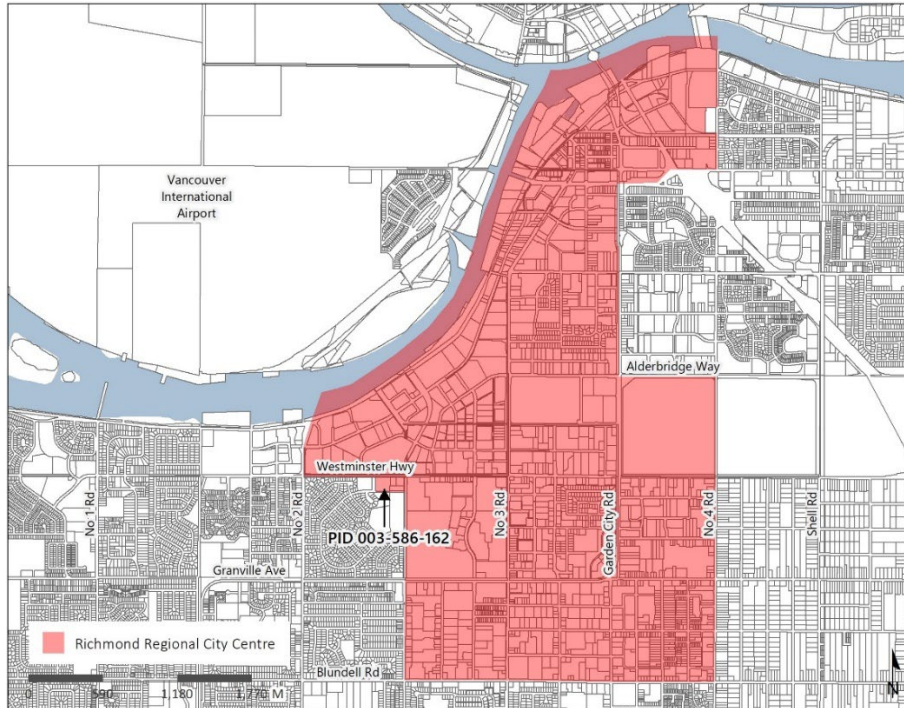


Post-Amendment

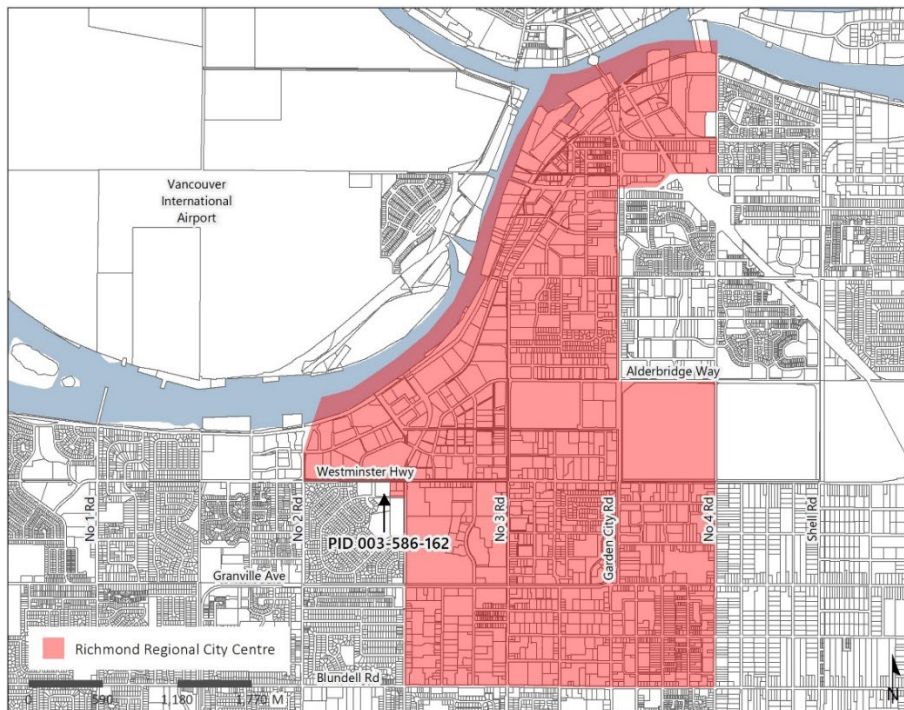


Schedule Q City of Richmond Regional Centre Overlay

Prior to Amendment



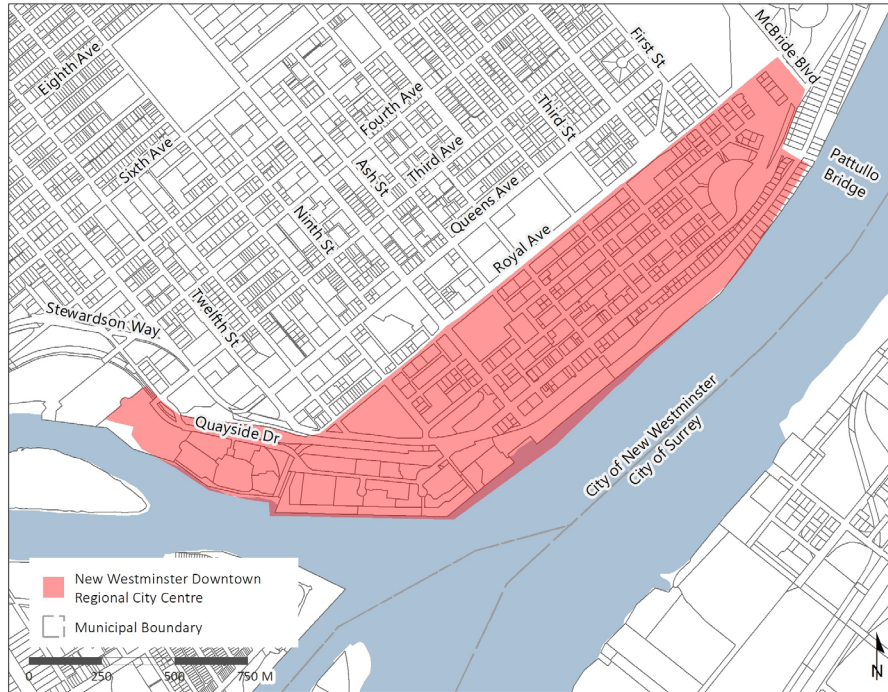
Post-Amendment



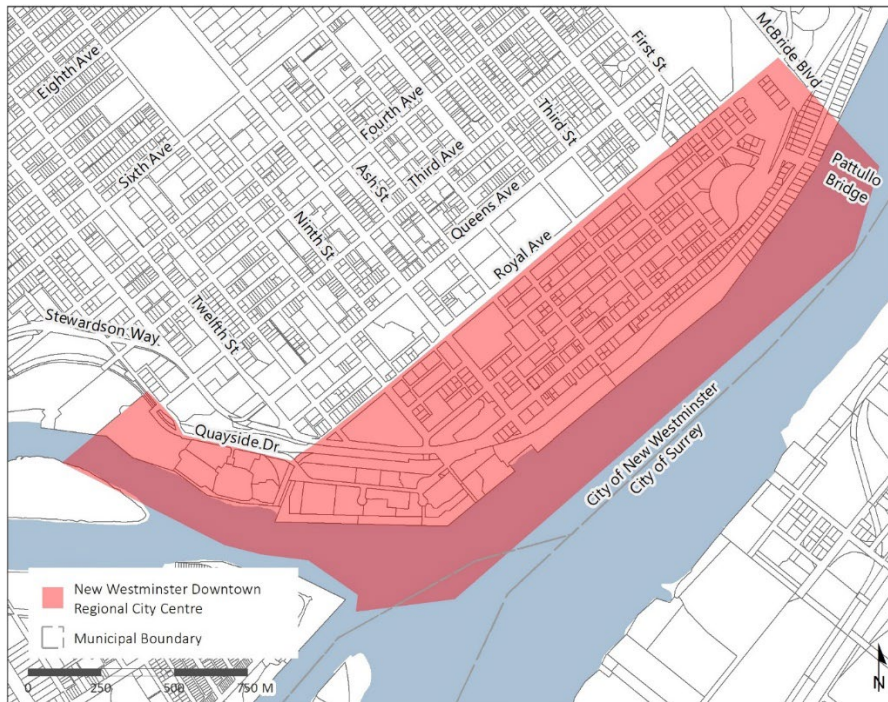
Schedule R

City of New Westminster Regional Centre Overlay

Prior to Amendment



Post-Amendment





March 28, 2024

Our File: 01-0480-20/RD13-01/2024-1

Doc #: 5234179.v1

Jonathan Cote – Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6

By e-mail: jonathan.cote@metrovancover.org

RE: Metro 2050 Regional Growth Strategy Amendment Bylaw No. 1380, 2024 – Accepted Regional Context Statements and Minor Error Corrections

Thank you for the opportunity to review and comment on the proposed Regional Growth Strategy (RGS) Amendment Bylaw No. 1380, 2024 regarding accepted Regional Context Statements and the correction of minor errors.

After reviewing the attached Metro Vancouver staff report, Coquitlam staff does not have any comments regarding the proposed Type 3 amendments to the RGS to address accepted Regional Context Statements and correct minor inconsistencies in terminology, formatting, numerical references, and mapping.

Please note that these are only staff comments, and Coquitlam Council has not received or considered a staff report on this proposed RGS amendment. However, Coquitlam Council will be made aware of this proposed RGS amendment and associated staff comments and the City's Metro Vancouver Board representatives will be considering the proposed RGS amendment bylaw at a future Metro Vancouver Board meeting.

Should you have any questions or require any further information, please feel free to contact me by e-mail at cmcbeath@coquitlam.ca or by phone at 604-927-3436.

Regards,

A handwritten signature in black ink, appearing to read "Chris McBeath".

Chris McBeath, RPP, MCIP
Program Manager, Regulatory Coordination and Policy Reform

c- Mayor and Council, City of Coquitlam
Andrew Merrill, General Manager, Planning and Development, City of Coquitlam

APR 30 2024

RECEIVED

April 30, 2024

George V. Harvie
Chair, Metro Vancouver Board
Sent via email to: CAOAdministration@metrovancover.org

Dear Chair Harvie,

RE: Response to Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

On March 21, 2024, White Rock City Council received your correspondence regarding the proposed amendment to *Metro 2050* Regional Growth Strategy. Council adopted the following resolution at the April 29, 2024 Regular Council meeting:

THAT Council:

1. *Receive for information the corporate report dated April 29, 2024 from the Director of Planning and Development Services, titled "Response to Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors;" and*
2. *Authorize the Director of Corporate Administration to respond to the Metro Vancouver Board stating that the City does not object to the proposed Type 3 amendment request to Metro 2050 Regional Growth Strategy, and by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment.*

Attached is the corporate report which was provided to Council for information.

If you have any questions, please contact Anne Berry, Director of Planning and Development Services, at aberry@whiterockcity.ca or 604 541 2293. Thank you.

Sincerely,



T. Arthur
Director of Corporate Administration

Attachment: Corporate report dated April 29, 2024
cc: Mayor and Council, City of White Rock
Director of Planning and Development Services

Corporate Administration
15322 Buena Vista Avenue, White Rock, BC, Canada V4B 1Y6
Tel: 604-541-2124 Fax: 604-541-9348

whiterockcity.ca

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: April 29, 2024
TO: Mayor and Council
FROM: Anne Berry, Director, Planning and Development Services
SUBJECT: Response to Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

RECOMMENDATIONS

THAT Council receive for information the corporate report dated April 29, 2024 from the Director of Planning and Development Services, titled “Response to Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors;” and

1. Authorize the Director of Corporate Administration to respond to the Metro Vancouver Board stating that the City does not object to the proposed Type 3 amendment request to Metro 2050 Regional Growth Strategy, and by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment.
-

EXECUTIVE SUMMARY

The purpose of this report is to notify Council of proposed amendments to *Metro 2050*, the Regional Growth Strategy, and to provide an opportunity to comment on the proposed amendments.

BACKGROUND

Metro 2050, the regional growth strategy (RGS), is the regional district’s plan for managing growth coming to Metro Vancouver in a way that protects important lands like agricultural, ecologically important, and industrial lands; contains growth within an urban containment boundary and directs it to transit-oriented locations; and supports the efficient provision of utilities and transit. Metro 2050 contains six regional and parcel-based land use designations that support those objectives.

By signing on to Metro 2050, if a member jurisdiction seeks to change the regional land use designation for a site then, as part of the process, they have agreed to have the Metro Vancouver Board consider any regional implications of the proposed amendment.

Over the first year since Metro 2050 was adopted on February 24, 2023, Metro Vancouver staff identified some minor inconsistencies in terminology, formatting, numerical references, and mapping that are proposed to be corrected through a Type 3 amendment. The proposed amendment also includes mapping revisions that stem from MVRD Board-accepted regional context statements, regional land use designation amendments made under the municipal

flexibility clause, updates to Metro 2050 reference maps based on new data (e.g., new sensitive ecosystem inventory map) and corrections to map text and designation boundaries.

The proposed revisions are administrative in nature and do not alter the intent of Metro 2050. The amendment is intended to ensure that Metro 2050 contains the most current and correct maps and text.

Type 3 amendments to Metro 2050, requires a 50% + 1 weighted vote of the Metro Vancouver Board in favour of the amendment. First, second and third readings of the MVRD amendment bylaw were given on February 23, 2024, and MVRD staff were directed to notify local governments to obtain input. Following consideration of written comments from local governments and other agencies (up to May 5, 2024), the MVRD Board will consider final adoption of the bylaw.

To provide further detail on the proposed amendment the letter from Metro Vancouver inviting comment from local governments, and the MVRD Board report are attached as Appendices A and B, for Council's information.

ANALYSIS

Proposed Type 3 Amendments to Metro 2050

The proposed Type 3 amendment is comprised of Map and text amendments which are listed below:

Map Amendments

- Township of Langley: Update Metro 2050 maps to correct a designation for one parcel based on the MVRD Board accepted Regional Context Statement dated November 25, 2016 and to fix a text labelling error;
- Village of Lions Bay: Update Metro 2050 maps to reflect the MVRD Board accepted Regional Context Statement dated July 29, 2022. The update removes the Village from the Urban Containment Boundary and re-designates the Village from 'General Urban' to 'Rural';
- City of New Westminster: Update Metro 2050 maps to adjust the boundary of the Regional City Centre geography;
- City of Pitt Meadows: Update Metro 2050 maps to reflect the MVRD Board accepted Regional Context Statement dated September 23, 2022;
- City of Richmond: Update Metro 2050 maps to correct a minor mapping error in the Regional City Centre geography;
- City of Vancouver: Update Metro 2050 maps to reflect regional land use amendments made under the municipal flexibility clause.

Images of the updated maps can be found in the MVRD Board report attached as Appendix B to this staff report.

Text Amendments

The proposed amendment also includes the following types of minor text amendments to Goal 3 Policies 3.2.3 b) and 3.4.4 c) in the Metro 2050 RGS:

- Formatting revisions such as removing double spacing, updating numeric order, and bolding or italicizing words (e.g. "Metro 2050" bolding removed);
- Wording revisions including hyphenating words and correcting spelling (e.g. "long-term" instead of "longer-term"); and

- Revising outdated links and references (e.g. for Policy 3.2.3 b), reference to “regional multihazard mapping” is removed).

The text amendments do not constitute policy or material changes and do not alter the intent of Metro 2050.

Staff Commentary

Staff have reviewed the proposed amendments to Metro 2050 and have no concerns. Staff recommend this corporate report, along with Council comments and any applicable resolution be sent to Metro Vancouver Board as a response to their request for comments.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the proposed amendment.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

None are identified at this time. White Rock is being invited to comment on a Regional Growth Strategy Amending Bylaw as required by the *Local Government Act* and *Metro 2050 RGS* and as a member municipality of the MVRD.

OPTIONS / ALTERNATIVES

The following alternative options are available for Council’s consideration:

1. Council support staff forwarding a letter on its behalf to Metro Vancouver expressing the City’s opposition to the proposed Type 3 amendment request to Metro 2050 Regional Growth Strategy along with the comments noted in this report.
2. Council declines to participate in providing comments to Metro Vancouver on the proposed Type 3 amendment.

CONCLUSION

Metro Vancouver is seeking comment on a proposed Type 3 amendment to the Regional Growth Strategy. The requested RGS amendment is not expected to affect the City’s interests and as such, staff have no objection to the same. Staff recommend that Council authorize the Director of Corporate Administration to respond to the Metro Vancouver Board by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board's request for comment.

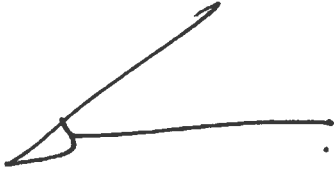
Respectfully submitted,



Anne Berry
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendation(s) of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line that ends in a small dot.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Letter from Metro Vancouver received March 21, 2024

Appendix B: Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

From: [RPH - Regional Planning](#)
To: [Victor Cheung](#)
Subject: FW: [Squamish Connect] 4 Updates
Date: Thursday, March 28, 2024 10:01:55 AM

From: Squamish Connect <do-not-reply@squamishconnect.com>
Sent: Thursday, March 28, 2024 3:02 AM
To: RPH - Regional Planning <RPH-RegionalPlanning@metrovancover.org>
Subject: [Squamish Connect] 4 Updates

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

This is an automated email, please respond to any notifications on Squamish Connect.

2 comments on things you're watching

New Comment

Helga Harlander (Squamish Nation) posted a comment

Thank you for this submission. We have no comment on the proposed amendment.

Best regards, Helga

- PROJECT NAME

Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

- ISSUING AGENCY FILE NUMBER(S)

66164757

- REFERRAL ID

2545

[View this Submission](#)

New Comment

Helga Harlander (Squamish Nation) posted a comment

Thank you for this submission. We have no comment on the proposed amendments.

Best regards, Helga

- PROJECT NAME

Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan

- ISSUING AGENCY FILE NUMBER(S)

66173847

- REFERRAL ID

2546

[View this Submission](#)

2 referrals' statuses were changed

Referral Submission Status Changed

Helga Harlander (Squamish Nation) changed the status of 66164757 - Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors to Complete

- PROJECT NAME

Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

- ISSUING AGENCY FILE NUMBER(S)

66164757

- ID

2545

- STATUS

Complete

[View this on Squamish Connect](#)

Referral Submission Status Changed

Helga Harlander (Squamish Nation) changed the status of 66173847 - Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan to Complete

- PROJECT NAME

Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan

- ISSUING AGENCY FILE NUMBER(S)

66173847

- ID

2546

- STATUS

Complete

[View this on Squamish Connect](#)

To: MVRD Board of Directors

From: Dorothy Shermer, Corporate Officer
Jonathan Cote, Deputy General Manager, Regional Planning and Housing
Development, Regional Planning and Housing Services

Date: June 15, 2024 Meeting Date: June 28, 2024

Subject: **Regional Growth Strategy Amendment Bylaw No. 1378, 2024 – Metro 2050 Type 3
Proposed Amendment to Reflect the Electoral Area A Official Community Plan**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the comments from the affected local governments and agencies as presented in the report dated June 15, 2024, titled “Regional Growth Strategy Amendment Bylaws No. 1378, 2024 and 1379, 2024 – Metro 2050 Proposed Amendment to Reflect the Electoral Area A Official Community Plan”;
 - b) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024*; and
 - c) adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024*.
-

EXECUTIVE SUMMARY

In February 2024, the MVRD Board initiated a Type 2 and a Type 3 Amendment to *Metro 2050*, and gave first, second, and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378* and *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379*. Amendments are proposed to *Metro 2050* to better align its land use designations with the Metro Vancouver Regional District Board-adopted 2018 Electoral Area A Official Community Plan Bylaw that applies to the majority of the rural and remote portions of the Electoral Area (excluding UBC, UEL, Bowyer Island, Passage Island, and First Nation reserve lands). Staff have identified *Metro 2050* regional land use designation changes to ninety-two parcels for the MVRD Board’s consideration.

These changes are based on a detailed review of the OCP designations relative to *Metro 2050* regional land use designations and mapping improvements in the rural and remote reaches of the Electoral Area A. Given the nature of the changes, both Type 2 and Type 3 amendments to *Metro 2050* are required. As a result, two separate amendment bylaws are provided to the Board for consideration. The first requires adoption with a weighted 2/3 majority of the Board, and the second requires adoption by a weighted 50%+1 vote of the Board.

As required by the *Local Government Act* and *Metro 2050*, Metro Vancouver notified affected local governments and agencies of the proposed amendment. Responses were received from three affected local governments, one local First Nations, and one agency, all of which expressed either

no objection or no comment. *MVRD Bylaw No. 1378* and *MVRD Bylaw No. 1379* are now before the Board for consideration of adoption.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies; and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024* and *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw 1379, 2024* (Attachment 1 and 2).

BACKGROUND

At its February 23, 2024 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 Type 2 and Type 3 amendment processes to reflect the Electoral Area A Official Community Plan;*
- b) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024”;*
- c) give first, second, third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024”;* and
- d) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

Metro Vancouver gave notice to member jurisdictions, local First Nations, and agencies by way of a letter dated March 21, 2024. The amendment notice was also posted on the Metro Vancouver website. This report provides the comments received, and attaches the amendment bylaws for consideration of adoption by the MVRD Board.

PROPOSED METRO 2050 AMENDMENTS

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (Metro 2050) is the regional federation’s collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure. Metro Vancouver routinely reviews and updates bylaws to ensure accuracy and inclusion of up-to-date information.

To correct historical imprecise mapping data within the rural and remote areas of Electoral Area A, Metro Vancouver undertook a major upgrade of its digital parcel mapping during the development of the Electoral Area A OCP. Staff worked closely with provincial staff at GeoBC, Metro Vancouver’s Real Estate Services, and the public to update mapping and establish a consistent set of OCP land use designations. These corrections resulted in some inconsistencies between the regional growth strategy and Electoral Area A OCP land use designations and the current need to amend *Metro 2050* mapping. Parcels that are proposed to be changed from *Metro 2050* Conservation and Recreation to Rural or from Agricultural to Conservation and Recreation are considered a Type 2 amendment under Metro 2050 section 6.3.3 b). Seventy-six parcels are identified as a Type 2 amendment, which requires an amendment bylaw passed by an affirmative two-thirds weighted vote of the MVRD

Board. Parcels that are proposed to be changed from Rural to Conservation and Recreation or from no designation to Rural are considered a Type 3 amendment, under *Metro 2050* section 6.3.4 d) and 6.3.4 m) respectively. Sixteen parcels are identified as a Type 3 amendment, which requires an amendment bylaw passed by an affirmative 50% + 1 weighted vote of the MVRD Board.

A link to the staff report that went to the Board in February 2024 summarizing the proposed amendments can be found at the end of this report (Reference 1).

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS, LOCAL FIRST NATIONS, AND EXTERNAL AGENCIES

Metro Vancouver received correspondence (Attachment 3) in response to the notification of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024* and *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024* from affected local governments, local First Nations, and external agencies as follows:

Affected Local Governments

- City of Coquitlam indicated no comment to the proposed amendments, and
- City of White Rock indicated no objection to the proposed amendments.

Local First Nations

- Squamish Nation indicated no comment to the proposed amendments.

External Agencies

- Agricultural Land Commission indicated no objection to the proposed amendments; however, they noted should park development be contemplated on the three ALR Barnston Island properties in future, ALC regulations permit limited forms of conservation/recreation uses.

ALTERNATIVES

1. That the MVRD Board:
 - a) receive for information the comments from the affected local governments and agencies as presented in the report dated June 3, 2024, titled “Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan”;
 - b) *adopt Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024*; and,
 - c) *adopt Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024*.
2. That the MVRD Board decline *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024* and *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024*.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

In February 2024, the MVRD Board initiated a Type 2 and Type 3 Amendments to *Metro 2050*, the regional growth strategy, and gave first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024* and *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024*. These proposed amendments are consistent with *Metro 2050's* goals and strategies, and bring the *Metro 2050* and OCP land use designations into closer alignment. They do not alter the intent of *Metro 2050*. During the notification period, four responses were received indicating either no objection or no comment. This report provides a summary of comments received and attaches the amendment bylaw for consideration of adoption by the MVRD Board.

ATTACHMENTS

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024*.
2. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024*.
3. Correspondence received regarding “Regional Growth Strategy Amendment Bylaw No. 1378 and No. 1379 – Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan”.

REFERENCES

1. [Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan](#)

67240903

**METRO VANCOUVER REGIONAL DISTRICT
 BYLAW NO. 1378, 2024
 A bylaw to amend “Metro Vancouver Regional District
 Regional Growth Strategy Bylaw No. 1339, 2022”**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022; and
- B. The Board wishes to amend Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

- 1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1378, 2024”.

Schedules

- 2. The following Schedules are attached to and form part of the bylaw:
 - Schedule “A”, Subject Properties – Howe Sound;
 - Schedule “B”, Subject Properties – Indian Arm;
 - Schedule “C”, Subject Properties – Pitt Lake; and
 - Schedule “D”, Subject Properties – Barnston Island.

Amendment of Bylaw

- 3. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022”, is amended by:
 - a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
010-765-646	BLOCK 3, EXCEPT: FIRSTLY: PART REFERENCE PLAN 4095, SECONDLY: PART HIGHWAY PLAN 45 THIRDLY: PART DEDICATED ROAD PLAN BCP11233; DISTRICT LOT 2365 PLAN 7016
009-131-566	BLOCK D, EXCEPT: FIRSTLY: PART ON HIGHWAY PLAN 45, SECONDLY: PART ON PLAN BCP8783, DISTRICT LOT 2365 PLAN 11180
009-131-591	BLOCK E EXCEPT: FIRSTLY; PART ON HIGHWAY PLAN 45 SECONDLY; PART DEDICATED ROAD ON PLAN BCP8782 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11180

010-766-413	BLOCK 5 EXCEPT: FIRSTLY; PART IN REFERENCE PLAN 4095 SECONDLY; PART ON HIGHWAY PLAN 45 THIRDLY; PART DEDICATED ROAD ON PLAN BCP9771 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7016
009-131-558	BLOCK C, EXCEPT PORTIONS IN : (1) HIGHWAY PLAN 45; (2) PLAN BCP8784; DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11180
009-131-604	BLOCK G, EXCEPT: FIRST: PART SHOWN RED ON HIGHWAY PLAN 45 SECONDLY: PART SHOWN GREEN ON REFERENCE PLAN 11302 (SEE DF153293) THIRDLY: PART IN PLAN BCP8965 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 11180
010-766-243	BLOCK 4 EXCEPT: FIRSTLY; PART IN REFERENCE PLAN 4095 SECONDLY; HIGHWAY PLAN 45 THIRDLY; PART DEDICATED ROAD ON PLAN BCP13273 DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7016
008-682-607	BLOCK F, EXCEPT: FIRSTLY, PART ON HIGHWAY PLAN 45, SECONDLY, PART ON: PLAN BCP14283 DISTRICT LOT 2365 PLAN 11180
010-766-456	BLOCK 6, EXCEPT: FIRSTLY, PART REFERENCE PLAN 4095, SECONDLY, PART ON HIGHWAY PLAN 45 THIRDLY: PART IN PLAN BCP8006 DISTRICT LOT 2365 NEW WESTMINSTER DISTRICT PLAN 7016
009-131-639	BLOCK H, EXCEPT: PART SHOWN RED ON HIGHWAY PLAN 45 SAVE AND EXCEPT PART SHOWN GREEN ON REFERENCE PLAN 11302 (SEE, DF153293) DISTRICT LOT 2365 PLAN 11180
010-765-395	BLOCK 1, EXCEPT, FIRSTLY: PART IN REFERENCE PLAN 4095, SECONDLY: PART IN EXPLANATORY PLAN 5295, THIRDLY: PART ON HIGHWAY PLAN 45 DISTRICT LOT 2365 PLAN 7016
010-765-514	BLOCK 2, EXCEPT PORTIONS IN (1) REFERENCE PLAN 4095; (2) HIGHWAY PLAN 45;; (3) PLAN BCP13159; DISTRICT LOT 2365 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 7016
008-491-127	LOT 2, EXCEPT PART IN REFERENCE PLAN 16213 DISTRICT LOT 2817 PLAN 13772
009-131-655	BLOCK I, EXCEPT, FIRSTLY: PART IN STATUTORY RIGHT OF WAY PLAN 19066 SECONDLY: PART ON HIGHWAY PLAN 45 DISTRICT LOT 2365 PLAN 11180
009-141-669	THE SURFACE OF DISTRICT LOT 2150, SURVEYED AS POR MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
005-551-234	LOT 1 DISTRICT LOTS 2817 AND 2818 PLAN 13772
010-766-103	BLOCK B, EXCEPT: PART ON HIGHWAY PLAN 45 DISTRICT LOT 5383 PLAN 7210

009-141-502	THE SURFACE OF DISTRICT LOT 2149, SURVEYED AS OP MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-142-789	THAT PART OF THE SURFACE OF DISTRICT LOT 2157, SURVEYED AS MIN MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT EXCEPT PORTIONS IN STATUTORY RIGHT OF WAY PLAN 18970
009-142-177	THAT PART OF THE SURFACE OF DISTRICT LOT 2152 SURVEYED AS SAFETY FRACTION MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
015-896-307	THAT PART OF DISTRICT LOT 2818 LYING EAST OF THE RIGHT OF WAY OF THE PACIFIC GREAT EASTERN RAILWAY COMPANY IN REFERENCE PLAN 987, EXCEPT, FIRSTLY: PART IN REFERENCE PLAN 1831 SECONDLY: PART SHOWN AS 0.013 ACRES ON HIGHWAY PLAN 45 THIRDLY: PORTIONS SHOWN AS 0.025, 1.900 AND 0.097 ACRES ON HIGHWAY PLAN 45 GROUP 1 NEW WESTMINSTER DISTRICT
009-142-282	THAT PART OF THE SURFACE OF DISTRICT LOT 2153 SURVEYED AS H FRACTION MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-141-952	THE SURFACE OF DISTRICT LOT 2158, SURVEYED AS L FRACTION MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-142-690	THAT PART OF THE SURFACE OF DISTRICT LOT 2155, SURVEYED AS LY MINERAL CLAIM IN REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
009-141-731	THE SURFACE OF DISTRICT LOT 2151, SURVEYED AS TU MINERAL CLAIM REFERENCE PLAN 12950 GROUP 1 NEW WESTMINSTER DISTRICT
011-540-222	BLOCK 7, EXCEPT (A) PART IN REFERENCE PLAN 5222 AND (B) PART IN HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485
011-540-354	BLOCK 8, EXCEPT (A) PART IN REFERENCE PLAN 1019 AND (B) PART IN HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485
002-489-074	BLOCK 3 EXCEPT PORTIONS IN REFERENCE PLANS 1019 AND 5714 AND HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485
011-539-950	BLOCK 2, EXCEPT (A) PART IN REFERENCE PLAN 1019 AND (B) PART IN HIGHWAY PLAN 59, DISTRICT LOT 2935 PLAN 4485

015-896-293	THAT PART OF DISTRICT LOT 2817 LYING EAST OF THE RIGHT OF WAY OF THE PACIFIC GREAT EASTERN RAILWAY COMPANY IN REFERENCE PLAN 987, EXCEPT: FIRSTLY, PART IN REFERENCE PLAN 1831, SECONDLY, PART ON HIGHWAY PLAN 45 GROUP 1 NEW WESTMINSTER DISTRICT
-------------	--

from 'Conservation and Recreation' to 'Rural', as shown in Schedule "A" of this bylaw;

b) re-designating the subject properties, as listed in the tables below:

PID	Legal Description
015-965-619	LOT E (EXPLANATORY PLAN 3541) DISTRICT LOT 820 GROUP 1 NEW WESTMINSTER DISTRICT
006-506-267	FRACTIONAL WEST HALF LEGAL SUBDIVISION 16 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN LMP4369
006-620-698	DISTRICT LOT 1461 GROUP 1 NEW WESTMINSTER DISTRICT
012-257-214	THE SOUTH 1/2 OF BLOCK 1 DISTRICT LOT 1027 PLAN 639
004-484-061	THE NORTH 1/2 OF BLOCK 1 DISTRICT LOT 1027 PLAN 639
007-627-599	BLOCK 3 DISTRICT LOT 1027 PLAN 639
006-506-143	PARCEL "C" (579873E) LEGAL SUBDIVISION 15 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
006-506-232	PARCEL "D" (579874E) LEGAL SUBDIVISION 8 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT PART DEDICATED ROAD ON PLAN LMP4369
006-506-062	PARCEL "B" (579871E) LEGAL SUBDIVISION 9 SECTION 16 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN LMP4369
006-620-647	DISTRICT LOT 1176 GROUP 1 NEW WESTMINSTER DISTRICT
015-164-292	BLOCK 2 DISTRICT LOT 1027 PLAN 639
006-124-615	FRACTIONAL LEGAL SUBDIVISION 3 SECTION 10 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
029-234-310	BLOCK F DISTRICT LOT 824 GROUP 1 NEW WESTMINSTER DISTRICT
017-590-680	BLOCK A DISTRICT LOT 824 GROUP 1 NEW WESTMINSTER DISTRICT
015-931-994	DISTRICT LOT 1436 GROUP 1 NEW WESTMINSTER DISTRICT

017-630-011	BLOCK B DISTRICT LOT 7054 GROUP 1 NEW WESTMINSTER DISTRICT
006-506-330	PARCEL "E" (579876E) LEGAL SUBDIVISION 2 SECTION 21 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
006-506-381	PARCEL "F" (579877E) WEST HALF LEGAL SUBDIVISION 1 SECTION 21 TOWNSHIP 6 RANGE 7 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT EXCEPT: PART DEDICATED ROAD ON PLAN LMP4369
014-655-667	DISTRICT LOT 1378 GROUP 1 NEW WESTMINSTER DISTRICT
006-600-794	DISTRICT LOT 3375 GROUP 1 NEW WESTMINSTER DISTRICT, EXCEPT PART IN PLAN LMP4370
014-655-667	DISTRICT LOT 1378 GROUP 1 NEW WESTMINSTER DISTRICT

PIN	Legal Description
6434081	BLOCK A, OF SE1/4, SECTION 10, TOWNSHIP 6, RANGE 7, WEST OF THE 7TH MERIDIAN, NEW WESTMINSTER DISTRICT
7145180	Part of Primary: SECTION 16, TOWNSHIP 6, RANGE 7, WEST OF THE 7TH MERIDIAN, NEW WESTMINSTER DISTRICT.

from 'Conservation and Recreation' to 'Rural', as shown in Schedule "B" of this bylaw;

c) re-designating the subject properties, as listed in the tables below:

PID	Legal Description
013-196-677	LEGAL SUBDIVISION 2 SECTION 16 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
019-015-917	DISTRICT LOT 3052 GROUP 1 NEW WESTMINSTER DISTRICT
015-229-742	DISTRICT LOT 3143 GROUP 1 NEW WESTMINSTER ASSESSMENT DISTRICT
027-669-866	DISTRICT LOT 3051 GROUP 1 NEW WESTMINSTER DISTRICT LIMITED ACCESS, SEE CROWN GRANT BB1013941
013-196-685	LEGAL SUBDIVISION 7 SECTION 16 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
017-457-637	DISTRICT LOT 3151 GROUP 1 NEW WESTMINSTER DISTRICT
002-409-801	THE WEST 10 CHAINS OF LEGAL SUBDIVISION 13 SECTION 9 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
013-556-347	FRACTIONAL NORTH EAST QUARTER SECTION 12 TOWNSHIP 41 NEW WESTMINSTER DISTRICT

013-196-553	SOUTH HALF OF THE SOUTH WEST QUARTER SECTION 16 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN NEW WESTMINSTER DISTRICT
013-556-291	LEGAL SUBDIVISION 8 SECTION 12 TOWNSHIP 41 NEW WESTMINSTER DISTRICT
013-196-529	FRACTIONAL NORTH WEST QUARTER SECTION 9 TOWNSHIP 5 RANGE 5 WEST OF THE SEVENTH MERIDIAN EXCEPT: WEST 10 CHAINS, NEW WESTMINSTER DISTRICT
013-556-231	LEGAL SUBDIVISION 1 SECTION 12 TOWNSHIP 41 NEW WESTMINSTER DISTRICT
027-691-446	BLOCK J DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-509-397	BLOCK H DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-439-879	BLOCK A DISTRICT LOT 7014 GROUP 1 NEW WESTMINSTER DISTRICT
027-451-631	BLOCK B DISTRICT LOT 7014 GROUP 1 NEW WESTMINSTER DISTRICT
027-523-357	BLOCK I DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-507-297	BLOCK F DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT
027-508-650	BLOCK G DISTRICT LOT 6980 GROUP 1 NEW WESTMINSTER DISTRICT

PIN	Legal Description
7520410	DISTRICT LOT 3140, GROUP 1, NEW WESTMINSTER DISTRICT

from 'Rural' to 'Conservation and Recreation', as shown in Schedule "C" of this bylaw;
and

d) re-designating the subject properties, as listed in the table below:

PID	Legal Description
013-260-111	PARCEL "2" (PLAN WITH FEE DEPOSITED 19818F) SECTION 10 TOWNSHIP 9 EXCEPT: PARCEL "A" (REFERENCE PLAN 4763), NEW WESTMINSTER DISTRICT
013-260-103	PARCEL "ONE" (PLAN WITH FEE DEPOSITED 19818F) SECTION 10 TOWNSHIP 9 EXCEPT: PARCEL "A" (REFERENCE PLAN 4763), NEW WESTMINSTER DISTRICT
010-890-947	LOT 10 SECTION 3 TOWNSHIP 9 NEW WESTMINSTER DISTRICT PLAN 3204

from 'Agricultural' to 'Conservation and Recreation', as shown in Schedule "D" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 6, 8, 9, and 12 to incorporate the changes outlined in section 3 of this bylaw.

Read a first, second, and third time this 23 day of February, 2024.

Adopted this _____ day of _____, _____.

Board Chair

Dorothy Shermer, Corporate Officer

**Schedule A
Subject Properties – Howe Sound**

Howe Sound – Conservation and Recreation to Rural

PRIOR TO AMENDMENT



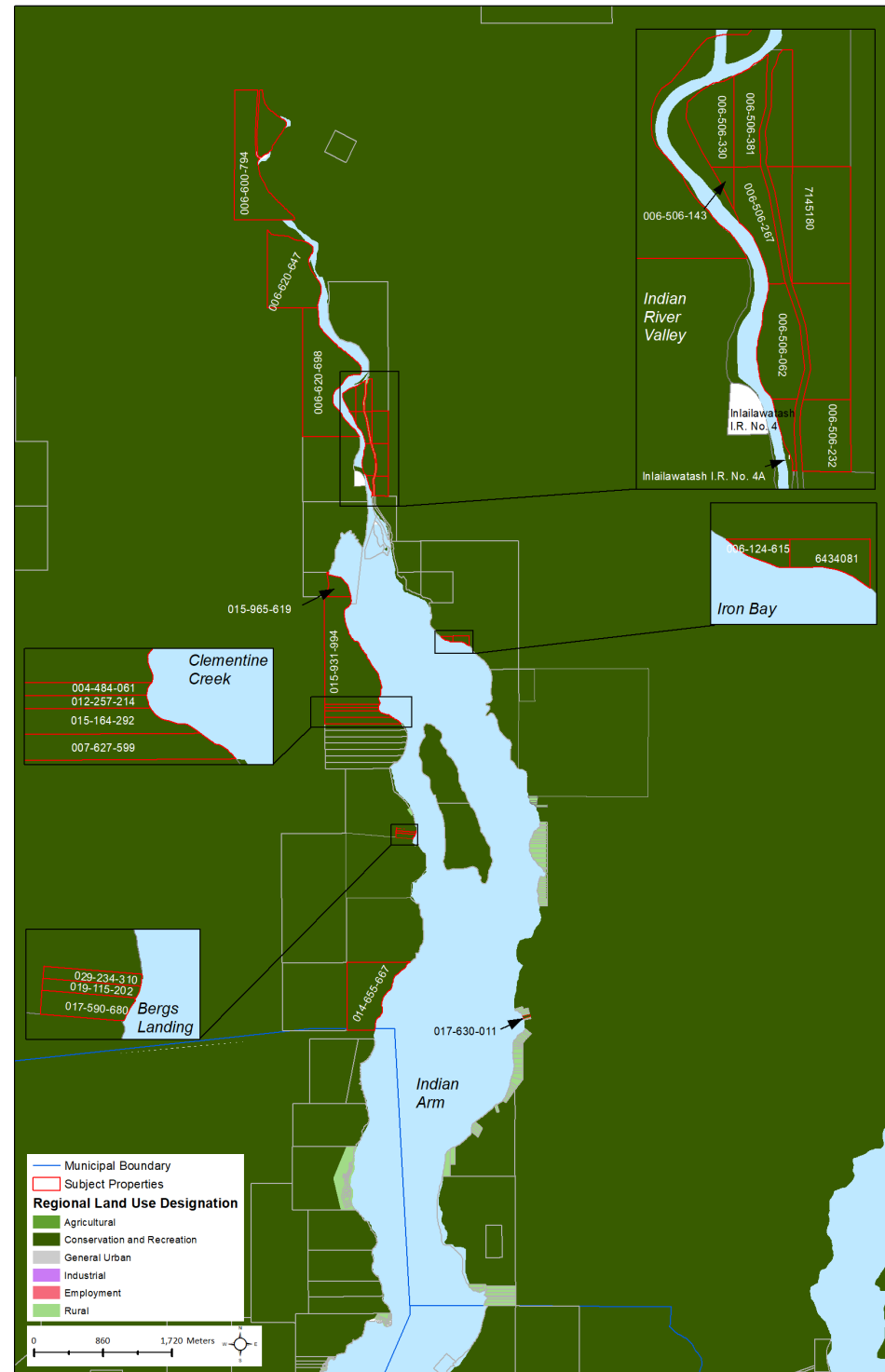
AFTER AMENDMENT



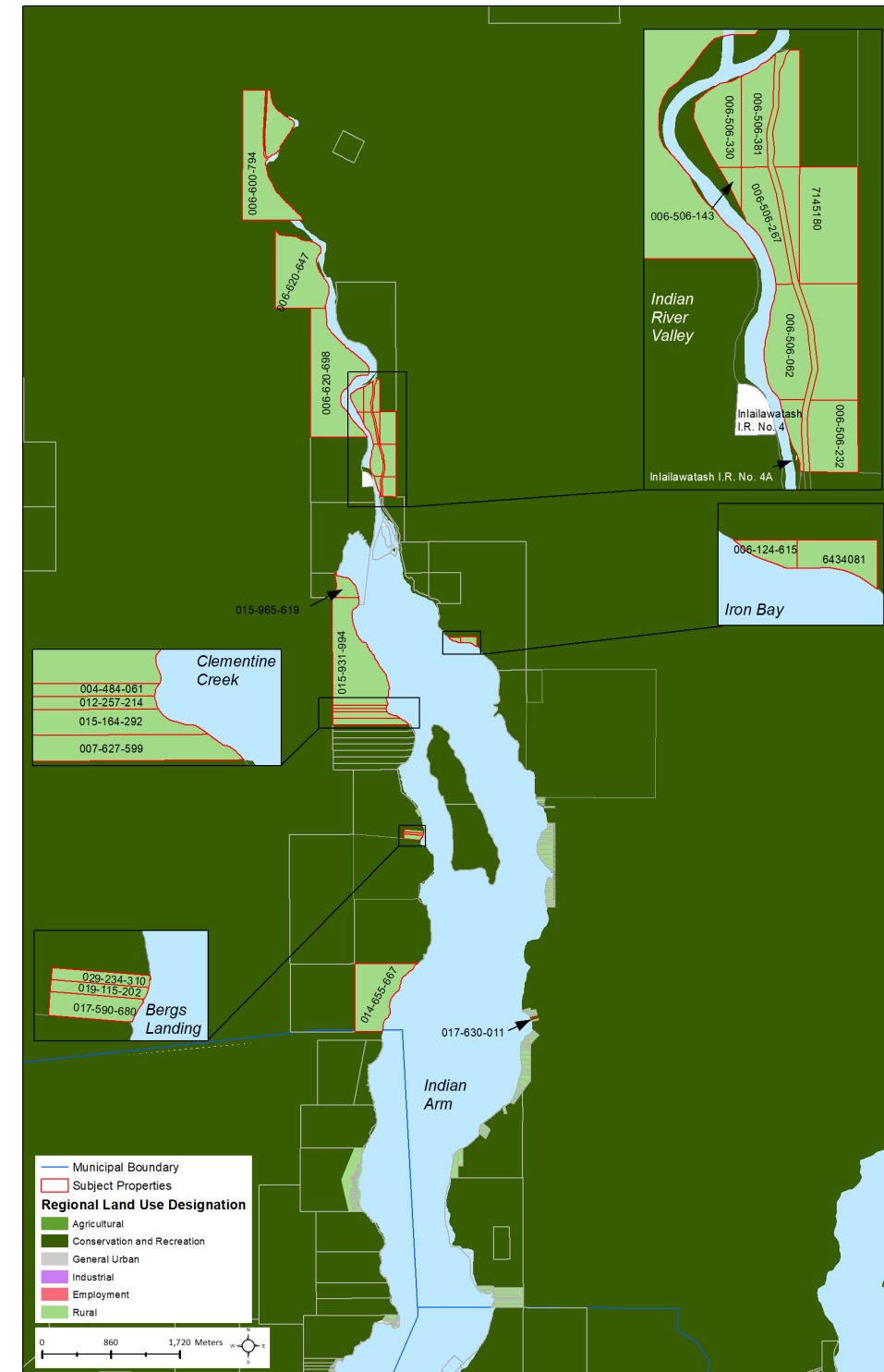
**Schedule B
Subject Properties – Indian Arm**

Indian Arm – Conservation and Recreation to Rural

PRIOR TO AMENDMENT



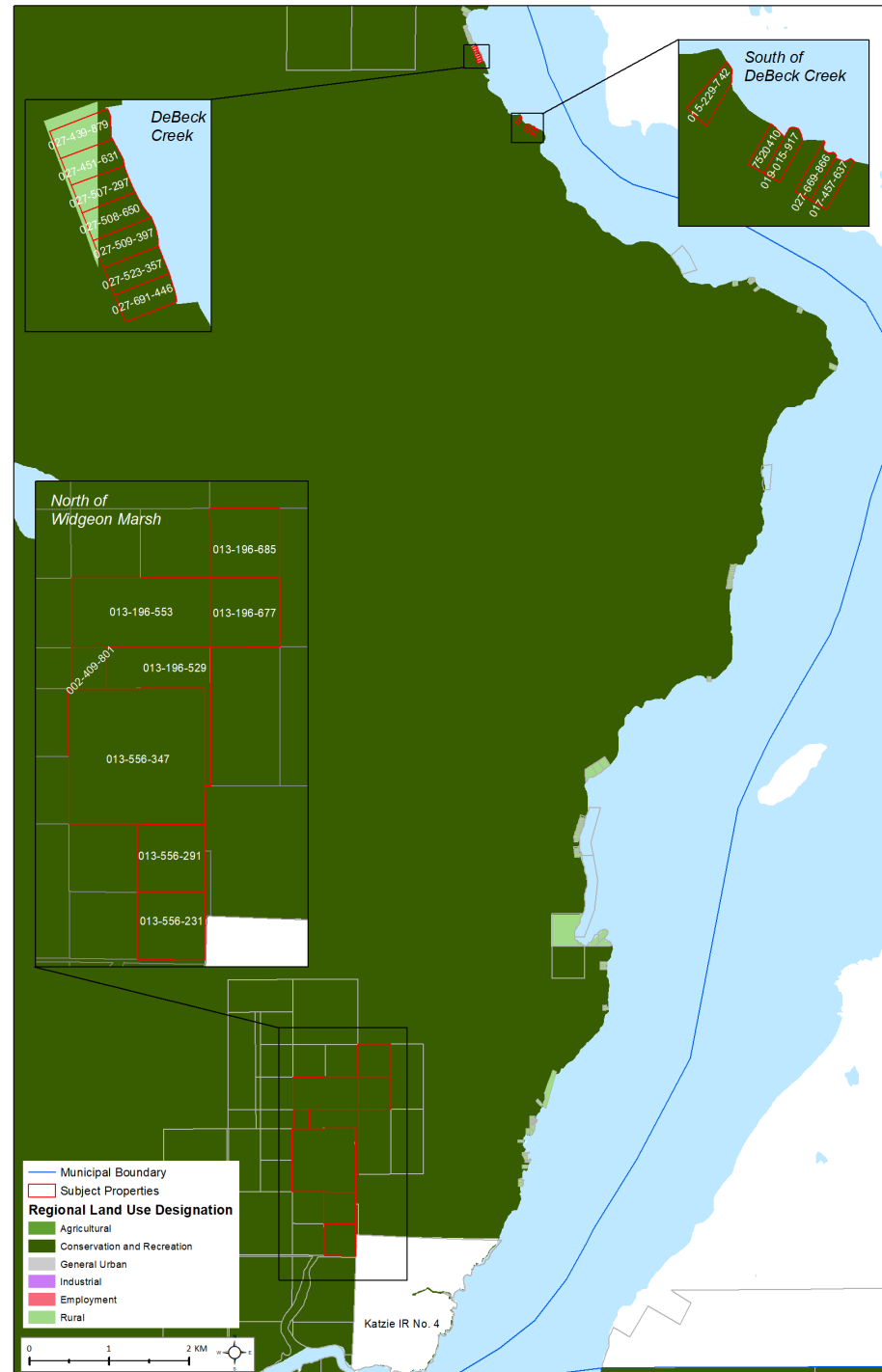
AFTER AMENDMENT



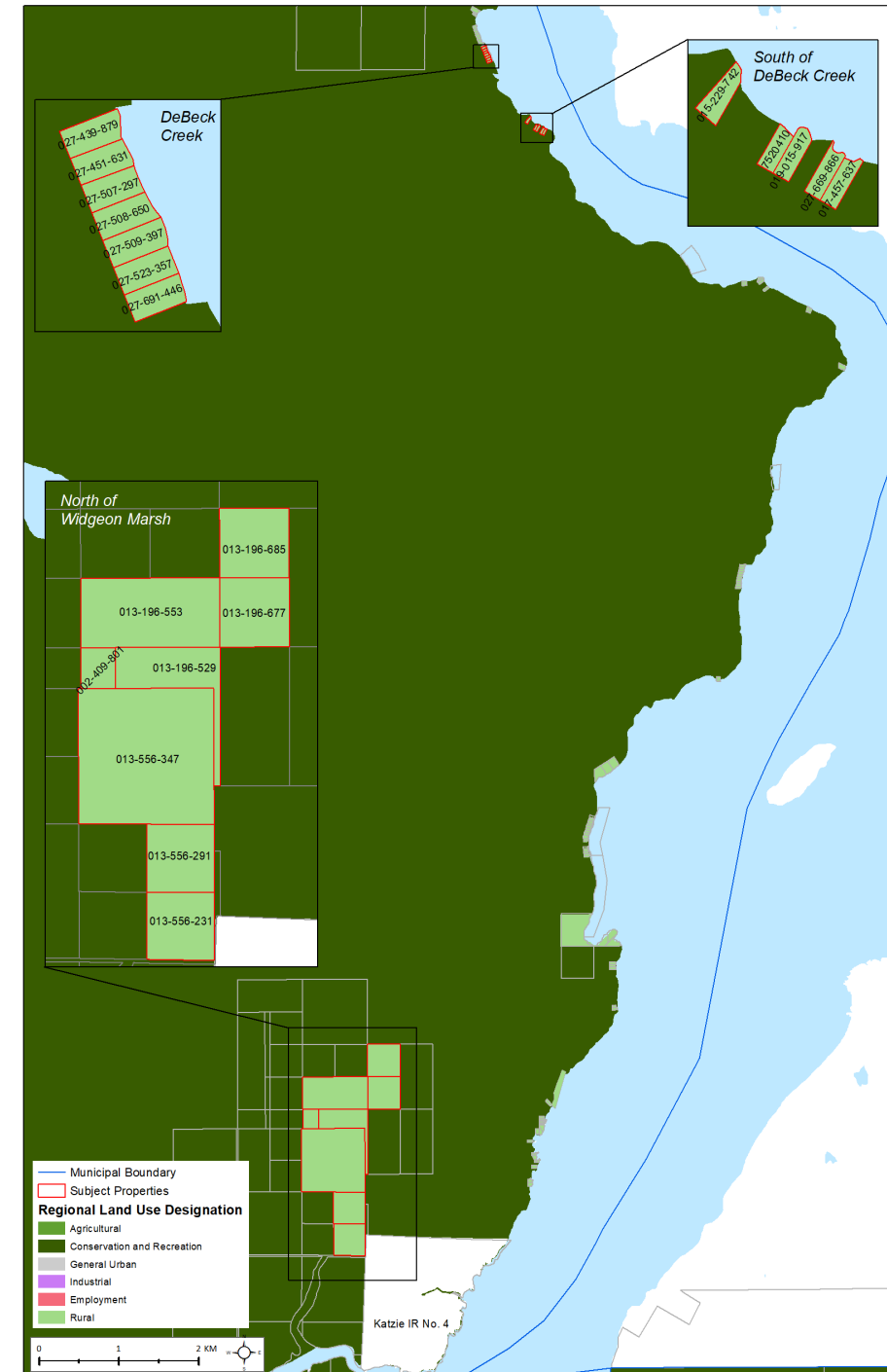
**Schedule C
Subject Properties – Pitt Lake**

West side of Pitt Lake – Conservation and Recreation to Rural

PRIOR TO AMENDMENT



AFTER AMENDMENT

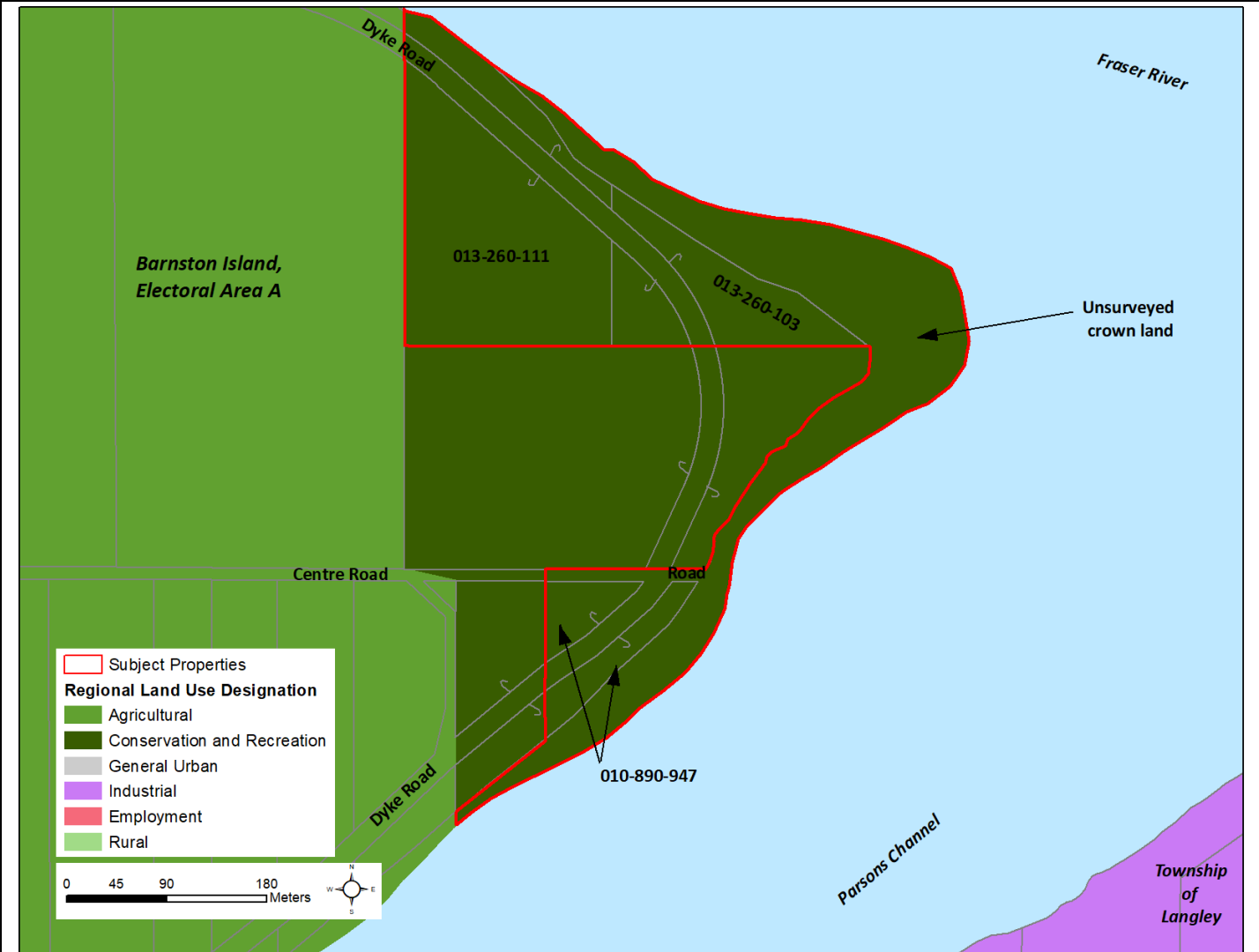
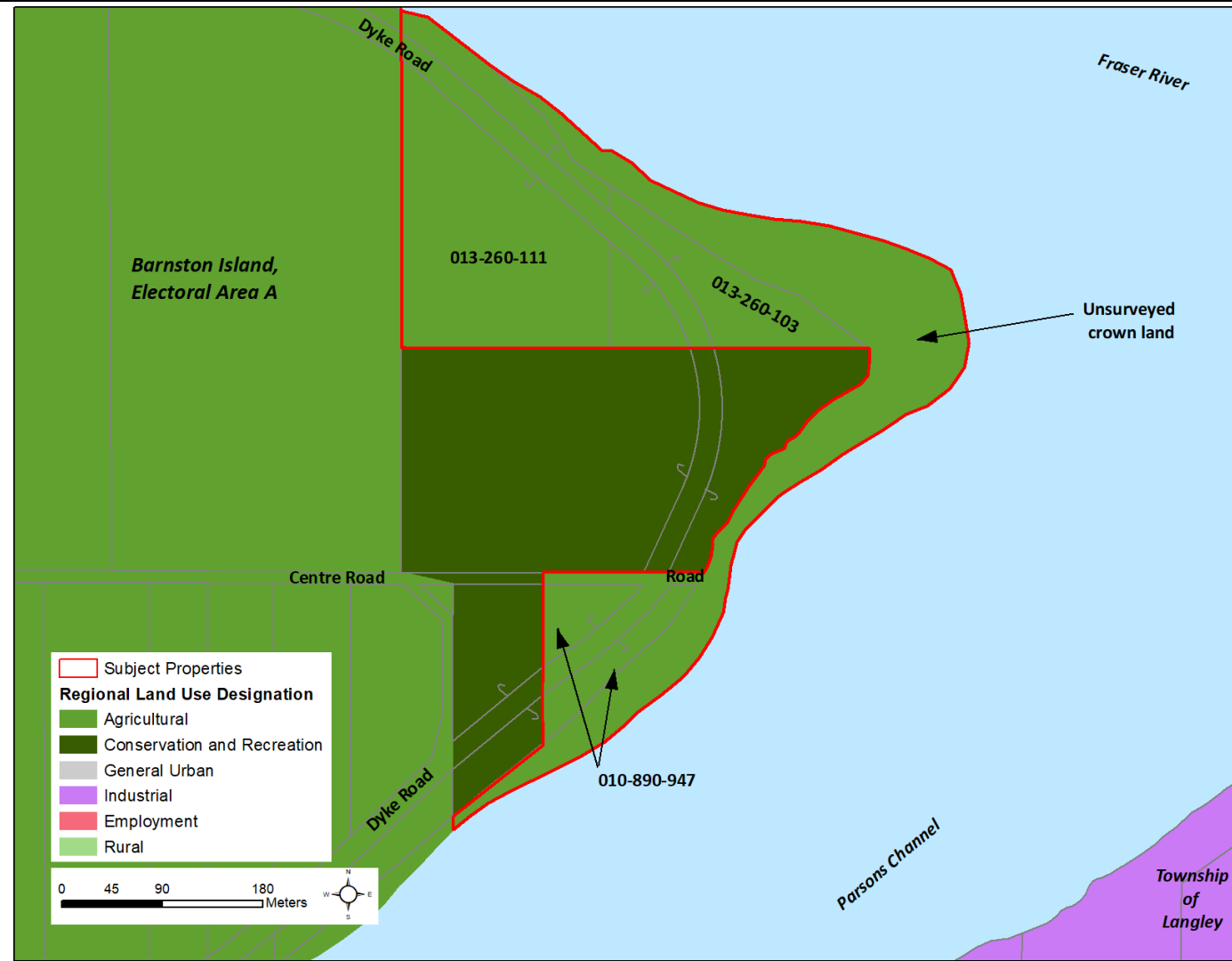


**Schedule D
Subject Properties – Barnston Island**

Barnston Island – Agricultural to Conservation and Recreation

PRIOR TO AMENDMENT

AFTER AMENDMENT



**METRO VANCOUVER REGIONAL DISTRICT
 BYLAW NO. 1379, 2024
 A bylaw to amend “Metro Vancouver Regional District Regional Growth Strategy
 Bylaw No. 1339, 2022”**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022; and
- B. The Board wishes to amend Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

- 1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1379, 2024”.

Schedules

- 2. The following Schedules are attached to and form part of the bylaw:
 - Schedule “A”, Subject Properties – Howe Sound;
 - Schedule “B”, Subject Properties – Indian Arm;
 - Schedule “C”, Subject Properties – Pitt Lake; and
 - Schedule “D”, Subject Properties – Boulder Island.

Amendment of Bylaw

- 3. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended by:
 - a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
013-345-184	THAT PART OF BLOCK I PLAN 11180 IN STATUTORY RIGHT OF WAY PLAN 19066 DISTRICT LOT 2365
010-764-381	THAT PART OF BLOCK 1 IN EXPLANATORY PLAN 5295 DISTRICT LOT 2365 PLAN 7016

from ‘Rural’ to ‘Conservation and Recreation’, as shown in Schedule “A” of this bylaw;

- b) re-designating the subject properties, as listed in the tables below:

PID	Legal Description
027-862-071	BLOCK G DISTRICT LOT 7006 GROUP 1 NEW WESTMINSTER DISTRICT

PIN	Legal Description
7286920	DISTRICT LOT 6858, GROUP 1, NEW WESTMINSTER DISTRICT
7166391	BLOCK B, DISTRICT LOT 6984, GROUP 1, NEW WESTMINSTER DISTRICT
7350741	BLOCK B, DISTRICT LOT 3152, GROUP 1, NEW WESTMINSTER DISTRICT
7451451	BLOCK B, DISTRICT LOT 824, GROUP 1, NEW WESTMINSTER DISTRICT
7451581	BLOCK C, DISTRICT LOT 824, GROUP 1, NEW WESTMINSTER DISTRICT
7451611	BLOCK D, DISTRICT LOT 824, GROUP 1, NEW WESTMINSTER DISTRICT

from 'Rural' to 'Conservation and Recreation', as shown in Schedule "B" of this bylaw;

- c) re-designating the subject properties, as listed in the table below:

PIN	Legal Description
7255480	DISTRICT LOT 6512, GROUP 1, NEW WESTMINSTER DISTRICT
7159071	BLOCK F, DISTRICT LOT 6914, GROUP 1, NEW WESTMINSTER DISTRICT
7255510	DISTRICT LOT 6513, GROUP 1, NEW WESTMINSTER DISTRICT
7255640	DISTRICT LOT 6514, GROUP 1, NEW WESTMINSTER DISTRICT
7171051	BLOCK D, DISTRICT LOT 7038, GROUP 1, NEW WESTMINSTER DISTRICT
7351510	DISTRICT LOT 199, GROUP 1, NEW WESTMINSTER DISTRICT

from 'Rural' to 'Conservation and Recreation', as shown in Schedule "C" of this bylaw;
and

- d) re-designating the subject properties, as listed in the table below:

PID	Legal Description
003-464-431	DISTRICT LOT 2050 GROUP 1 BEING AN ISLAND IN THE NORTH ARM OF BURREARD INLET KNOWN AS BOULDER ISLAND NEW WESTMINSTER DISTRICT

from no regional land use designation to 'Rural', as shown in Schedule "D" of this bylaw.

4. "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" is further amended by amending maps numbered 2, 6, 8, 9, and 12 to incorporate the changes outlined in section 3 of this bylaw.

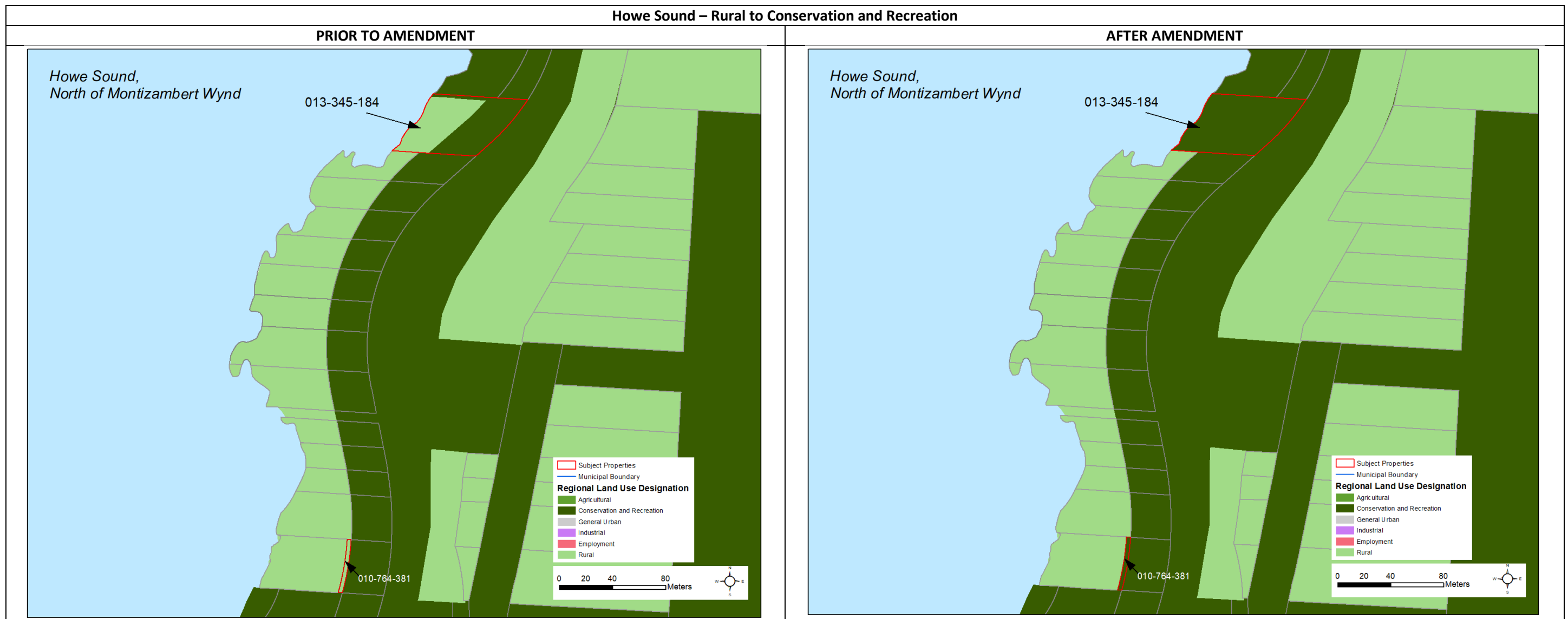
Read a first, second, and third time this 23 day of February, 2024

Adopted this _____ day of _____, _____.

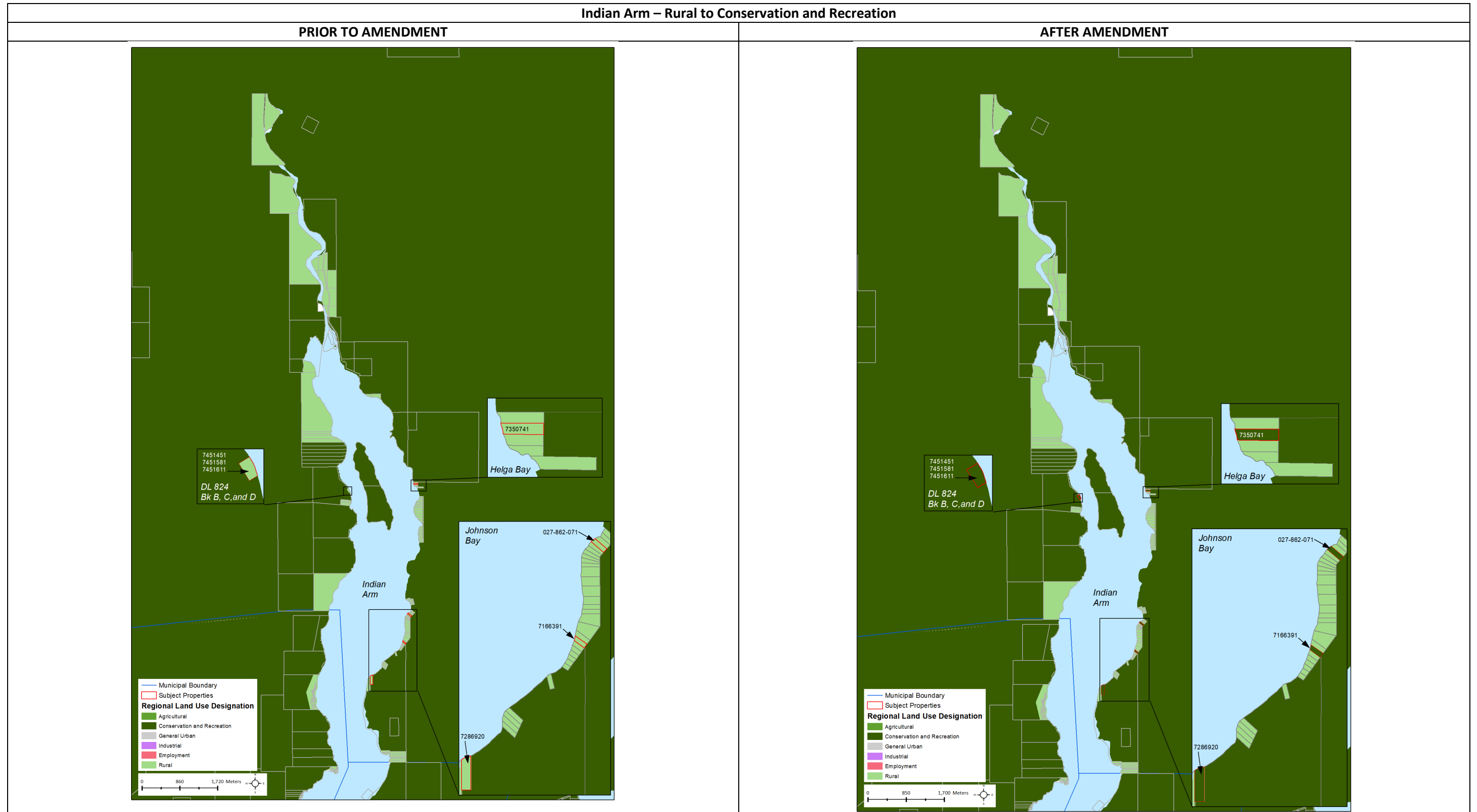
Board Chair

Dorothy Shermer, Corporate Officer

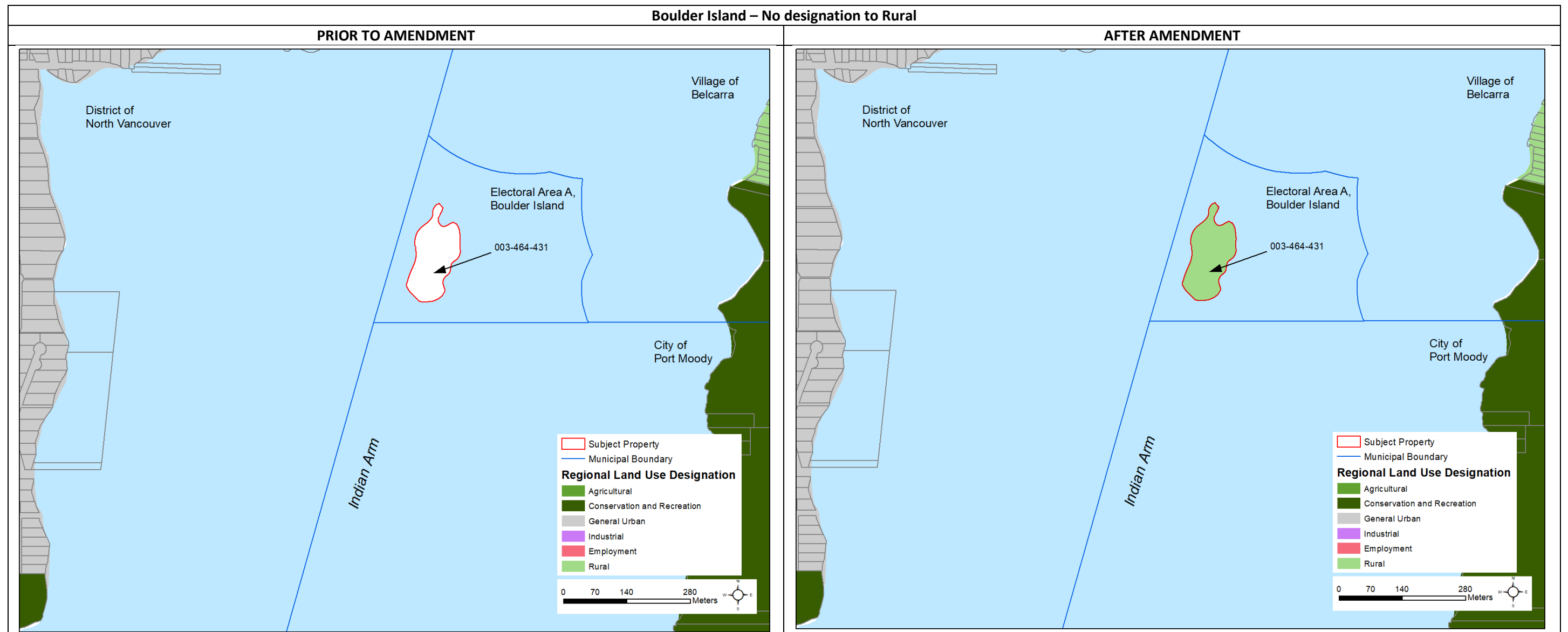
Schedule A
Subject Properties – Howe Sound



**Schedule B
Subject Properties – Indian Arm**



**Schedule D
Subject Properties – Boulder Island**





March 28, 2024

Our File: 01-0480-20/RD13-01/2024-1

Doc #: 5234104.v1

Jonathan Cote – Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6

By e-mail: jonathan.cote@metrovancover.org

RE: Metro 2050 Regional Growth Strategy Amendment Bylaw Nos. 1378 & 1379, 2024 – Proposed Amendments to Reflect the Electoral A Official Community Plan

Thank you for the opportunity to review and comment on the proposed Regional Growth Strategy (RGS) Amendment Bylaw Nos. 1378 and 1379, 2024 regarding the Electoral Area A Official Community Plan (OCP) that applies to rural and remote areas of Electoral Area A (excluding UBC, UEL, Bowyer Island, Passage Island, and First Nation reserve lands).

After reviewing the attached Metro Vancouver staff report, Coquitlam staff does not have any comments regarding the proposed Type 2 and 3 amendments to the RGS to better align Metro 2050 land use designations with the Electoral Area A OCP.

Please note that these are only staff comments, and Coquitlam Council has not received or considered a staff report on this proposed RGS amendment. However, Coquitlam Council will be made aware of this proposed RGS amendment and associated staff comments and the City's Metro Vancouver Board representatives will be considering the proposed RGS amendment bylaw at a future Metro Vancouver Board meeting.

Should you have any questions or require any further information, please feel free to contact me by e-mail at cmcbeath@coquitlam.ca or by phone at 604-927-3436.

Regards,

A handwritten signature in black ink, appearing to read "Chris McBeath".

Chris McBeath, RPP, MCIP
Program Manager, Regulatory Coordination and Policy Reform

c- Mayor and Council, City of Coquitlam
Andrew Merrill, General Manager, Planning and Development, City of Coquitlam

APR 30 2024

RECEIVED

April 30, 2024

George V. Harvie
Chair, Metro Vancouver Board
Sent via email to: CAOAdministration@metrovancouver.org

Dear Chair Harvie,

RE: Response to Metro 2050 Proposed Amendments to Reflect Electoral Area A Official Community Plan

On March 21, 2024, White Rock City Council received your correspondence regarding the proposed amendment to *Metro 2050* Regional Growth Strategy. Council adopted the following resolution at the April 29, 2024 Regular Council meeting:

THAT Council:

1. *Receive for information the corporate report dated April 29, 2024, from the Director of Planning and Development Services, titled "Response to Metro 2050 Proposed Amendments to Reflect Electoral Area A Official Community Plan" and;*
2. *Authorize the Director of Corporate Administration to respond to the Metro Vancouver Board stating that the City does not object to the proposed amendments request to Metro 2050 Regional Growth Strategy, and by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment.*

Attached is the corporate report which was provided to Council for information.

If you have any questions, please contact Anne Berry, Director of Planning and Development Services, at aberry@whiterockcity.ca or 604 541 2293. Thank you.

Sincerely,



T. Arthur
Director of Corporate Administration

Attachment: Corporate report dated April 29, 2024
cc: Mayor and Council, City of White Rock
Director of Planning and Development Services

Corporate Administration
15322 Buena Vista Avenue, White Rock, BC, Canada V4B 1Y6
Tel: 604-541-2124 Fax:604-541-9348

whiterockcity.ca

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: April 29, 2024

TO: Mayor and Council

FROM: Anne Berry, Director, Planning and Development Services

SUBJECT: Response to Metro 2050 Proposed Amendments to Reflect Electoral Area A Official Community Plan

RECOMMENDATION

THAT Council receive for information the corporate report dated April 29, 2024, from the Director of Planning and Development Services, titled “Response to Metro 2050 Proposed Amendments to Reflect Electoral Area A Official Community Plan;” and

1. Authorize the Director of Corporate Administration to respond to the Metro Vancouver Board stating that the City does not object to the proposed amendments request to Metro 2050 Regional Growth Strategy, and by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board request for comment.
-

EXECUTIVE SUMMARY

The purpose of this report is to notify Council of proposed amendments to *Metro 2050*, the Regional Growth Strategy (RGS), and to provide an opportunity to comment on the proposed amendment.

BACKGROUND

In 2018, the Board of Directors of the Metro Vancouver Regional District (MVRD) (“Metro Vancouver”) approved the first Official Community Plan (OCP) that applies to around 500 rural and remote properties in Electoral Area A, excluding UBC, UEL, Bowyer Island, Passage Island, and First Nation Reserve Lands. During the development of the OCP, it was discovered that there was a need for consistency between *Metro 2040* (previous RGS) and the OCP. However, since changes to the mapping were not contemplated during the *Metro 2050* update, several inconsistencies in Electoral Area Land Use Designations from *Metro 2040* were carried over to *Metro 2050*.

Metro Vancouver is now proposing a set of amendments to *Metro 2050* to correct these inconsistencies and has identified Metro 2050 regional land use designation changes to ninety-two Electoral Area A parcels. The proposed amendments are consistent with Metro 2050’s goals and strategies, and bring the Metro 2050 and OCP land use designations into closer alignment. They do not alter the intent of Metro 2050.

Given the nature of the changes, both Type 2 and Type 3 amendments to *Metro 2050* are required. As a result, two separate amendment bylaws are provided to the Committee and Board for consideration. Type 2 amendments require adoption with a weighted 2/3 majority of the MBRD Board, and the Type 3 amendments to Metro 2050 require a 50%+1 vote of the MVRD Board. First, second and third readings of the two MVRD amendment bylaws were given on February 23, 2024, and MVRD staff were directed to notify local governments to obtain input. Following consideration of written comments from local governments and other agencies (up to May 5, 2024), the MVRD Board will consider final adoption of the bylaws.

To provide further detail on the proposed amendment the letter from Metro Vancouver inviting comment from local governments, and the MVRD Board report are attached as Appendices A and B, for Council’s information.

ANALYSIS

To correct historical imprecise mapping data, Metro Vancouver undertook a major upgrade of its digital parcel mapping during the development of the Electoral Area A OCP which included consultation with a wide range of stakeholders. However, these corrections resulted in some inconsistencies between the regional growth strategy and Electoral Area A OCP land use designations and the current need to amend Metro 2050 mapping. Table 1 below summarises the proposed Metro 2050 amendments to resolve the identified inconsistencies.

Table 1: Proposed Metro 2050 Regional Land Use Designation Change

Electoral Area A sub-area	Metro 2050 Amendment Type			
	Type 2 Amendment		Type 3 Amendment	
	# Parcels Conservation and Recreation to Rural	# Parcels Agricultural to Con/Rec	# Parcels Rural to Conservation and Recreation	# Parcels No designation to Rural
<i>Howe Sound</i>	30		2	
<i>Indian Arm</i>	23		7	
<i>Pitt Lake (west side)</i>	20		6	
<i>Barnston Island</i>		3		
<i>Boulder Island</i>				1
Total Parcels (area)	73 (742.2 ha)	3 (6.1 ha)	15 (10.1 ha)	1 (1.5 ha)
Total Parcels by Amendment Type	76 parcels with a Type 2 amendment ¹		16 parcels with a Type 3 amendment ²	

Parcels that are proposed to be changed from Metro 2050 Conservation and Recreation to Rural regional land use designation, or from Agricultural to Conservation and Recreation regional land use designation, are considered a Type 2 amendment. Seventy-six parcels are identified as a Type 2 amendment (see Table 1 above).

Parcels that are proposed to be changed from Rural to Conservation and Recreation regional land use designation, or from no designation to Rural regional land use designation, are considered a Type 3 amendment. Sixteen parcels are identified as a Type 3 amendment (See Table 1 above).

The proposed amendments are in accordance with the goals and strategies of Metro 2050 with the intent to align the existing low-density residential uses (often accessible only by water) in Electoral Area A with the Metro 2050 plan. Additionally, a few undeveloped private parcels that were classified as Rural during the OCP process have been identified as best suited for the Rural

land use designation in Metro 2050 as explained in the MVRD report attached as Appendix B to this staff report.

Staff Commentary

Staff have reviewed the proposed amendments to Metro 2050 and have no concerns. Staff recommend this corporate report, along with Council comments and any applicable resolution be sent to the MVRD Board as a response to their request for comments.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the proposed amendment.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

None are identified at this time. White Rock is being invited to comment on Regional Growth Strategy Amending Bylaws as required by the *Local Government Act* and *Metro 2050 RGS* and as a member municipality of the MVRD.

OPTIONS / ALTERNATIVES

The following alternative options are available for Council's consideration:

1. Council support staff forwarding a letter on its behalf to Metro Vancouver expressing the City's opposition to the proposed Type 2 and 3 amendments request to reflect the Electoral Area A Official Community Plan in Metro 2050 Regional Growth Strategy along with the comments noted in this report.
2. Council declines to participate in providing comments to Metro Vancouver on the proposed Type 2 and 3 amendments.

CONCLUSION

Metro Vancouver is seeking comments on proposed Type 2 and 3 amendments to Metro 2050 Regional Growth Strategy to reflect the Electoral Area A Official Community Plan. The requested RGS amendments are not expected to affect the City's interests and as such, staff have no objection to the same. Staff recommend that Council authorize the Director of Corporate Administration to respond to the Metro Vancouver Board by sending Council commentary and any applicable resolution along with this corporate report as a response to the Metro Vancouver Board's request for comment.

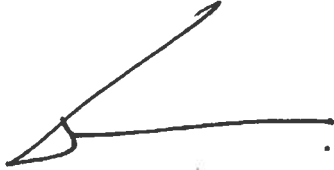
Respectfully submitted,



Anne Berry
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Letter from Metro Vancouver received March 21, 2024

Appendix B: Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official
Community Plan

From: [Victor Cheung](#)
To: [Tom Pearce](#)
Subject: FW: [Squamish Connect] 4 Updates
Date: Wednesday, April 3, 2024 9:22:44 AM

From: RPH - Regional Planning
Sent: Thursday, March 28, 2024 10:02 AM
To: Victor Cheung <Victor.Cheung@metrovancover.org>
Subject: FW: [Squamish Connect] 4 Updates

From: Squamish Connect <do-not-reply@squamishconnect.com>
Sent: Thursday, March 28, 2024 3:02 AM
To: RPH - Regional Planning <RPH-RegionalPlanning@metrovancover.org>
Subject: [Squamish Connect] 4 Updates

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

This is an automated email, please respond to any notifications on Squamish Connect.

2 comments on things you're watching

New Comment

Helga Harlander (Squamish Nation) posted a comment

Thank you for this submission. We have no comment on the proposed amendment.

Best regards, Helga

- PROJECT NAME

Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

- ISSUING AGENCY FILE NUMBER(S)

66164757

- REFERRAL ID

2545

[View this Submission](#)

New Comment

Helga Harlander (Squamish Nation) posted a comment

Thank you for this submission. We have no comment on the proposed amendments.

Best regards, Helga

- PROJECT NAME

Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan

- ISSUING AGENCY FILE NUMBER(S)

66173847

- REFERRAL ID

2546

[View this Submission](#)

2 referrals' statuses were changed

Referral Submission Status Changed

Helga Harlander (Squamish Nation) changed the status of 66164757 - Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors to Complete

-
- PROJECT NAME

Metro 2050 Type 3 Proposed Amendment to Reflect Accepted Regional Context Statements and Correct Minor Errors

- ISSUING AGENCY FILE NUMBER(S)

66164757

- ID

2545

- STATUS

Complete

[View this on Squamish Connect](#)

Referral Submission Status Changed

Helga Harlander (Squamish Nation) changed the status of 66173847 - Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan to Complete

- PROJECT NAME

Metro 2050 Proposed Amendments to Reflect the Electoral Area A Official Community Plan

- ISSUING AGENCY FILE NUMBER(S)

66173847

- ID

2546

- STATUS

Complete

[View this on Squamish Connect](#)

May 6, 2024

ALC Planning Review: 46860

Jonathan Cote
Deputy General Manager, Regional Planning and Housing Development
Metro Vancouver
jonathan.cote@metrovancover.org

Re: Metro 2050 Amendment Bylaws 1378, 2024 and 1379, 2024

Thank you for forwarding a draft copy of the above bylaws (the “Bylaws”) for review by the Agricultural Land Commission (the “ALC” or “Commission”). [Section 46 of the Agricultural Land Commission Act](#) (“ALCA”) requires local governments to ensure their bylaws are consistent with the ALCA, the Agricultural Land Reserve (“ALR”) regulations, and any orders of the Commission. ALC staff provide the following comments to assist in this regard:

The Bylaws propose amendments to the Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (“Metro 2050”) to align its land use designations with the 2018 Electoral Area A Official Community Plan (the “OCP”). While the majority of the proposed amendments do not affect ALR lands, Bylaw 1378, 2024 proposes to redesignate the following three parcels on Barnston Island from ‘Agricultural’ to ‘Conservation and Recreation,’ to reflect their ‘Park’ land use designation in the OCP:

- PID 013-260-111;
- PID 013-250-103; and
- PID 010-890-947 (collectively, the “Properties”)

ALC staff understand that the Properties are owned by Metro Vancouver Regional Parks and comprise part of the Mann Point area of Barnston Island Regional Park, along with two other parcels currently designated ‘Conservation and Recreation.’ The referral does not contain information about any proposed park development.

[Sections 21 and 22 of the ALR Use Regulation](#) permit limited forms of conservation/recreation use in the ALR, including “*an open land park established by*

a local government for biodiversity conservation, passive recreation, heritage, wildlife or scenery viewing purposes.” The intent of this provision is to allow for preservation and low-impact use of ALR land in its natural state with minimal improvements.

Provided that any subsequent park development is consistent with the above provision, ALC staff do not object to the redesignation of the Properties; however, ALC staff advise that construction of recreation infrastructure, trails, parking lots, and fill placement may require Commission approval.

Finally, ALC staff note that the Properties are classified as having prime agricultural capability based on BC Land Inventory Agricultural Capability Ratings, and one parcel (PID 013-260-111) appears to be actively farmed. As agriculture remains the primary intended land use within the ALR, ALC staff encourage Metro Vancouver to make the Properties available for continued agricultural use and/or integrate agriculture in park management practices. Should public access be provided to the Properties, appropriate fencing and buffering should be established where parkland abuts adjacent farms.

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the regulations, or any decisions of the Commission. This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-3276 or by e-mail at ALC.Referrals@gov.bc.ca.

Sincerely,
PROVINCIAL AGRICULTURAL LAND COMMISSION



Mike Bandy, Regional Planner

CC: Ministry of Agriculture and Food – Attention: Jeff Weightman

46860m1

NOTICE OF MOTION

Submitted under Part 9, 38.2a of MVRD Procedure Bylaw 1368, 2023

Whereas Metro Vancouver Board and Committee member travel expenses have increased significantly this term and policy improvements can address issues of allocation, oversight, and reporting of such travel;

Whereas all Metro Vancouver Board and Committee members have an interest in the information and outcomes of member-attended conferences, events, study tours, and meetings;

Whereas transparent and equitable policies should be created for use of all Metro Vancouver resources applied to Metro Vancouver Board member representation at such functions;

Whereas the above is in service of good governance, transparency, and strong relationships between the Board, the member communities, and the public they serve in the disposition of limited resources;

BE IT RESOLVED: That international travel to attend conferences, events, study tours, and meetings on behalf of Metro Vancouver by Board or Committee members be subject to Board approval which includes a summary of the request to the Board in an open meeting including:

- name of the attendee(s) and relevant Board or Committee role(s);
- a statement of expected value to be derived because of attending the function from the attendee and staff;
- projected travel expenses;
- projected remuneration expenses; and,
- projected amount of other expenses expected to be incurred.

BE IT FURTHER RESOLVED: That any participation by Metro Vancouver Board or Committee representatives at conferences, events, study tours and meetings that would incur overnight accommodation outside of British Columbia shall require a written report of the function by the attendee(s) in May or October in each year. This report shall be provided at an open meeting of the Board, and include:

- a summary of the event and key activities;
- the value to Metro Vancouver derived because of the attendee's participation in the event; and,
- a summary of actual expenses incurred.

BE IT FURTHER RESOLVED: That staff be directed to bring back to the Board for consideration revised travel policies for Board and Committee members that are consistent with the above resolutions, set annual travel expense limits, and recognize the benefit of Board participation in exchange and learning while demonstrating fiscal responsibility that builds public trust; by the November 2024 regular meeting of the Board.

SUBMITTED BY DIRECTORS A. LEONARD & P. JOHNSTONE.

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District
Board Meeting Date – June 28, 2024

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

Indigenous Relations Committee – June 5, 2024

Delegations:

No delegations presented

Information Items:

E1 Quarterly Update Report on Reconciliation Activities

Regional Culture Committee – June 12, 2024

Delegations:

No delegations presented

Information Items:

E2 Metro Vancouver 2024 Regional Cultural Grants: Adjudication Process

Climate Action Committee – June 13, 2024

Delegation Summaries:

No delegations presented

Information Items:

E2 Residential Indoor Wood Burning Public Education Campaign

Regional Planning Committee – June 14, 2024

Delegation Summaries:

C1 Doreann Mayhew, General Manager of Development, City of Delta
Subject: City of Delta Regional Context Statement

Information Items:

No items presented.